



Taylor Wimpey – Former Wisley Airfield

Cycling strategy consultation and engagement summary

October 2022

Introduction

Since Taylor Wimpey bought the former Wisley Airfield in May 2020 the company has undertaken extensive public consultation on its proposals, with particular attention paid to the cycling strategy including dedicated events for technical and non-technical stakeholders.

The resulting strategy ensures that there are safe and attractive routes for cyclists to key destinations to the north, south, east and west of the former Wisley Airfield.

Summary of engagement

Consultation on the cycling strategy started from the first Chapter of Engagement, which took place in July 2020 and ran through the next three chapters of engagement. Overall, the cycling strategy included:

Chapter 1 (July 2020) - respondents were asked which destinations they felt residents were likely to cycle to, which existing cycle routes should be improved, and whether an electric bike hire scheme would be used.

Respondents identified Cobham, Horsley, Ripley, Guildford and Woking as top destinations.

Chapter 2 (November 2020) - respondents were asked to review the destinations identified in the first round of consultation, how they might use routes (leisure or commuting) and whether they would be more likely to use improved routes.

The majority of respondents reported that they would use the safer cycle routes provided and reconfirmed their top destination for cycling (Cobham).

Community Liaison Group 10 (April 2021) - this CLG meeting dealt directly with the cycling route proposals.

Discussions between the group covered potential destinations, speed restrictions, pinch points, and details of particular routes and road treatments.

Chapter 3 (May 2021) - Attendees were given an overview of the choice of destinations being served, the routes, and examples of quiet routes and lanes. Respondents were asked about the proposals for sustainable travel.

Respondents recognised Taylor Wimpey's commitment to promoting active travel while noting that cycling would not be the only solution.

Chapter 4 (April 2022) - An in-person presentation which summarised the outcomes of the consultation to date and presented the solutions likely to be in the Outline Planning application.

Respondents gave varying feedback. One said "The cycling strategy seems sound" while another correspondent stated "Cycles - roads too narrow for cycle lanes".

Design Review Panel

Four Design Review Panel sessions have been held with Design South East, as per the Local Plan policy D1 requirements:

- 18th August 2020 (www.wisleyairfield.com/wp-content/uploads/2020/09/Design_Review_Panel_Minutes.pdf);
- 18th December 2020 (www.wisleyairfield.com/wp-content/uploads/2021/03/Wisley-Airfield-Hatch-Lane-Ockham-GU23-GNU-Design-Review-Panel-2.pdf);
- 28th May 2021 (www.wisleyairfield.com/wp-content/uploads/2021/09/Wisley-Airfield-Third-DRP.pdf) and
- 17th March 2022

Again, the feedback from these sessions has been taken to inform further development of the cycling proposals.

Surrey County Council and Guildford Borough Council

A series of meetings were held with the cycling officer, road safety officer, rights of way officers at Surrey County Council. In addition, regular meetings with the development control team at Guildford Borough to present proposals and receive feedback, which included representation from GBC. Feedback from these broad ranging discussions has helped to shape the cycling proposals.

Specific meetings with cycling stakeholders

During the course of the consultation a series of meetings have been held with cycling stakeholder groups, including Guildford Bicycle User Group (G-BUG), Woking Cycling Group, and Sustrans. Feedback from these broad ranging discussions was fed into the cycling proposals. These meetings included: -

- Guildford Bicycle User Group (G-BUG): 17th August 2020 and 6th May 2021
- Woking Cycling Group: 7th December 2020
- Sustrans: 2nd December 2020
- South Western Railway, 1st April 2021, with a follow-up meeting on 6th October 2021, to introduce our scheme proposals and discuss routes to rail stations and cycle parking at local stations;
- Surrey Police, with Surrey County Council on 15th September 2021, to introduce our proposals and invite feedback.

Group meetings to discuss emerging cycle proposals: -

- Meeting with local cycle interests (including G-BUG, Woking Cycle Group, Sustrans and Cycling UK) on 23rd April 2021;
- Meeting with technical stakeholders on 10th May 2021;
- Meeting with non-technical stakeholders on 11th May 2021.

Detailed cycling consultation (May 2021)

In addition to the wider public engagement, a dedicated cycling strategy consultation was held in May 2021. The consultation was formed of two workshop sessions: one for technical consultees, and one for non-technical consultees. All materials were subsequently posted on the project website for wider viewing.

