

LONGCROSS GARDEN VILLAGE STEERING GROUP**SECOND MEETING – TRANSPORT****1. OVERVIEW:**

Crest Nicholson hosted its second steering group session regarding Longcross Garden Village on 27th November at the Old School Café from 6.30 – 8.30pm.

The focus of this group was on transport, which reflected the key priorities as discussed and agreed upon during the first steering group.

2. PURPOSE:

To provide an overview of the work undertaken to date to key local stakeholders and to gather inputs which will help to shape further survey work and masterplanning activities.

3. ATTENDEES:

Sammie Bryans – Crest Nicholson
Jonathan Greenfield – Crest Nicholson
James Merchant – Crest Nicholson
Kevin Kay – RPS
Russell Henderson – RPS
Katherine Jones – Barton Willmore
Catherine Senda – Curtin&Co
David Shetcliffe – Curtin&Co
Phil Corthorne – Curtin&Co

4. STRUCTURE:

1. Welcome, purpose of the group and initial introduction (Catherine Senda – Curtin&Co)
2. Introduction to the site and the process being undertaken (Sammie Bryans – Crest Nicholson)
3. Overview of the transport surveys and work undertaken to date (Kevin Kay – RPS)
4. Breakout sessions with participants being given approx. 30 minutes to discuss:
 - a. Roads, rail and major infrastructure (led by Kevin Kay, RPS, and facilitated by other members of the team)
 - b. Sustainable transport (led by Russell Henderson, RPS, and facilitated by other members of the team)

NB. the structure was designed to ensure that everyone in attendance could ask as many questions as possible within the time frame. However, the project team recognises that this is a significant subject and, therefore, proposes that another transport topic steering group is

held in the New Year when further information can be provided in response to the questions raised.

5. OVERVIEW OF QUESTIONS AND ANSWERS:

TRAFFIC AND TRANSPORT:

Why was the traffic survey work undertaken in June?

Answer: Following guidance, June is considered to be a “neutral” month in the agreed survey structure, i.e. it is not the school holidays, not Christmas and contains no bank holidays. As such, it is one of several months which are considered to accurately represent typical transport conditions as part of the standard assessment guidelines.

Will surveys be undertaken in Virginia Water?

Answer: Yes. Some surveys already have been, but an opportunity was also provided during the break-out sessions to identify key junctions where participants felt that additional work should be undertaken.

Has the Crest/RPS team taken into account other major developments coming forward both in RBC and in neighbouring authorities?

Answer: Yes. The method of capturing committed developments is agreed with Surrey County Council and this is a standard element of any Transport Assessment. Growth in traffic as a result of committed development (i.e. with planning consent but not necessarily delivered) within the Longcross Garden Village’s area of influence will be considered so that an accurate future picture of local traffic conditions is generated. This is then used to inform capacity assessments which determine whether mitigation measures, such as junction upgrades, are required to address the impact of the development

Regarding speeds, will a speed restriction be put in place on Longcross Road and within the development?

Answer: The speeds on Longcross Road would have to be agreed with Surrey County Council, but it has to date supported a speed limit reduction on Longcross to 50mph (and 40mph for Kitsmead Lane). The additional accesses proposed to serve the Longcross Garden Village will assist in helping to achieve creating new points where traffic will interact.

What improvements will be made to the access points from Longcross Road?

Answer: The team is currently working on the design solutions, but the floor was opened to suggestions during the break-out session which considered whether simple priority junctions would be appropriate to ensure minimal delay of through-traffic.

Will construction traffic run on local roads?

Answer: A full Construction Environment Management Plan (CEMP) will be agreed with RBC and SCC ahead of works starting and adherence to it will be a condition of the planning consent, should it be granted. The CEMP will include details of vehicle routing and timing as well as any other forms of mitigation such as wheel-washing to minimise the transfer of mud onto roads.

It has already been agreed that HGVs will not be able to use the bridge on the B383 Chobham Lane which reflects a concern raised in the first steering group meeting. Crest Nicholson has also agreed to share a draft of the key principles of the CMP as soon as it is available.

What will happen to the mortarway bridge?

