



Land Parcel North of Langley Bottom Farm, Epsom

Residential Travel Plan

Client: Fairfax Properties

i-Transport Ref: DF/MK/GV/ITB200788-002a

Date: 27 June 2025

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i-Transport LLP

The Square
Basing View
Basingstoke
Hampshire
RG21 4EB

Tel: 01256 898 366

www.i-transport.co.uk

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Quality Management

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SECTION 1 Introduction

1.1 Overview

1.1.1 This Transport Assessment (TA) has been prepared on behalf of Fairfax Properties (Fairfax) in relation to the development proposal at the Land Parcel to the North of Langley Bottom Farm, located within Langley Vale, Surrey (the 'site').

1.1.2 The development description seeks:

“Outline planning application for up to 110 dwellings (including affordable homes) with all matters reserved apart from access from Langley Vale Road.”

1.1.3 The site falls within the administrative boundary of Epsom and Ewell Borough Council (EEBC) who are the Local Planning Authority (LPA) with Surrey County Council (SCC) as the Local Highway Authority (LHA).

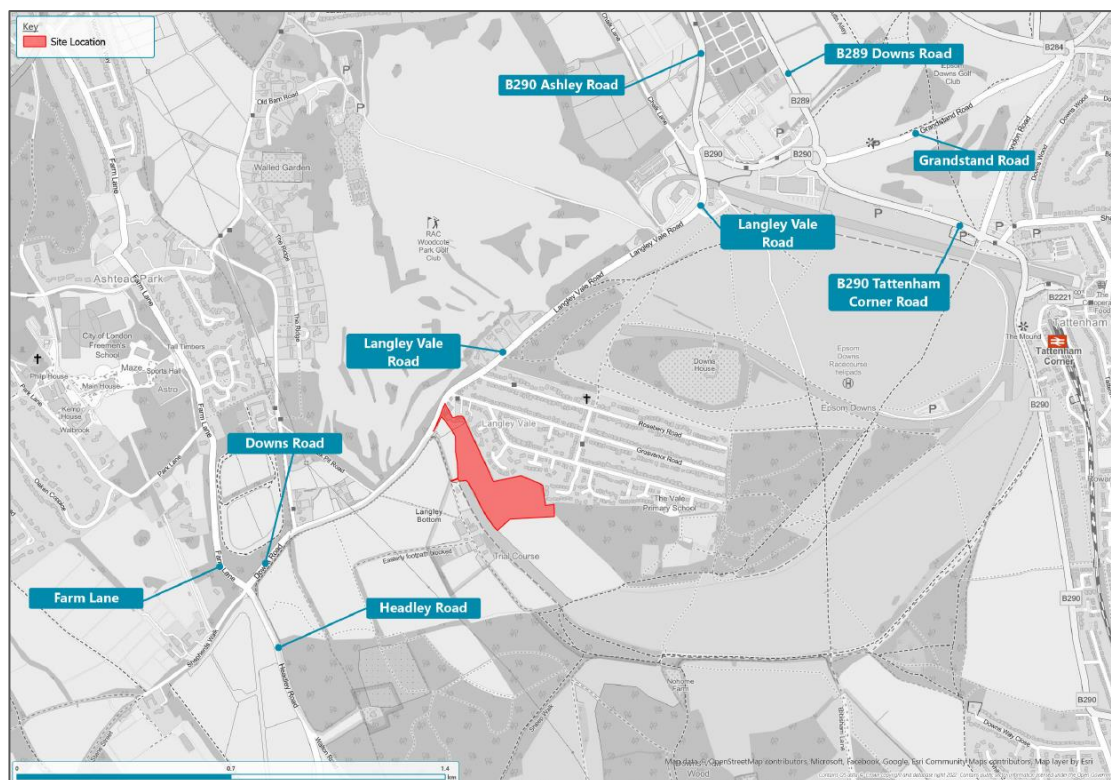
1.2 Site Location and Context

1.2.1 The site is located at Langley Bottom Farm, Langley Vale, which falls within the borough of Epsom in Surrey. It lies approximately 3.5km south of Epsom Town Centre and approximately 25km southwest of Central London. Epsom Down Racecourse is situated approximately 1.5km north of the site, with the town of Leatherhead located 4.5km to the east.

1.2.2 The site comprises agricultural fields extending to approximately 5-hectares. The site abuts the built-up area of Langley Vale to the northeast, Langley Vale Road to the west, Ancient Woodland of The Warren to the east, and arable farmland and a collection of buildings associated with Langley Bottom Farm (Planning Ref. 20/00475/FUL), which is currently under construction for 20 dwellings.

1.2.3 The location of the site in respect of the wider surrounding area is illustrated in **Image 1.1**.

Image 1.1: Site Location



1.2.4 The site falls within the jurisdiction of Epsom and Ewell Borough Council (EEBC) who are the Local Planning Authority (LPA), with Surrey County Council (SCC) as the Local Highway Authority (LHA).

1.3 Travel Plan Context

1.3.1 This Travel Plan (FTP) aims to promote sustainable travel behaviour of residents and visitors of the Proposed Development. It is considered to be a 'live' document and therefore, not only will it be actively promoted amongst residents and visitors but will also be reviewed and revised over time following occupation of the Proposed Development. This approach will assist the FTP in promoting relevant measures and targets that are both suitable and appropriate for the Proposed Development.

1.3.2 A Transport Assessment (TA) has also been prepared alongside this FTP in support of the planning application. The TA sets out the Proposed Development in greater detail regarding the proposals, the access and transport strategy, multimodal travel demand and highways impact. The TA should be read in conjunction with this FTP, with the purpose of this FTP to promote sustainable travel and mitigate the potential impacts of the Proposed Development through encouraging modal shift to active travel and public transport.

1.4 Overarching Objectives

1.4.1 The objectives of this FTP have been developed in accordance with the overarching objectives set out in SCC's Local Transport Plan (LTP) 4 (2022-2032).

1.4.2 This FTP therefore aims to deliver the following objectives:

- To reduce the number of vehicle trips, including single occupancy vehicle trips, made by residents of the development proposal;
- To minimise the total distance travelled by residents and users of the development proposal through a reduction in journey lengths and frequency;
- To enable people to make informed travel choices and to promote 'healthy travel' to and from the development proposal and increase the number of residents and visitors travelling by these modes;
- To improve the awareness and usage of alternative modes of transport to reduce reliance on the private car;
- To promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to the private car and to highlight the benefits of adopting sustainable travel modes;
- To sustain the FTP through sustainable and effective financial investment;
- To monitor the performance of the FTP against its targets by regularly collecting accurate and relevant travel information; and
- To reduce the impacts of car-based travel to and from the development proposal on the surrounding highway network, environment and local residents and businesses.

1.5 Benefits of The Framework Travel Plan

Benefits to Residents

- Improved health and fitness through increased levels of walking and cycling;
- Increased travel flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- A better environment within the site and its immediate area as vehicular movements are minimised and parking pressures are reduced.

Benefits to Local Community and the Environment

- The impact of the development on the local environment will be lessened, in terms of reducing congestion, noise and atmospheric pollution created by vehicle trips to and from the site; and
- A reduction in vehicular movements to and from the site will reduce pollution levels and contribute to a reduction in vehicular turning movements to/from the site. This will contribute to both local air quality management and national climate change reduction targets.