Cycling Stakeholders		
Stakeholder	Confirmed Attendance	Feedback Received
Guildford Bike Users Group	Yes	Yes
Woking Cycle Users Group	Yes	No
Sustrans	Yes	No
Cycling UK	Yes	No
Elmbridge Cycle	Yes	No
Woking Cycling Club	No	No
Mole Valley Cycling Group	No	No
Cycling Forum	No	No

Guildford CTC	No	No
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Technical Stakeholders		
Stakeholder	Confirmed Attendance	Feedback Received
Highways England	No	No
Surrey County Council	Yes	No
Guildford Borough Council	No	No
Woking Borough Council	Yes	Yes
Elmbridge Borough Council	Yes	No
Mole Valley District Council	No	No
Natural England	No	No
Historic England	No	No
Environment Agency	No	No

Forestry Commission	No	No
Surrey Access Forum	No	No
Road Safety Foundation	No	No
Transport for the South East	No	No
Canals & Rivers Trust	No	No

Non-Technical Stakeholders		
Stakeholder	Confirmed Attendance	Feedback Received
Enterprise M3	No	No
Bike 50	Yes	Yes
Lovelace Ward Member (GBC)	Yes	Yes
Clandon & Horsley Ward Member (GBC)	Yes	No
Effingham Ward Member (GBC)	No	No

Send Ward Member (GBC)	No	No
Cobham & Downside Ward Member (EBC)	No	No
Byfleet & West Byfleet Ward Member (WBC)	No	No
Pyrford Ward Member (WBC)	No	No
Horsley Division Member (SCC)	Yes	Yes
Bookham and Fetcham West Division Member (SCC)	Yes	No
Cobham Division Member (SCC)	No	No
Lead Member for Highways (SCC)	No	No
Guildford MP	Yes	No
Mole Valley MP	Yes	No
Ripley Parish Council	Yes	No
Ockham Parish Council	Yes	No
Send Parish Council	Yes	No

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East Clandon Parish Council	Yes	No
West Clandon Parish Council	No	No
East Horsley Parish Council	Yes	Yes
West Horsley Parish Council	No	Yes
Effingham Parish Council	Yes	Yes
RHS Wisley	Yes	No
British Horse Society	Yes	No
Guildford Ramblers	No	No
Cobham Heritage	No	No

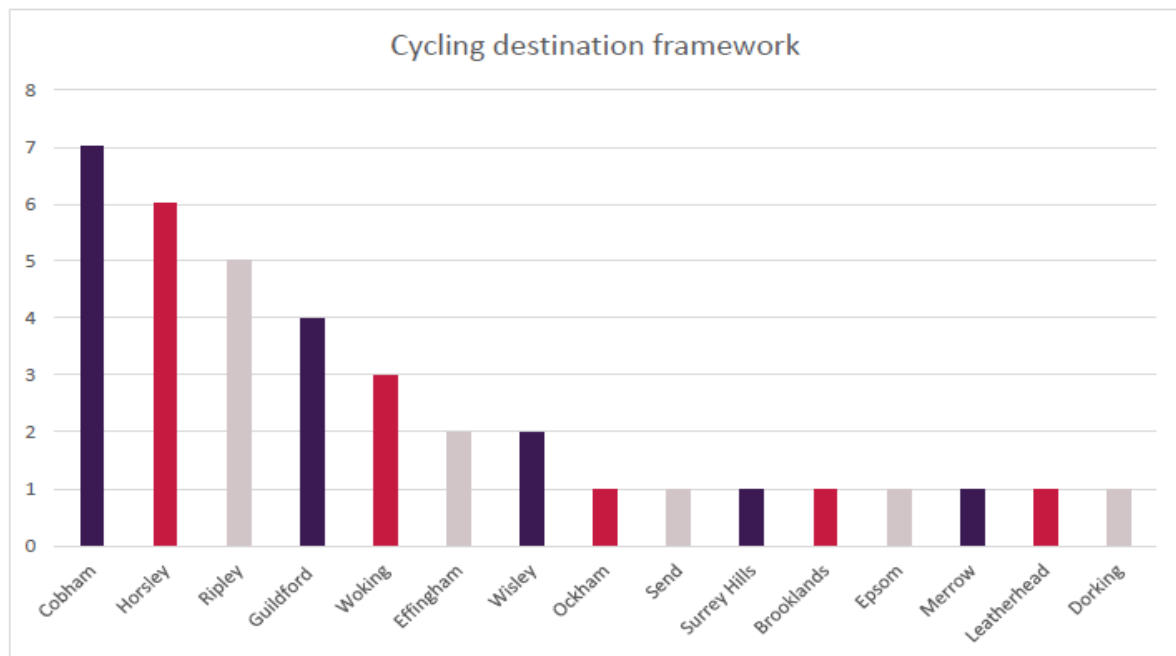
How feedback has been incorporated into the proposals