Answer: The current aim is to make bridge more accessible by including a vehicular route (possibly signalled to enable traffic to move one way at a time), which will give priority to buses and include pedestrian and cycle ways. This would meet the garden village principles of ensuring that there are as many ways as possible to travel between Longcross North and Longcross South. In addition, landscaping is proposed for the bridge to make it a more attractive route of moving between the sites and to reflect the garden village principles. However, discussions will need to be held with Highways England which owns the bridge in order for them to agree any proposals and, therefore, these meetings are being sought as soon as possible.

Can schools be mapped so that it is clearer where traffic builds up at key drop-off and pick-up times?

The Longcross Garden Village scheme is making provision for a two-form entry primary school which will meet the needs of the vast majority of children living on-site.

With regards to secondary education, a number of schools are located within two-five miles from the development, including

- Salesian School – Chertsey
- Jubilee High School – Addlestone
- Chertsey High School – Chertsey
- Magna Carta – Staines

Surrey CC's general guidance is that Secondary age children are entitled to free travel when the distance is over 3 miles.

It is expected that the majority of pupils will travel by train, although Runnymede Borough Council also operates a Yellow Bus scheme to Magna Carta, Salesian and Jubilee High, as well as to Fulbrook in West Byfleet.

In response to the question, yes, the TA will show the locations of the school, and the assessment for any car trips that result from parents driving their children to school is picked up with the travel demand assessment of the site.

SUSTAINABLE TRANSPORT:

Given the distance across the site, will it be walkable for children who live at one end but go to school at the other?

Answer: Yes. Garden village principles include clear guidelines on the distances which are allowed between homes and green space/public amenities. In addition, school travel plans encourage walking and cycling so safe routes are being masterplanned into the site as a priority. Some of those routes will be more direct, others will be more meandering routes to encourage recreation and leisure time on the way to and from school.

How do the cycling routes included connect to existing routes outside the red line?

Answer: This is a point which the project team has been looking at to balance the need for external access, but not to increase the recreational pressure put on Chobham Common. The approach has been to concentrate on delivery good quality routes within the site to key destinations, such as the railway station and the Chertsey Common SANG area.

Cycling will be encouraged throughout the development and facilities are being provided along Kitsmead Lane to knit the development with other lower trafficked or lower speed routes that cyclist may wish to use in completing their journeys.

Any details of local cycling groups which could be provided in order to encourage the discussion would be very much appreciated by Crest and the team.

Improvements need to be made on Longcross Road to attract sustainable transport for example the road [speed] limit and better lighting for cyclists.

Answer: Crest agrees with this principle and will seek to make improvements, including lighting, wherever possible and around its access points. However, lighting and improving other parts of Longcross Road will need to be determined by Surrey County Council as the local transport authority and also has to be respectful of wildlife (e.g. bats). Crest is very happy to work with the community and make the case for these changes to be implemented during its own meetings with SCC.

The point was made that connections to Longcross Station are important and that connecting the southern site homes to the commercial businesses in Longcross North is vital to encourage sustainable travel.

Answer: Crest Nicholson is entirely in agreement with this point and, again, sustainable connectivity is one of the nine fundamental pillars of garden village principles. At every point in the masterplanning exercise, Crest Nicholson will seek to ensure that both the previously consented residential and commercial developments to the north and Longcross Garden Village work together to provide one integrated development which will enable people to work, live and play within the same area, as well as providing links into the surrounding communities.

Regarding Longcross Station, will parking be available?

Answer: Yes, parking is included within the proposals for Longcross North. A balance needs to be struck between the need to provide parking and encourage people to use the station to support better services but at the same time not encourage too many people to drive to it specifically. As such, Crest is working with the relevant authorities to assess the amount of spaces which will be required.

Will there be more trains?

Answer: Yes, the number of trains has already increased from 12 to 27 services in recent months and it is understood that South Western Railway has now submitted proposals to increase this to 35 trains in May 2019. Beyond this, a consultation into a new timetable which was meant to come into force in December 2018 has been delayed, but this has allowed a submission to be made to Network Rail and the Department for Transport to introduce a full half-hour frequency for Longcross railway station from the December 2019 timetable. A decision on this is expected in June 2019.

Will Longcross Station be upgraded?

Answer: That is the aim. A package of improvements has already been agreed within the consent for Longcross North and further discussions will be taking place with SWR and Network Rail to determine the scope for further funds to allow additional upgrades to be carried out.