1.6 Structure of Travel Plan

1.6.1 The remainder of this FTP is structured as follows:

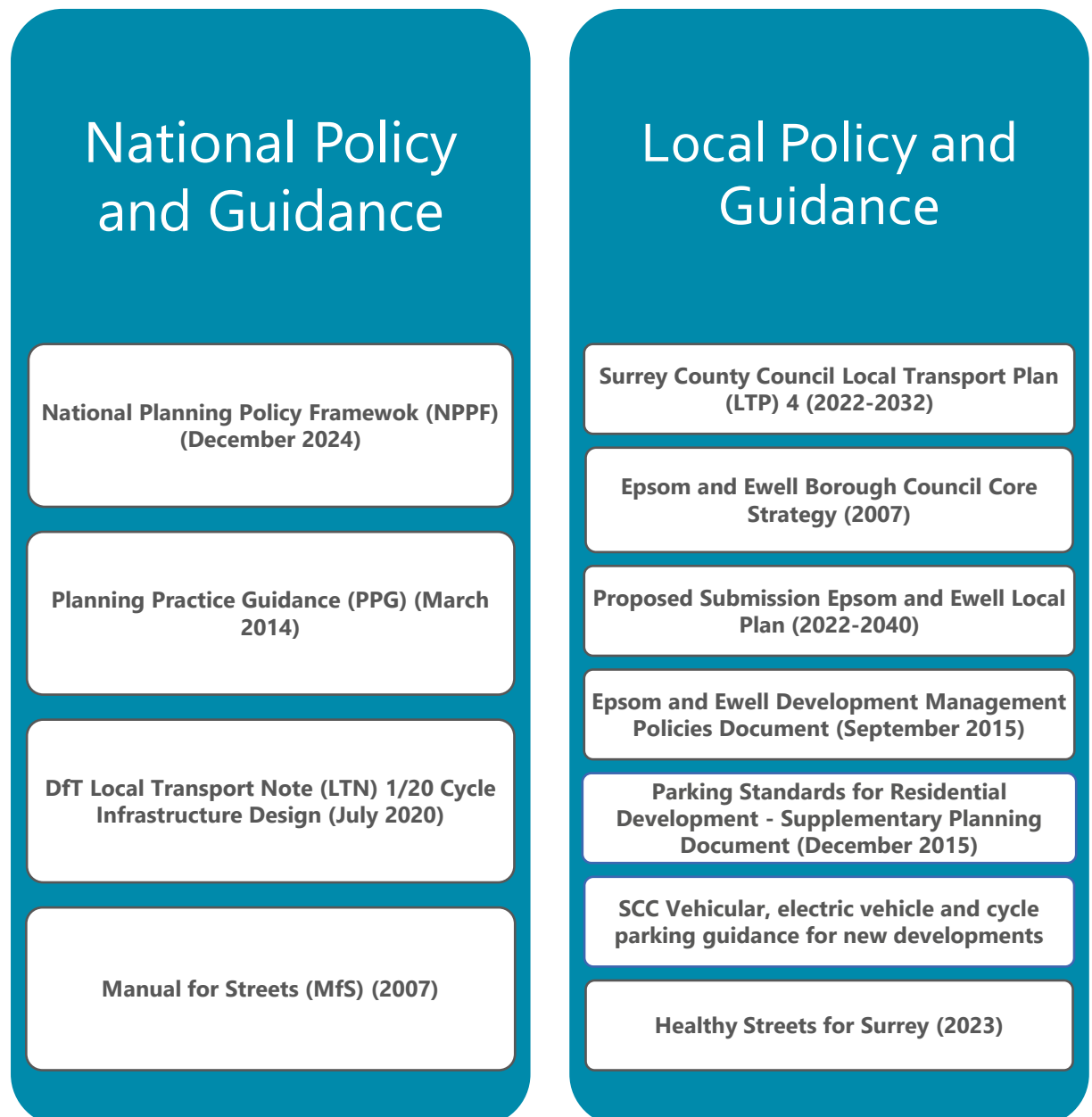
- **Section 2 – Transport Policy Context:** reviews national and local policy and guidance pertinent to transport;
- **Section 3 – Transport Vision and Approach:** sets out the transport vision for the site, detailing the preferred future for the site which can be achieved through considerate site design and travel planning measures;
- **Section 4 – Sustainable Transport Accessibility:** reviews the surrounding sustainable transport infrastructure and access to local amenities;
- **Section 5 – Development Proposal:** sets out the development proposal specific to prioritising sustainable travel;
- **Section 6 – Targets:** provides the baseline mode share and initial mode share targets for the development proposal;
- **Section 7 – Measures:** sets out the 'soft' and 'hard' measures that will be provided to encourage sustainable travel to the site and manage travel demand;
- **Section 8 – Implementation, Promotion, and Enforcement:** provides a strategy for the implementation, promotion, and enforcement of the Travel Plan;
- **Section 9 – Monitoring and Review:** outlines how the Travel Plan will be monitored.
- **Section 10** provides a Travel Plan Action Plan; and
- **Section 11** provides a summary and conclusion of the Travel Plan.

SECTION 2 Transport Policy Context

2.1 Overview

- 2.1.1 To provide context for the TA, this section summarises the relevant national and local planning policy considerations pertaining to the development proposal.

Image 2.1: Relevant National and Local Policy and Guidance



2.2 National Planning Policy Framework (December 2024)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how it expects these to be applied. It also constitutes guidance for local planning authorities and decision takers, both in drawing up plans and as a material consideration in determining planning applications.

2.2.2 Paragraph 115 sets out the key 'tests' for the consideration of transport aspects of development, which are provided in **Image 2.1**.

2.2.3 Paragraph 116 is clear that ***"Development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe taking into account all reasonable future scenarios."***

2.2.4 The NPPF then goes on to state in paragraph 118 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 of transport assessment so that the likely impacts of the proposal can be assessed."

Planning Practice Guidance (PPG)

2.2.5 The National Planning Practice Guidance was first published in March 2014 and at Paragraph 003 sets out the key role of Travel Plan documents in the development process:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)"

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation."

Surrey Travel Plan Requirements – Good Practice Guide

2.2.6 The Surrey County Council (SCC) 'Travel Plans – a good practice guide for developers' (May 2024) is guidance from Surrey to developers of sites over 80 dwellings (those which are to be supported by a travel plan).

2.2.7 The purpose of this document is to encourage sustainable travel to and from the site, and to reduce the adverse impacts that may arise from increase travel demand in the local area.

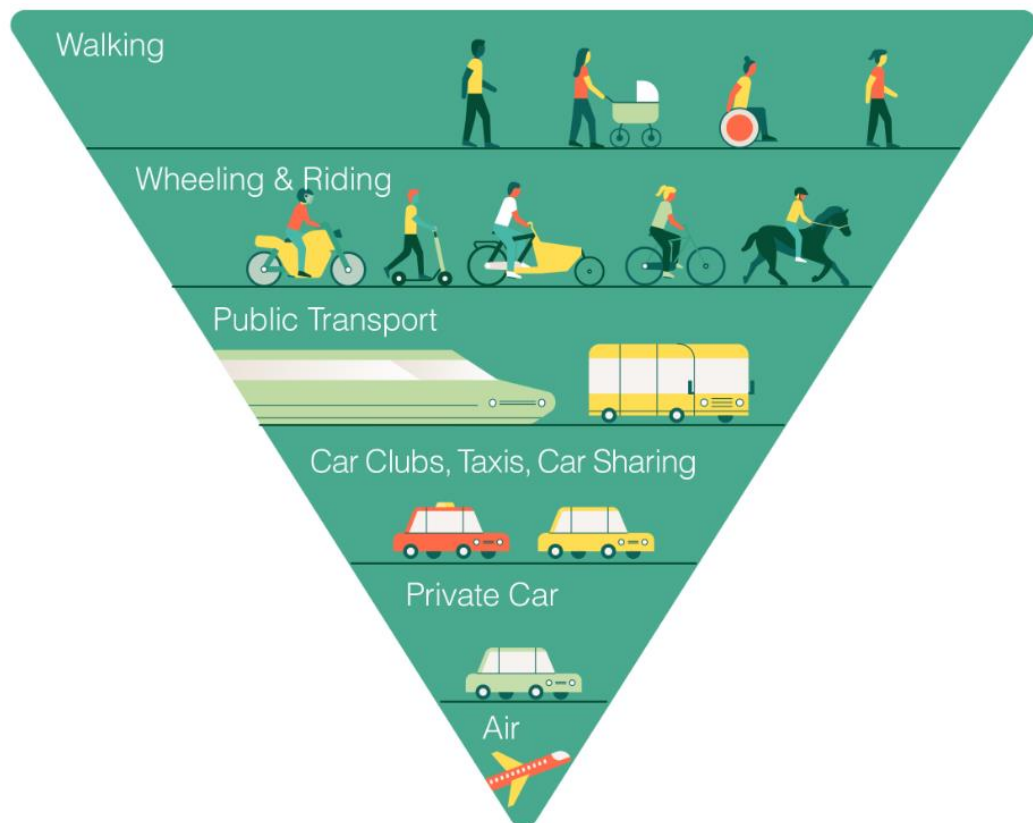
2.2.8 In line with the SCC guidance, and the requirements of the NPPF, this Travel Plan has been prepared for the benefit of the proposed homes. The Travel Plan is provided to accompany the Transport Assessment (ITB200788-002) for the proposal, which considers the wider transport implications of the proposed development.

SECTION 3 Transport Vision and Approach

3.1 Setting the Vision

- 3.1.1 The transport vision for the site would seek to achieve a reality that accords with the wider aspirations of SCC, and what they seek to achieve with all forthcoming development.
- 3.1.2 Key to this would be to adopt SCC's LTP4 modal hierarchy, ensuring that the vision and wider regional and local objectives complement each other. A fundamental component of this is establishing a modal hierarchy in which sustainable travel modes are prioritised, accounting for the socio-environmental benefits that arise from adopting these modes. This hierarchy therefore prioritises active travel and public transport over private car use, as illustrated in **Image 3.1**.