We have considered feedback responses as we have developed our proposals. Below we demonstrate how we have responded to feedback under three headings, “Definition of network and key destinations”, “Design of infrastructure for off-site routes”, and “Behavioural measures to encourage cycling”.

Network and key destinations

Through the public consultation and sessions with stakeholders, representations have been made on the key destinations that should be served and the way in which routes could link to a broader network.

An early public consultation asked people’s views on key destinations to serve and received the feedback shown in the graph below.



Below we make comments on different destinations that have been raised:

- Cobham: Several consultees stated that they felt that Cobham was the most important destination to serve as a large centre with a range of amenities. (G-BUG, Woking Cycling Group). It also came top of the list in the general public consultation survey. Despite Cobham not being identified in A35 policy requirement, we decided that a link to Cobham was important and have developed proposals for it.
- Guildford and Woking: Several consultees also felt that Guildford and Woking were important destinations. Again, this is not a requirement of policy A35 and they are 9 miles and 7 miles respectively from the site. We felt that providing a much upgraded facility to Ripley would assist, with cyclists wishing to access Guildford being able to continue via the existing SCC route along the A3 and those wishing to access Woking continuing via Send.

- West Byfleet: the route towards West Byfleet from Ripley is a busy, narrow and winding road where it would be difficult to provide facilities suitable for “the average cyclist”. We therefore decided to focus on a route to Byfleet which could connect to West Byfleet via Parvis Road. Our route up Wisley Lane could also be used to access the Wey Navigation and then follow the existing Venus Trail via Dodds Lane.
- Effingham Junction: some consultees felt this was the most important rail station to serve, although delivering cycle provision along Old Lane that is suitable to “the average cyclist” is challenging. We therefore decided to focus on providing a route suitable for “the average cyclist” to East Horsley rail station instead, which provides access to the same train services as Effingham Junction and also has a village centre with many more amenities. We are proposing to deliver a traffic management scheme to Old Lane that will slow traffic speeds and make the route more amenable to confident cyclists, as well as reducing speeding for the benefit of local residents. We have also added a route to Stoke D’Abernon rail station along a much quieter route to provide access for “the average cyclist” to a second rail station.
- Leatherhead: our route to Stoke D’Abernon provides good access to Downside Common village, from where people can access Bookham Common to travel onwards towards Leatherhead, as well as Fetcham, Dorking and the Surrey Hills.
- RHS Wisley: this was raised as an important leisure destination and our route to Byfleet provides direct access to here.
- Links to leisure network and greenways: some consultees were keen that the cycling network make use of or provide connections to the leisure network by upgrading bridleways or footpaths or providing links to existing traffic-free routes. Our route to Horsley uses a part of the right of way along the railway which SCC aspires to develop into a greenway from East Horsley to West Clandon and onwards to Guildford, so delivers the first section of this route. Our route to Stoke D’Abernon links to the aspirational Surrey Hills AONB to Hampton Court greenway and uses a section of it from Downside Common village to Stoke D’Abernon. We have also been told about the importance of Pointers Road as providing access to leisure cyclists from north of the A3 towards Ockham, Bookham Common and other cycling routes. This route will become more attractive with the National Highways DCO proposals for upgrading the cycle route along the A3 corridor which will provide better crossing facilities of the A3 towards Byfleet and Weybridge. Our link to Cobham and Stoke D’Abernon provides improved access to connect with this route.

Design of infrastructure

Consultees have made various comments relating to the design of cycling infrastructure.

- Segregation: many want to see full segregation to provide protection for cyclists on these routes. Where traffic volumes are higher and adequate space within the highway exists, we have proposed segregation, such as along the Portsmouth Road to Ripley, Downside Bridge Road towards Cobham, and Parvis Road / Sopwith Drive to Brooklands Community Park.