Could driverless buses be used to transport residents to and from the Longcross Station and the businesses at Longcross North?

Answer: This idea has been raised several times now so the project team is investigating the technology and how it could work on the site. The technology is still in its infancy, but if it is suitable then the team will consult on the best routes to take, along with safe and suitable pick-up and drop-off points. Given the pace of technology, what is becoming clearer is that these vehicles will be able to run on normal roads and therefore would not require any specific infrastructure nor would it exclude other drivers from using the same routes.

Will the SANGs have any car parking to attract visitors?

Yes, there will be parking allocated and provided in a sensitive manner to enable access to the SANGs.

ADDITIONAL ISSUES RAISED FOR FURTHER CONSIDERATION BY THE PROJECT TEAM:

- The impact of rat-running when people going between the M25 and the M3 but wanting to avoid the A30
- The impact of additional transport on the Sunningdale Level Crossing (amongst others)
- Consideration of local routes and infrastructure for horses

OTHER KEY QUESTIONS:**Why is the retail offering clustered into one part of the development and not in the centre of the development?**

Answer: the retail and community facilities are being brought forward as early as possible, precisely to address some of the other concerns raised that new residents would have no local amenities. This means that they have currently been masterplanned to be next to the first phases of development on the southern part of the site, but easily accessible to residents and those who work on the northern part of the site.

Why is there only a primary school rather than a secondary school?

Answer: The education provision is being agreed in line with Surrey County Council policy and being advised by RBC. Generally, for a development to deliver a full secondary school on-site, it would require the delivery of c.3,000 homes. However, if the Local Education Authority determines that a new secondary school is required, it would have to be provided as part of the planning consent.

Currently, it is assumed that secondary education provision for the site will be managed through payments made to Surrey County Council in order to improve and expand surrounding schools. However, this is still at the negotiation stage and so is subject to change.

Will there be a doctors' surgery or health centre on site?

Answer: Crest Nicholson is currently engaged in discussions with the local Clinical Commissioning Group (CCG) as to whether a new surgery would be required on-site or whether the CCG's preference would be to see financial contributions made to other local surgeries. A meeting with the CCG is scheduled for November after which Crest will be able to provide an update as to the CCG's preference.

Ultimately the decision will be made by the CCG and is not within Crest's control. It should be noted that it will be a statutory requirement to follow the recommendations of the CCG and Crest will be willing to undertake either solution to ensure there is no adverse impact on existing services as a result of new residents moving onto the site.

Has consideration been given to air quality and the impact of new homes and cars on both new existing and new residents, particularly in light of the Heathrow proposals?

Answer: Yes, absolutely. All developments have to adhere to strict energy efficiency guidelines and are rated on how they achieve this through different measures (walls, heating systems, etc). There will be the opportunity for the development to consider solar panels and ensuring all houses have electric car charging points to encourage more sustainable modes of transport, the significant additional landscaping being included within the site, cumulative addition of trees and increase in wildlife habitat all contributes positively to the overall environmental rating.

In addition, Crest Nicholson takes a "fabric first" approach to building homes and commercial spaces which means it actively seeks to use materials and methods of building which reduce the need to use electricity and gas for heating, thereby making the homes more sustainable.

SUGGESTIONS AS TO TOPICS WHICH FUTURE STEERING GROUP MEETINGS COULD FOCUS ON:

- Community facilities
- Follow up on Transport
- Landscape, wildlife and public open spaces

6. NEXT STEPS

The next steering group meeting is planned for 17th December and will feature a visit to Arborfield where Crest Nicholson is in the advanced stages of building a garden village scheme. Members of Wokingham District Council and local Parish Councils will be joining us so that any participants of the Longcross Steering Group who would like to ask further questions about working with Crest or garden village principles will be able to do so.

In addition, John Wickham from leading Landscape Architects Murdoch Wickham will be joining the trip to explain the landscape principles in more detail.

Key facts: Monday 17th December

- 11am - Leave the Old School Café (transport provided and cars may be parked in the car park behind the Old School Cafe)
- Site visit and tour with questions answered throughout
- 2pm – Arrive back at the Old School Café where sandwiches, teas and coffees will be provided

**Contact details: for any questions regarding the project, please contact Catherine Senda
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