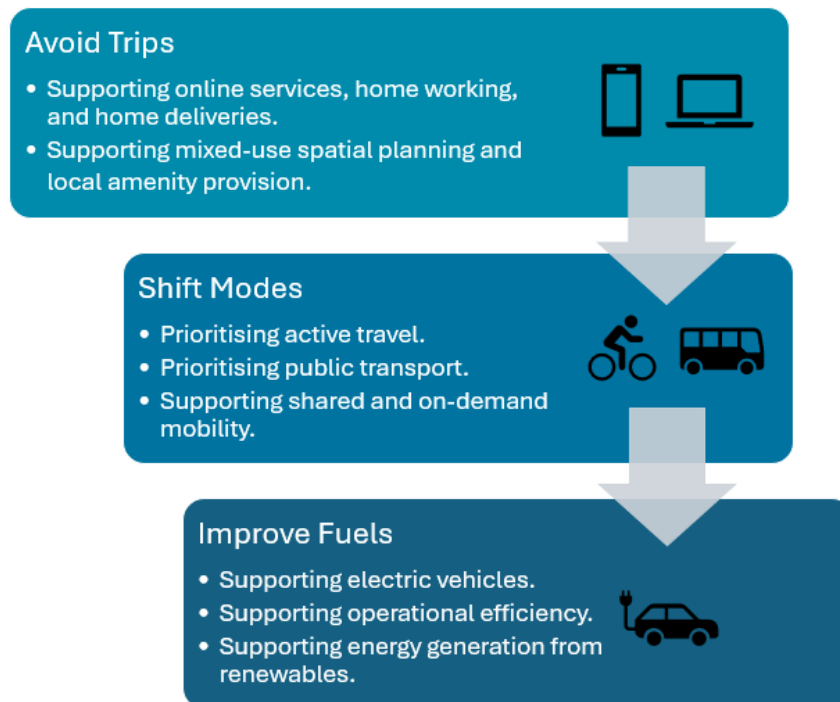
Image 3.1: Transport Vision – Modal Hierarchy



Source: Surrey County Council – Local Transport Plan 4

- 3.1.3 The modal hierarchy will be supported by three underpinning principles, as illustrated in **Image 3.2**.

Image 3.2: Avoid, Shift, and Improve Principles



3.2 Realising the Vision

3.2.1 To support the realisation of the vision, the development proposal will incorporate a sustainable transport strategy comprising measures delivered as part of the development design.

3.2.2 The Sustainable Transport Strategy is detailed in Section 7 of this TA, providing the design measures and supporting travel planning measures associated with the development proposal which will support the prioritisation of sustainable travel across the site.

3.3 Outcomes of the Vision

3.3.1 The outcome of the vision would be a thriving liveable community in which sustainable travel is prioritised where practicably possible, taking into consideration the location and quantum of the development.

3.4 Vision Statement

3.4.1 Based on the above, there vision for the site is therefore as follows:

“The development proposal will deliver a sustainable and holistically planned development which will prioritise sustainable transport modes where practicable. It will provide a prospering community where residents will feel happy and prosperous, whilst maintain local character and upholding the rich equestrian history of the local area.”

4.1 Introduction

4.1.2 In addition to this section, a Walking and Cycling Audit Report has been produced (contained within **Appendix A**). This report assesses the conditions of existing routes between the site and key surrounding amenities/destinations.

4.2.1 **Image 4.1** illustrates the active travel network surrounding the site, with the full plan provided at **Figure 4.1**.

Walking

- 4.2.2 Within the vicinity of the site, Langley Vale Road possesses a 1.0m-1.5m wide footway on the eastern side. It is of generally good quality and is well-surfaced.
- 4.2.3 This footway routes northward from the site, providing pedestrian access to Langley Vale as well as connections to Beaconsfield Road, Grosvenor Road and Roseberry Road. Grosvenor Road and Roseberry Road provide walking routes through the village of Langley Vale, with both routes being lined with streetlighting. Langley Vale is naturally heavily residential, meaning that there is good natural surveillance and active frontages.
- 4.2.4 To the south of the site, the footway continues along Langley Vale Road until Ebbisham Lane. At this point, Bridleway 146 provides a segregated route towards the south. A Pegasus crossing is present on Langley Vale, some 350m southwest of the site, providing a controlled crossing point for equestrians and pedestrians to access towards Ashted.

Public Rights of Way

- 4.2.5 Given the site's proximity to Epsom Downs Racecourse, it benefits from excellent connectivity to a PRow network, as illustrated in **Image 4.1**. The PRow network provides an attractive, traffic-free route with direct access to key facilities such as Langley Vale Primary School, Tattenham Corner Railway Station, and the local centres of Tattenham Corner and Tadworth.
- 4.2.6 It is acknowledged that the use of PRow routes is not ideal for all scenarios when considering weather conditions and daylight during the winter months, however, it does present an additional opportunity in which active travel modes can be prioritised to and from the site.

Bridleway Route 33

- 4.2.7 Route 33 extends from Langley Vale Road towards Langley Bottom Farm, via Ebbisham Lane and is approximately 700m in length. To the south, BW Route 33 connects with BW Route 127 and 47.
- 4.2.8 Photos of Route 33 taken during the site visit are shown in **Photo 1**.

Photo 1: Bridleway Route 33



Bridleway Route 127 / National Cycle Route (NCR) 22

4.2.9 Route 127 connects with Route 33 to the south and continues northbound across Epsom Downs before connecting with Tattenham Corner Road. From this point, it is a short walk to Tattenham Corner Railway Station and the amenities present within Tattenham Corner. Route 127 also forms NCR22, meaning that a traffic-free route is provided which offers convenient cycle access to local centres such as Tattenham Corner and Tadworth.

4.2.10 Photos of Route 127 / NCR22 taken during the site visit are shown in **Photo 2**.

Photo 2: Bridleway Route 127 / NCR22



Bridleway Route 65

4.2.11 Route 65 connects with the B290 Epsom Lane North and continues southbound along the eastern edge of Walton Downs. Benches are provided intermittently to offer a place to rest, and signs directing to the wider PRoW network are present.

4.2.12 Photos of Route 65 taken during the site visit are shown in **Photo 3**.

Photo 3: Bridleway Route 65

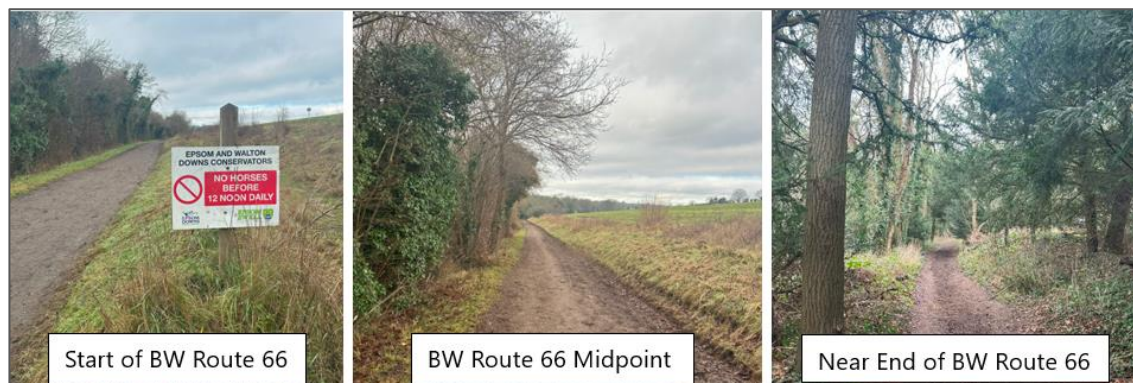


Bridleway Route 66

4.2.13 Route 66 connects with Route 65 and continues around the eastern edge of Walton Downs. To the west, it connects with Route 33 to the south of the site. Along this section, restrictions are in place which prevents equestrians from using this route before 12:00pm each day.