- Provision of routes alongside the carriageway: some consultees have suggested that where inadequate width exists within the highway to provide segregated cycling facilities, we should consider providing parallel routes on 'the other side of the hedge'. We investigated the potential for this in relation to routes towards Horsley and Effingham Junction, but adjudged they were too problematic. First, the developer does not have the necessary powers to use 3rd party land, but second, many of these options could only transport cyclists part of the way along the route before they would be forced to re-join a road where it was difficult to make segregated provision and therefore it did not offer an end to end route solution.
- Managing traffic speeds: many consultees raised the concern about traffic speeds in the local area creating unsafe conditions for cycling with general traffic. Where cyclists share the road with general traffic, we have sought to ensure that traffic speeds will be brought to an acceptable level through proposing speed limit changes accompanied with a range of traffic management measures (highlighted in the introduction to section 4).
- Quiet Lanes: in our engagement with Sustrans, the national cycle charity, they suggested the potential of designating cycle routes along rural lanes as Quiet Lanes. We subsequently researched the background to Quiet Lanes and where they have been used elsewhere and decided to adopt this approach. In so doing, we considered that a network of Quiet Lanes could provide a good cycling network away from the main traffic routes, effectively segregating cyclists from high volumes of traffic. We subsequently refined our traffic management proposals to develop traffic calming devices on these rural lanes that will discourage through motor traffic from using these routes and ensure that motor traffic that does use the routes is encouraged to respect lower speed limits.
- Avoid over-urbanising the rural nature of the area: other consultees have also expressed concern that cycle proposals should not urbanise the area by creating 'harsh' urban infrastructure and a proliferation of signage or lighting. Our traffic management proposals, including speed limits and Quiet Lane designation do necessarily require a level of signing. However, we have sought to develop appropriately 'rural' traffic calming devices such as grass verge build outs, as well as removing centrelines from the Quiet Lanes. We have sought to minimise the amount of directional signage by simply locating it at key nodes. The net impact is that there will be some more signs, but less white paint on the rural lanes. We have investigated lighting solutions that minimise light pollution in the rural area. We propose to utilise solar-powered ground level lighting on some of the off-highway routes (railway path between Lollesworth Lane and Kingston Avenue, Muddy Lane bridleway around the M25 underpass) that incorporates 'bat-hats' to minimise upwards light pollution.

Behavioural measures

Some consultees expressed scepticism about whether residents and users of FWA will be willing to take up cycling and how they might be encouraged. Specific issues were raised regarding the availability of secure, convenient cycle parking both at homes and destinations and the ability to conveniently charge e-bikes at home, training and competence for people to cycle on the surrounding road network, and how people who do not own a bike might be encouraged to take up cycling. There was also concern over whether people would cycle during inclement weather or during the winter.

We have included a range of measures within the site masterplan, cycle network proposals and site travel plan to address these issues.

- Our cycle network proposals include suggestions for expanding cycle parking at key destinations, including village centres and rail stations.

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- Our site masterplan provides segregated cycle facilities along the Sustainable Transport Corridor and traffic-free routes, as well as 'filtered permeability' to allow cyclists access across secondary roads where motorised traffic cannot pass.
- We propose secure cycle parking for every home. Individual houses will have an accessible, secure, lockable bike store to safely keep their bikes, incorporating an electricity point for charging e-bikes. Secure and accessible bike storage will also be provided at apartment blocks.
- Our travel plan incorporates family and adult cycle training offers, social rides and bike repair and maintenance sessions to assist people in taking up cycling. We are also investing in a bike and e-bike loan scheme to enable those who currently do not own a bike to give it a try for no cost and then to be able to buy the bike at discount.
- In this way, we anticipate that cycling will be a primary travel choice for people making trips within FWA. The provision in FWA will also enable beginner cyclists and less confident cyclists to begin cycling in a safe environment to develop their skills.
- We acknowledge that inclement weather and the winter season is likely to reduce the regularity of cycle trips, though evidence shows that a significant number of people will continue to cycle in all weathers. However, the overall transport strategy for the site includes the provision of a comprehensive bus service, so we anticipate that by giving people access to a range of sustainable travel choices, their commitment to sustainable transport will be strengthened.