4.2.14 Photos of Route 66 taken during the site visit are shown in **Photo 4**.

Photo 4: Bridleway Route 66



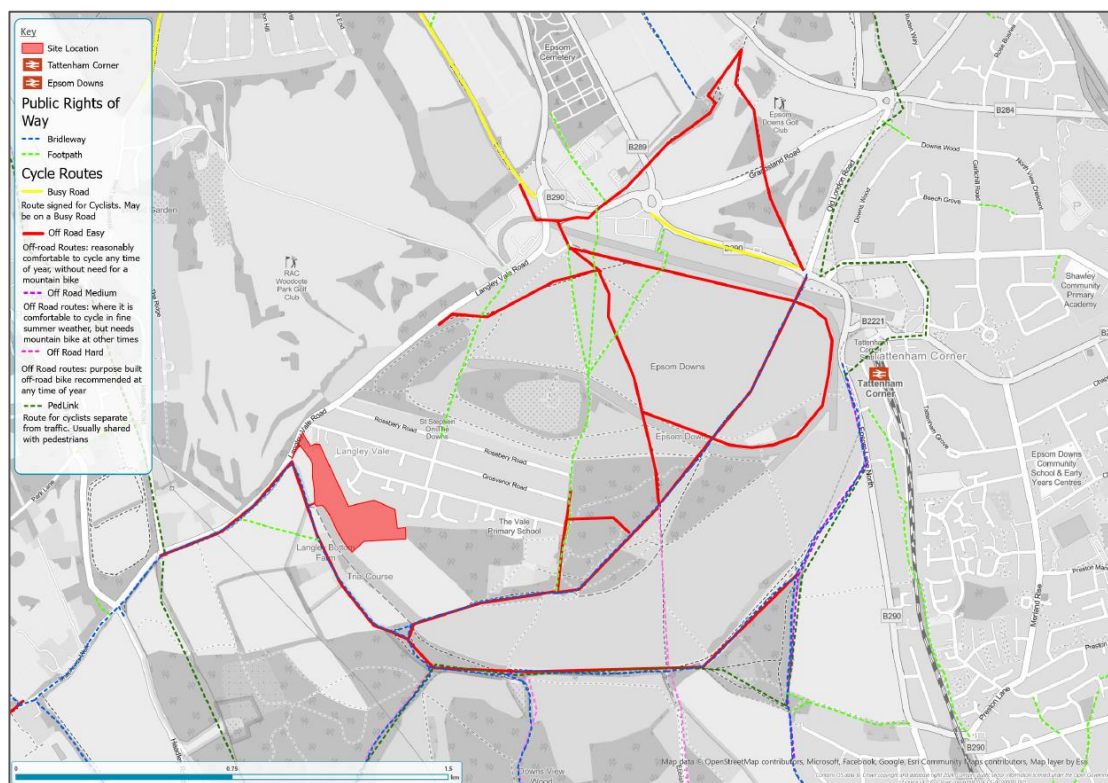
Cycling

4.2.15 Despite an absence of dedicated cycle facilities along Langley Vale Road, National Cycle Route (NCR) 22 routes approximately 500m southeast of the site, along BW Route 127. NCR22 can therefore be accessed almost immediately from the site, providing an off-carriageway route towards Tattenham Corner (and the railway station) and Tadworth, which is a 5–7-minute cycle journey.

4.2.16 **Image 4.2** provides a description of cycle routes within Epsom Down, demonstrating that routes are available for accommodating users of all abilities.

4.2.17 **Image 4.2** provides a description of cycle routes within Epsom Down, demonstrating that routes are available for accommodating users of all abilities. The full plan is contained within **Figure 4.2**.

Image 4.2: Description of Cycle Routes within Epsom Downs



4.3 Public Transport

Bus

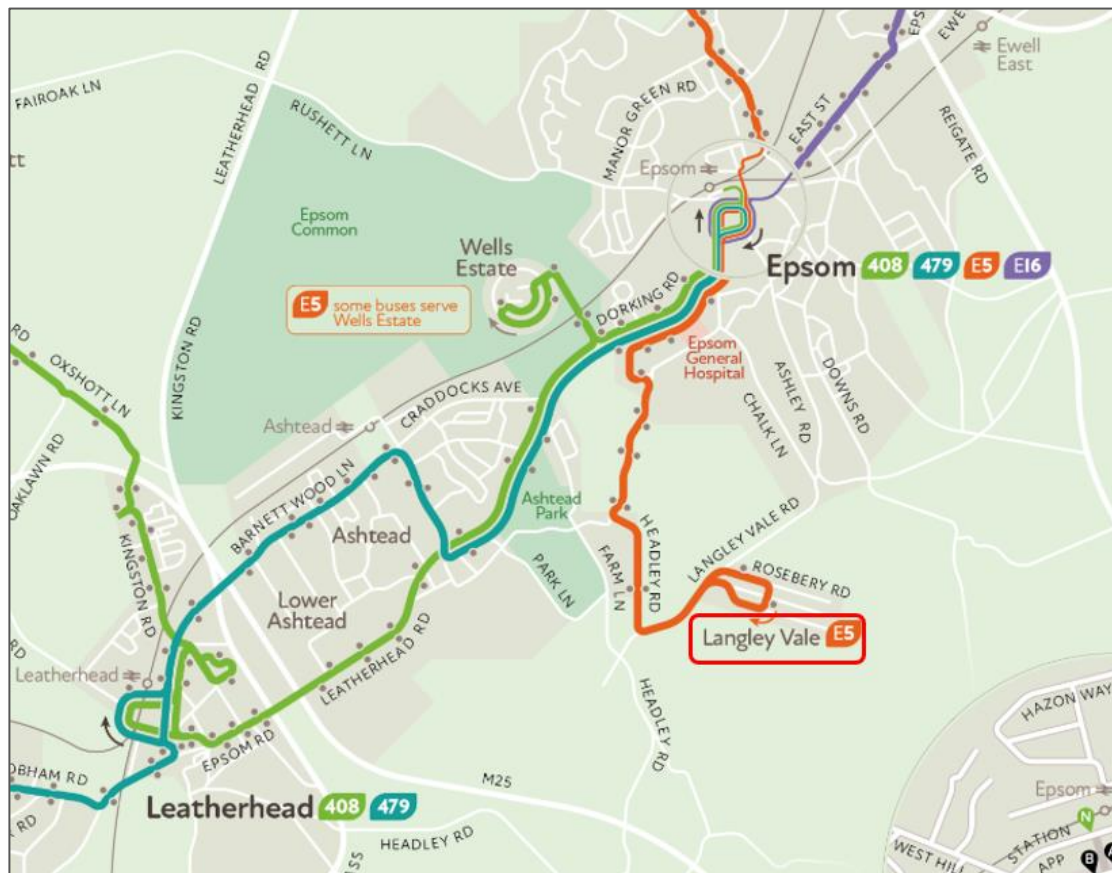
4.3.1 The closest bus stops to the site are located on Grosvenor Road, which can be accessed via a 6-minute walk (500m) from the centre of the site. An additional stop is located on Roseberry Road, which can be accessed via an 8-minute walk (700m) from the centre of the site. Both stops are equipped with a flag and pole and timetable information and are served by the E5 bus service.

4.3.2 A summary of the E5 bus service is provided in **Table 4.1**, with a route map provided in **Image 4.2**.

Table 4.1: Summary of Local Bus Services

Service	Route	Frequency	
		Weekday	Saturday
E5	Grosvenor Road > The Greenway (The Wells) > Epsom Hospital > Clock Tower, Epsom > Tomlin Close, Ewell > Cherry Way, West Ewell	06:32, 07:40, 09:50, 11:50, 13:45, 16:05, 18:05 and 19:15	06:35, 07:40, 09:40, 11:40, 13:40, 15:40, 17:45 and 19:00

Image 4.3: Local Bus Route Map



Rail

- 4.3.3 Several railway stations are located near the site, which can be accessed via a reasonable cycle journey or a short car-based journey. **Table 4.2** summarises the accessibility of local Railway Stations to the site.

Table 4.2: Summary of Local Railway Station Accessibility

Railway Station	Distance from Site (km)	Journey Time (mins)	Parking Provision	
			Cycle	Car
Tattenham Corner	2.0km	12-minutes	14	17 (2 accessible)
Ashtead	2.8km	15-minutes	100	240 (12 accessible and 2 EV chargers)
Epsom Downs	2.9km	16-minutes	14	21 (2 accessible and 4 EV chargers)
Epsom	3.1km	16-minutes	107	29 (2 accessible)

- 4.3.4 All stations are equipped with cycle parking, which is covered and monitored by CCTV. Having several local railway stations with car and cycle parking provision facilitates sustainable multimodal journeys being made to and from the site, in addition to short car-based trips in which the majority proportion of the journey will be made sustainably.
- 4.3.5 Epsom and Epsom Downs Railway Stations both provide relatively low levels of car parking provision, meaning that users would be encouraged to adopt sustainable travel modes.
- 4.3.6 **Table 4.3** provides a summary of the services available from these railway stations.

Table 4.3: Summary of Local Railway Services

Railway Station	Destination	Journey Time (mins)	Frequency
Tattenham Corner	London Bridge (via Kingswood, Chipstead and South Croydon)	26-minutes	2 per hour
Ashted	Dorking	10-minutes	3 per hour
	Guildford	30-minutes	2 per hour
	Horsham	33-minutes	2 per hour
	London Waterloo (via Clapham Junction)	44-minutes	3 per hour
	London Victoria (via Epsom)	46-minutes	3 per hour
Epsom Downs	London Victoria (via Clapham Junction)	62-minutes	3 per hour
Epsom	Dorking	15-minutes	3 per hour
	Guildford	37-minutes	2 per hour
	London Waterloo (via Clapham Junction)	37-minutes	4 per hour
	Horsham	38-minutes	3 per hour
	London Bridge (via Sutton)	43-minutes	2 per hour
	London Victoria (via Clapham Junction)	46-minutes	3 per hour

4.4 Active Travel Accessibility

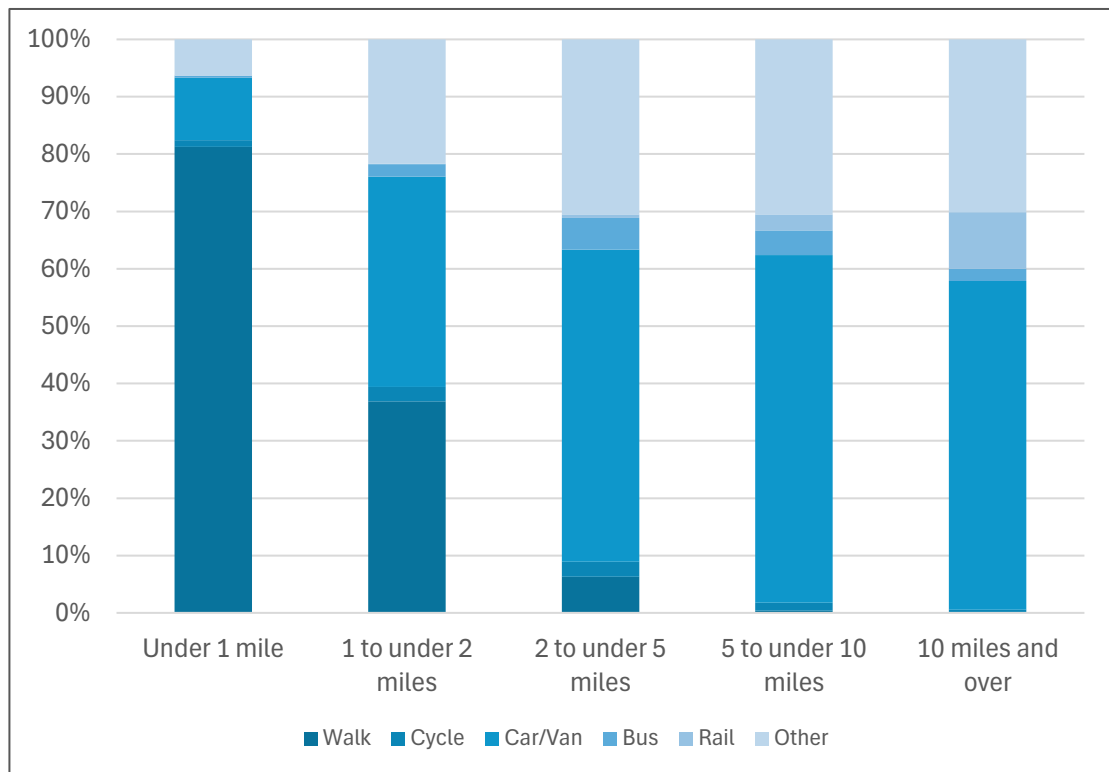
Walking Distances

- 4.4.1 DfT's Manual for Streets identifies that *walkable neighbourhoods* comprise those locations where facilities and services can be accessed within an 800m (10 minute) walk, but that walking distances of up to 2km offer the greatest potential to replace car trips.
- 4.4.2 Paragraph 4.4.1 states that:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km."

4.4.3 The National Travel Survey (NTS) 2023 (and CIHT '*Planning for Walking*' 2015) identifies that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot, as well as 30% of trips between 1-2 miles. Walking is therefore a realistic and feasible option for many short trips. **Image 4.4** shows the yearly proportion of trips by mode and travel distance.

Image 4.4: Proportion of Trips per Year by Mode and Distance (All Purposes)



Source: National Travel Survey, England, 2023

4.4.4 The following distances have therefore been used for assessing the likelihood of walking journeys to and from the site:

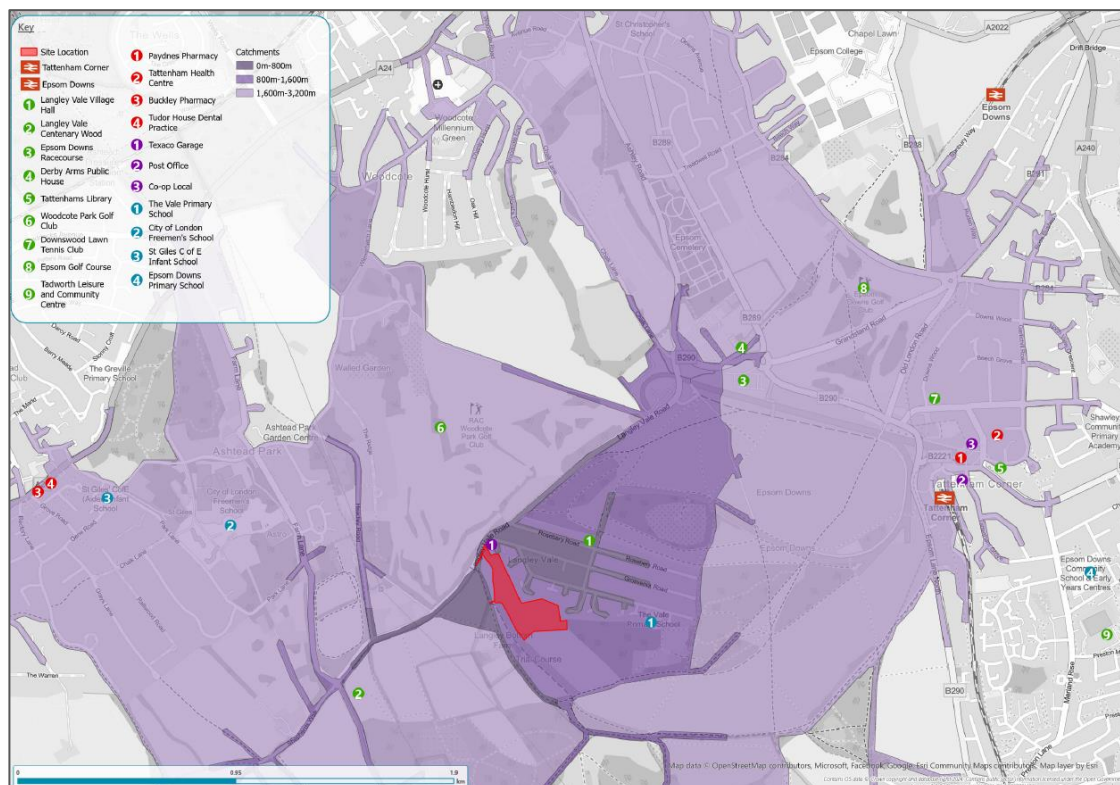
- Up to **800m** – a 'desirable' or 'comfortable' walking distance;
- **800m to 1,600m** – a 'reasonable' walking distance i.e. the distance where circa 80% of trips could be made on foot; and
- **1,600m to 3,200m** (2 miles) – an 'acceptable' walking distance where circa one-third of trips could be on foot.

Cycling Distances

- 4.4.5 In terms of cycle distance, a 3-mile (5km) distance represents a reasonable everyday cycle distance, with 5 miles (8km) being an upper distance for many people. NTS 0303 identifies that average cycle trips are 3.3 miles/5.3km. Cycling also frequently forms part of a longer journey in combination with public transport.
- 4.4.6 Paragraph 2.2.2 of the Department for Transport's (DfT) Local Transport Note (LTN) 01/20 'Cycle Infrastructure Design' (July 2020) also addresses typical cycle trip distances and states two out of every three personal trips are less than 5-miles (8km) in length which is an achievable cycling distance for most people.
- 4.4.7 On this basis, the following cycling distances have been adopted within this TA:
- Up to **5km** - a 'reasonable' everyday cycle distance; and
 - Up to **8km** - the acceptable 'commuter' cycling distance for regular (non-leisure) trips.

- 4.4.8 **Image 4.5** illustrates the accessibility of local amenities and services based on the above active travel distances, with the full plan provided at **Figure 4.3**.

Image 4.5: Local Amenity Accessibility



4.4.9 **Table 4.4** provides the walking and cycle distances to the surrounding amenities and services. It should be noted that the assumed travel route would be along Langley Vale Road from the centre of the site. In reality, the surrounding PRow network would provide a quicker route to a majority of surrounding amenities.

Table 4.4: Local Amenity Accessibility

Purpose	Name	Total Distance (m)	Walking Journey Time (mins)	Cycle Journey Time (mins)
Education	The Vale Primary School	1,300	15	5
	City of London Freeman's School	2,500	29	9
	St Giles C of E Infant School	3,200	37	12
	Epsom Downs Primary School	3,600	42	14
Retail	Texaco Garage	450	5	2
	Post Office	2,800	32	11
	Co-op Local	2,800	32	11
Leisure	Langley Vale Village Hall	1,000	12	4
	Langley Vale Centenary Wood	1,400	16	5
	Epsom Downs Racecourse	1,800	21	7
	Derby Arms Public House	2,100	24	8
	Woodcote Park Golf Club	2,500	29	9
	Downswood Lawn Tennis Club	2,500	29	9
	Epsom Golf Course	2,700	31	10
	Tattenhams Library	3,000	35	15
	Tadworth Leisure and Community Centre	4,000	46	11
Healthcare	Paydnes Pharmacy	2,800	32	11
	Tattenham Health Centre	3,000	35	14
	Buckley Pharmacy	3,300	38	12
	Tudor House Dental Practice	3,300	38	12
Transport	Grosvenor Road Bus Stop	450	5	2
	Tattenham Corner Railway Station	2,750	32	12
	Epsom Downs Railway Station	3,400	51	16
	Ashted Railway Station	3,900	53	15
	Epsom Railway Station	3,700	51	16

Key:

	Within a desirable walking (800m) / cycling (5km) distance
	Within a comfortable walking (1.6km) / cycling (8km) distance
	Within an acceptable (3.2km) walking distance

4.4.10 **Table 4.4** highlights that 18 different local facilities are accessible within acceptable walking distances, with all local facilities accessible within a desirable cycling distance.

4.4.11 Furthermore, the following local facilities are located within Langley Vale itself, in close proximity to the site:

- The Texaco Garage; and
- The Vale Primary School.

4.4.12 The above facilities would be used by many future residents on a near daily basis and the proximity of these facilities provides significant opportunities for prioritising sustainable travel choices.

SECTION 5 Development Proposal

5.1 Overview

5.1.1 The development proposal seeks an:

“Outline planning application for up to 110 dwellings (including affordable homes) with all matters reserved apart from access from Langley Vale Road.”

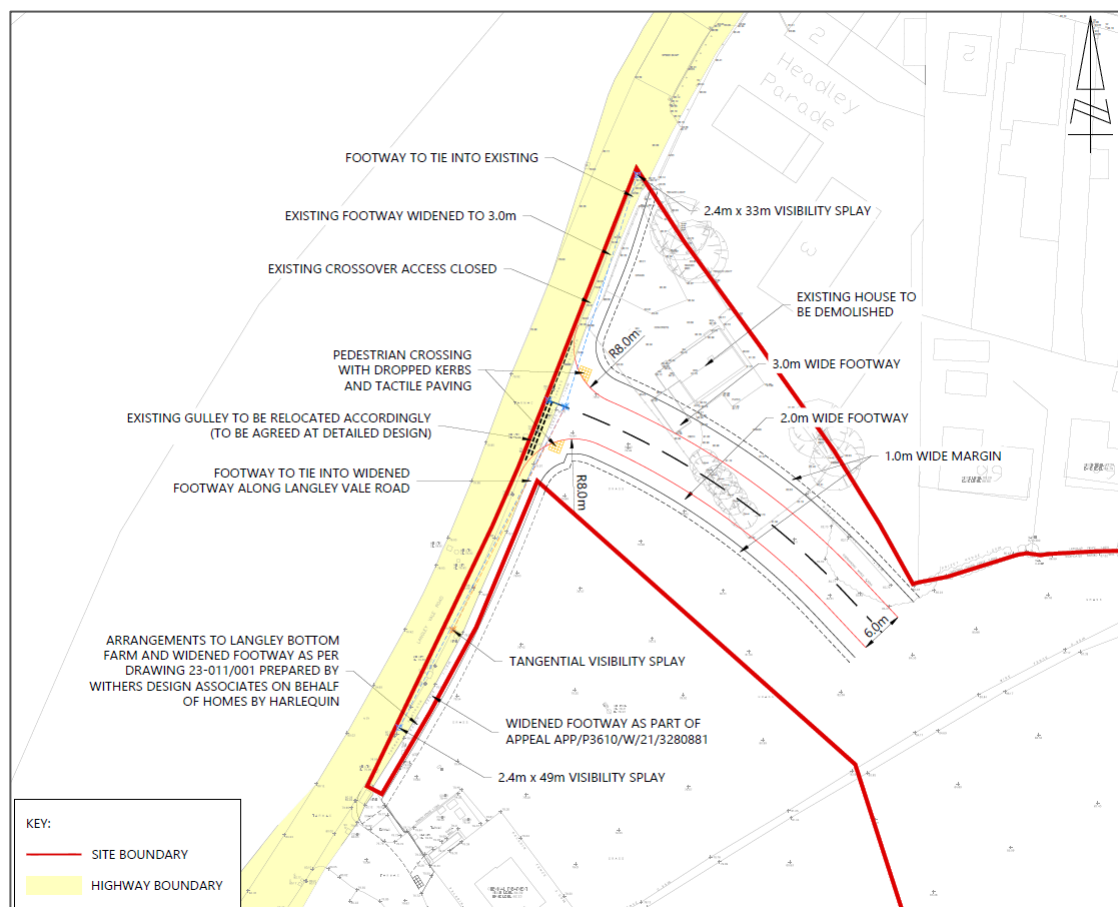
5.1.2 Parameter plans and an illustrative masterplan are included in **Appendix B**.

5.1.3 The internal layout of the site is a reserved matter, but this TA will establish how the design principles will accord with the relevant national and local guidance and policy.

5.2 Pedestrian and Cycle Access

5.2.1 **i-Transport Drawing ITB200788-GA-002** illustrates the proposed access design, with an extract provided in **Image 5.1**.

Image 5.1: Proposed Access Design

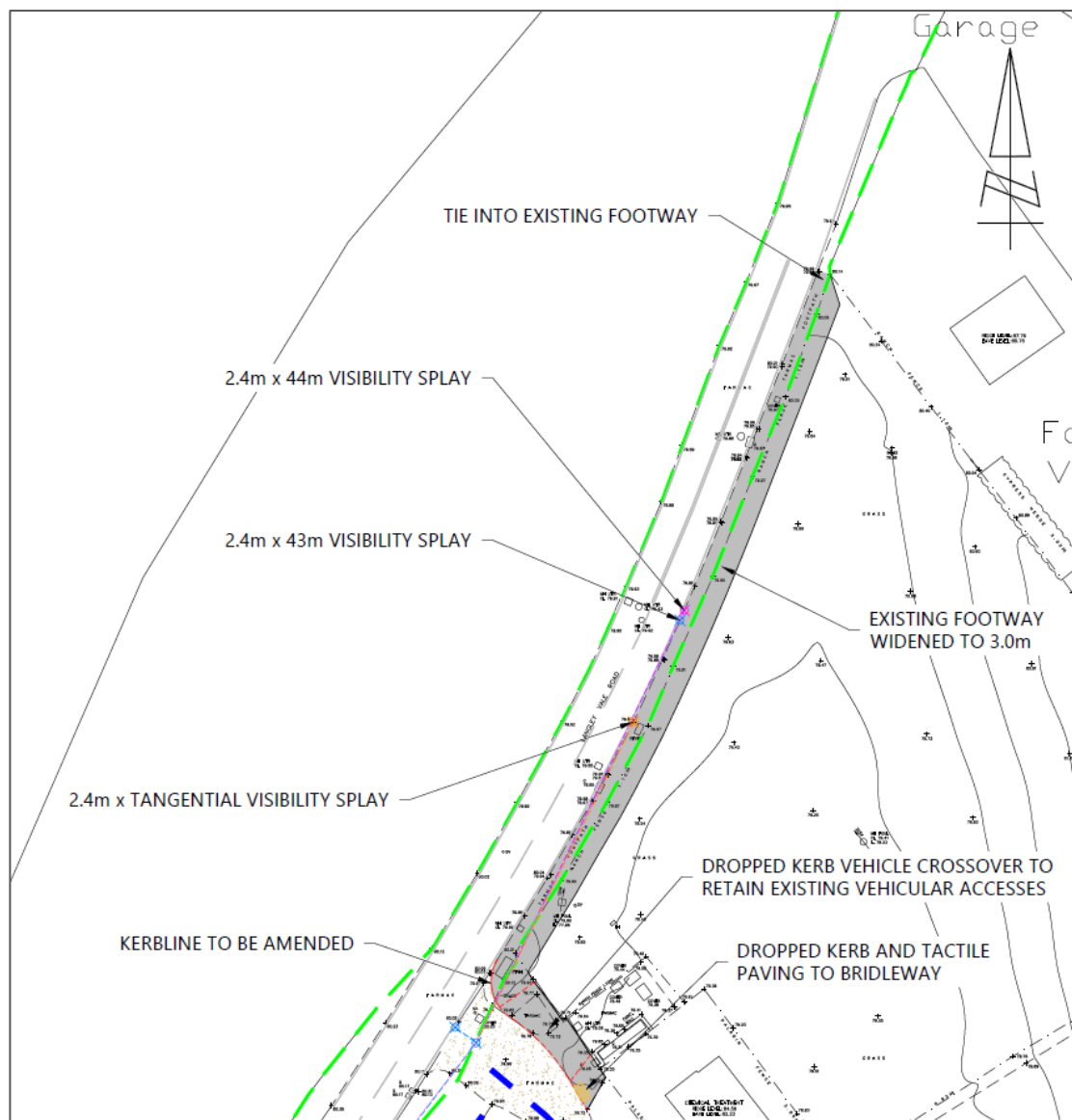


- 5.2.2 The proposed access with Langley Vale Road will also accommodate pedestrian and cyclists through the provision of a 2.0m footway on the southern side of the access road and a 3.0m shared foot/cycleway on the northern side. The footway/cycleway will tie into the footway on the eastern side of Langley Vale Road, which is currently subject to s278 works delivered through *Planning Ref. 20/00475/FUL*. This would increase the existing footway on the southern side of Langley Vale Road to 3.0m wide. An extract of this improvement scheme is provided in **Image 5.2**.
- 5.2.3 The development proposal will provide direct connectivity to the surrounding PRoW network, via a connection point located at the southwestern corner of the site. This will connect with Bridleway Route 33, which leads onto Routes 127 and 47, in addition to NCR22.
- 5.2.4 A further informal off-site connection will be provided to the southeast of the site, which will connect to the Warren via a network of well-tread existing paths. This route leads to the Warren Recreation Ground in addition to providing a link to The Vale Primary School.
- 5.2.5 The development proposal therefore provides a choice of routes in which walking and cycling trips can be made, whilst also promoting routes that are free from motorised vehicles.

Off-Site Active Travel Improvements

- 5.2.6 As part of the development proposals for Langley Bottom Farm (Planning Ref. 20/00475/FUL), the existing eastern footway along Langley Vale Road between Ebbisham Lane towards the Texaco Garage/Shop will be widened to 3.0m, with dropped kerbs and tactile paving provided for access to the Bridleway.

Image 6.2: Langley Vale Road Footway Improvements



Electric Vehicle Parking

- 5.2.7 Electric vehicle (EV) charging points will be provided in accordance with SCC's guidance, which itself, is based on 'The Building Regulation 2010 – Infrastructure for the charging of electric vehicles – Approved Document S – 2021 Edition'. The guidance states that for residential development, 'one faster charger' must be installed 'per unit'.
- 5.2.8 Each dwelling will therefore be equipped with active EV charging provision, which will assist in the transition to cleaner fuels.

Cycle Parking

- 5.2.9 EEBC's Parking SPD states that cycle parking should be provided in accordance with SCC's 'Vehicular, electric vehicle and cycle parking guidance for new developments' online guidance. standards, cycle parking will be:

"provided for all dwellings and the location of the cycle parking should be convenient, accessible and fit for purpose for the lifetime of its use, and where possible, should be provided within the fabric of the building. Where cycle parking is provided within garages, such structures should be increased in size for both storage and the access/egress of vehicles."

- 5.2.10 Should any dwellings be provided without a garden or garage, then cycle parking would be provided as follows:

- Flats or houses – 1 and 2 bedroom - 1 cycle space; and
- Flats or houses – 3+ bedroom - 2 cycle spaces.

- 5.2.11 In addition to the above, each dwelling will provide a e-Bike charging point and where communal cycle storage is provided, 5% of the total cycle parking will be capable of accommodating adaptive and disabled cycles. This provision will encourage uptake of these cycles to promote active travel across the development for users of all abilities.

Car Club Provision

- 5.2.12 The development proposal will provide a car club space from the outset, reducing reliance on private car ownership whilst promoting car sharing opportunities. The vehicle associated with the car club would be an EV.
- 5.2.13 The car club will enable residents to have access to a car for those journeys that need them, without the need to own a car. This in turn can lower local car ownership levels and reduce the number of trips made by private car.
- 5.2.14 The car club will be operated by Enterprise, with residents provided with free membership for an initial period, as well as drive-time vouchers. This car club will also be made available to the future residents of the Langley Bottom Farm development to the south, in addition to existing residents within Langley Vale.
- 5.2.15 A utilisation model will be developed and agreed by both Enterprise and the developer, which would identify a trigger point at which a second car club space could be introduced. Additionally, annual utilisation data and reports would be produced and shared with the LHA.

SECTION 6 Targets

6.1.1 The Framework Travel Plan is to reduce the number of single occupancy car journeys to and from the site, and the use of targets will enable effective monitoring of the progress against the objectives of the Travel Plan.

6.1.2 The targets presented in this Framework Travel Plan have been set based upon consideration of the SMART principle, which requires targets to be:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time constrained.

6.2 Interim Targets

6.2.1 In order to target set at the early stage of the project census data has been used to identify existing travel behaviours in the local area. It is noted that census data lonely relates to Journeys to work and therefore is not fully reflective of all future travel behaviours by residents of the site. These will be established during the baseline survey as set out in the monitoring section of the travel plan and will be used to update the targets so that they are representative of the development.

Table 5.1: Interim Targets

Mode	Baseline (2011 Census)	Year 1	Year 3	Year 5
Car	57.1%	56.5%	51.8%	47.1%
Foot	10.8%	11.1%	12.5%	13.7%
Bicycle	2.9%	2.9%	4.2%	5.2%
Bus	2.0%	2.0%	3.0%	4.0%
Car Passenger	2.9%	2.9%	3.3%	4.5%
Train	22.6%	22.9%	23.4%	23.7%
Motorcycle	1.3%	1.3%	1.3%	1.3%
Taxi	0.3%	0.3%	0.3%	0.3%
Other	0.1%	0.1%	0.1%	0.1%
Total	100.0%	100.0%	100.0%	100.0%

Source: Consultants Calculations

- 6.2.2 The Travel Plans aim is to reduce the number of single occupancy vehicular trips to and from the site during peak periods by 10%. In order to demonstrate the forecast traffic flows interim targets for each transport mode have been calculated and presented in **Table 5.1**.
- 6.2.3 The Interim targets will be in place until the baseline survey is completed at 100% occupancy. Targets will be updated through the first monitoring report in order to be more representative of the site.

SECTION 7 Measures

7.1.1.1 This section of the FTP will detail the non-infrastructure or soft measures from this travel plan as well as the infrastructure 'hard' measures that will be developed through the occupation of the site and beyond in order to achieve the objectives of the travel plan.

7.1.1.2 This section will cover;

- Measures to encourage new residents to walk and cycle.
- A travel plan website or information pack on the site
- Measures to encourage the uptake in public transport; and
- Measures to encourage future residents to travel more sustainably.

7.2 Hard Measures

7.2.1 Access works – As shown in Image 6.1, a multimodal access is proposed with Langley Vale Road by the site access will provide connections to Langley Vale north and south of the development with dropped kerbs and tactile paving tying into the existing footway infrastructure.

7.2.2 Electric Vehicle Charging - A 7KW fast charge electric vehicle charging point will be provided for each dwelling with allocated parking in accordance with Part S of the Building Regulations.

7.2.3 Cycle Storage – Cycle storage will be given at each dwelling in line with the standards outlined by EEBC's Parking Standards for Residential Development Supplementary Planning Document (SPD) (December 2015) and therefore should be provided for all dwellings and the location of the cycle parking should be convenient and accessible for the user and fit for purpose for the lifetime of its use.

7.2.4 Car Club – the proposed development will look to provide one Car Club space and vehicle from the outset. This will be funded by the developer for two years. Information on the Car Club and how it will operate will be presented within the website or Travel Pack. The Car Club will be implemented before 75% occupation. A utilisation model will be developed by the developer and operator to determine a threshold to trigger the implementation of a second vehicle within the site. The car club will be available for use by future site users, residents / visitors of Langley Bottom Farm (Planning Ref. 20/00475/FUL), and existing residents within Langley Vale.

7.2.5 Contribution towards DRT – A contribution (secured via legal agreement) will be made towards the extension of the Surrey Connect DRT service to serve the development proposal and Langley Vale.

7.3 Soft Measures

- 7.3.1 Soft measures are the non-infrastructure based measures put in place in order to influence the attitudes of future residents of their travel choices. Measures identified to encourage people to choose more sustainable travel options are;

Walking and Cycling

- Cycling - The TPC will negotiate discounts with local cycle stores and bike workshops to encourage the purchase of cycle equipment in addition to setting up 'Bike Doctor' events where a specialist can help fix or help with any bike related queries which may be held by residents.
- Walking and Cycling Route Information – Information on the local walking and cycling routes including public right of way information locally which can facilitate the uptake of active travel method to key local facilities and services.
- Applications – Smart Phone apps will be promoted such as Strava, AllTrails etc which aim to encourage sustainable travel.

Public Transport

- **Bus and Rail Route Information** – Public transport option information will be provided to residents via the travel plan website or travel pack. This will include information on bus services (including school services), location of nearest bus stops and how to purchase tickets online. Rail service information including timetabling information will additionally be provided. Transport discount such as travel cards and vouchers for the use on public transport will be researched by the TPC and made available.

Travel Voucher

Car Sharing and Car Club

- Car Sharing – the benefits of car sharing will be promoted through the Travel Plan website or pack. Information on websites such as LiftShare, BlaBlaCar and Hiyacar will be provided to residents.

Social Media

- If available by the developer, social media pages will be created on Facebook etc, to share information on the Travel Plan.

Sales Staff Training

- Sales team staff working at the development will be provided with training by the TPC as well as a FAQ sheet which will provide the answers to queries that residents might have about the travel plan or information on local bus routes buses, rail services or cycle and walking routes.

Travel Plan Information Website or Pack

7.3.2 Travel Information packs or a website will be provided to encourage the uptake of sustainable transport. This will include travel vouchers which will be promoted through the Travel Plan website or pack. The developer will decide on the preferred method but either information source will include information on the following:

- **Proposed Development** – information on the development itself including the masterplan, walking, and cycling as well as the bus stop provision to be provided on Blundel Lane will be provided.
- **Local Area** – plans showing local services and facilities will be provided to demonstrate the walking and cycling distances to each location.
- **Travel Incentives** – incentives including how to obtain the travel voucher will be set out. Other incentives such as travel cards and home deliveries will be set out.
- **Public Transport** – information on bus and rail timetables and services will be set out as well as locations of bus stops and how to access the railway station. Information on local taxi services will also be presented.
- **Walking and Cycling** – information on walking and cycling routes to the local area, schools including the public rights of way will be presented. Smart phone applications will also be presented.
- **Car Sharing & Car Club** – information on the benefits of car sharing will be presented and website which allow car sharing to take place. Information on the Car Club to be provided and how to obtain membership and access will be set out.
- **Information about the Travel Plan and Contact Details** – a dedicated email address will be provided and the main objectives of the Travel Plan.
- **Links to Other Information** – any useful pages to promote sustainable travel will be included as well as any social media pages which are dedicated to the Travel Plan.

- 7.3.3 If a website is to be produced the option of a hard copy of the Travel Plan soft measures will be available upon request of the resident. At the time each household move onto the development, a link to the website or pack will be provided. If a Travel Information Pack is to be produced, this will either be printed or distributed electronically.

SECTION 8 Implementation, Promotion, and Enforcement

8.1 Travel Plan Coordinator

8.2 A Travel Plan Coordinator (TPC) will be appointed by the developers three months before the first occupation of the new development in order to commence the measures put in place from the Travel Plan in time for the first occupation.

8.3 The TPC contact details will be made available to EEBC and SCC.

8.4 Role of the Travel Plan Coordinator

8.5 The Travel Plan Coordinator will assume responsibility for the ongoing delivery of the TP. The role of the TPC will be as follows:

- *To manage the day to day delivery of the measures contained in the TP;*
- *To attempt to set up (and thereafter act as chairperson) to the steering group;*
- *To market the Travel Plan to encourage interest and involvement of residents;*
- *To set up and maintain a Travel Plan website / information page;*
- *To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic journey planning service for residents.*
- *To seek to establish public transport vouchers and local discounts;*
- *To organise annual monitoring of the Travel Plan (as outlined in Section 8); and*
- *To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary*

8.6 Involvement of Residents

8.7 Residents' involvement is key to the success of the travel plan. The first owners of each dwelling will be provided with information by the sales office and provided with a copy of the resident's travel information pack upon completion of their property purchase.

8.8 Promotion of Travel Plan

8.9 To encourage the development to follow the information of the travel plan the TPC will ensure that the information provided is update and that the residents of the site during all stages of occupation are aware of the travel plan and its targets. A flyer/leaflet will be produced on an annual basis to be distributed to residents either online (via developers' website) or via hard copy to provided updates through the 5 years of monitoring.

8.10 Funding and Enforcement

8.10.1 The Developer will fund the following items:

- The TPC role for the duration of the FTP period (5 years post occupation);
- The implementation of the measures outlined in Section 7; and
- The monitoring surveys outlined in Section 9 of this FTP.

8.10.2 The implementation of the FTP will be secured as either a condition or obligation to the planning consent. It is envisaged that the following matters will be secured;

- Implementation of the FTP, including the measures outlined in Section 7 and the Action Plan outlined in **Table 10.1**, as well as the ongoing monitoring of the FTP; and
- Appointment of a TPC to be responsible for implementing the plans, who will be retained for the duration of the FTP period.

8.11 Framework for Handover at the End of Developer Involvement

8.11.1 At the end of the monitoring period, the Developer will no longer be responsible for the management of the FTP. However, the TPC will offer residents the opportunity to establish a Travel Plan Working Group. The TPC will seek to handover the coordination role to this group.

SECTION 9 Monitoring and Review

9.1 Introduction

- 9.1.1 The FTP is regarded as a 'live' document, requiring monitoring, review and revision to ensure it remains relevant to the Proposed Development. This section sets out the strategy for monitoring and review of the FTP which covers a period of 5 years post occupation of the scheme.

9.2 Monitoring and Reporting

- 9.2.1 Monitoring will be based upon the resident travel surveys which will be arranged by the TPC. The initial baseline survey will be conducted upon 75% occupation or after six months of first occupation. The TPC will agree the format of the travel surveys with SCC.
- 9.2.2 It will be the responsibility of the TPC to undertake a review every two years (i.e. on the third and fifth anniversary of first occupation) to assess the success of the FTP measures and their impact on mode share.
- 9.2.3 Monitoring and review will be undertaken in accordance with the TRICS SAM methodology, which is nationally recognised. The first baseline monitoring survey will take place six months after the date of first occupation, or at 75% occupancy.
- 9.2.4 A dedicated vehicular trip monitoring strategy will also be implemented, which will likely take the form of an automatic traffic counter (ATC) being installed at the site access points for a continuous seven-day period to determine the number of vehicular trips generated by the Proposed Development.
- 9.2.5 Following completion of the travel surveys and analysis of the results, the TPC will be responsible for the preparation of the monitoring reports for issue to SCC. The reports will be issued to SCC within three months of completion of the surveys. The monitoring reports will set out a comparison of the Proposed Development's traffic generation against the agreed target vehicular trip generation and will provide a summary of the travel plan measures that have been implemented. It will include all survey data, any proposed revision and the annual action plan for the next 12 months.

9.3 Review

- 9.3.1 The effectiveness of the various measures within the FTP in meeting the stated objectives cannot always be accurately predicted. Additionally, changes in external influences, such as public transport accessibility, can manifest over time. Therefore, a periodic review of the FTP is necessary to ensure that the measures and/or targets are adjusted where necessary.
- 9.3.2 The SCC Travel Plans Good Practice Guide for Developers outlines the standards for the monitoring of Travel Plans and the proposed monitoring schedule presented below in **Table 9.1** and these will be followed.

Table 9.1: Travel Plan Monitoring Strategy based on SCC Standards

Type of Development	Survey Requirements	
Residential	Baseline (on 100% of Occupation)	TRICS SAM Survey
	Year 1	Questionnaire
	Year 2	No monitoring
	Year 3	TRICS SAM Survey
	Year 4	No monitoring
	Year 5	TRICS SAM Survey

Source: Surrey County Council Travel Plan Guidance

9.4 Reporting

- 9.4.1 Monitoring reports will be submitted to the SCC Travel Plan officer to evaluate the progress after the SAM surveys have been conducted during baseline year and years 1 and 5. Monitoring reports will be provided within 3 months of the data being received and issued to SCC. It is during this period when the original interim targets will be replaced by new targets which are reflective of the development.
- 9.4.2 During each auditing period the TPC will organise meeting with the travel plan officer to evaluate the performance of the site.

9.5 Review

- 9.5.1 The success of the measures outlined in the Travel Plan in achieving the outlined objectives is not always easily predictable. Furthermore, external factors, such as changes in public transport accessibility and government policy, may evolve over time. As a result, it is essential to regularly review the Travel Plan to ensure that measures and targets are updated as needed.

- 9.5.2 The responsibility for reviewing the Travel Plan will lie with the Travel Plan Coordinator (TPC), who will conduct evaluations after one, three, and five years. This review will be based on the results of travel surveys, the implementation of measures, travel patterns and any impacts these factors may have on the outcomes of monitoring surveys.

9.6 Remedial Measures

- 9.6.1 If the Travel Plan targets are not met at the end of the monitoring period, the developer will liaise with SCC to identify a strategy to agree to further actions in order to get the travel plan back on track and continue monitoring until Year 9.
- 9.6.2 If car use fails to reduce further incentives will be provided to encourage more sustainable travel. This could include incentives to reduce car use including prize draws for top households who travel the least miles by car.

SECTION 10 Action Plan

10.1.1 Following the measures which are presented as part of this Travel Plan and the associated monitoring, which is required through this period, the following action plan is proposed:

10.2 The TPC will be committed to promoting the sustainable travel and the FTP which aims to minimise the use of single occupancy vehicle trips by residents of the Proposed Development.

10.3 **Table 10.1** summarises the overall Action Plan and identifies the timescale for implementing the measures described in this FTP and the responsibilities for delivery.

Table 10.1: Action Plan

Action	Timescales	Responsibility
Appoint Travel Plan Coordinator	Prior to occupation	Developer
Provide TPC details to SCC	Following appointment of TPC	Developer / TPC
Construct pedestrian / cycle access and infrastructure and off-site works	During construction	Developer
Install cycle parking	During construction	Developer
Install EV charging infrastructure	During construction	Developer
Provide car club	Prior to occupation	Developer
Provision of high-speed home broadband	During construction	Developer
Offer personalised travel planning sessions and discuss travel choices with residents	Upon first occupation and ongoing	TPC
Issue Travel Information Pack (TPM6)	Upon occupation	TPC
Infrastructure to support 'zero travel' options (e.g. home working and home delivery)	Upon occupation	TPC
Encourage walking and cycling through promotional material and events	Upon occupation	TPC
Establish a community Facebook page	Upon occupation	TPC
Promote cycle training	Upon occupation	TPC
Promote car sharing	Upon occupation	TPC
Conduct baseline travel surveys	75% occupancy or six months from first occupation	TPC
Conduct subsequent travel surveys	Biennially on anniversary of baseline surveys for the lifetime of the FTP (five years)	TPC
Prepare annual monitoring report	Within three months of completion of travel surveys	TPC
Prepare action plan setting out future initiatives / measures subject to results	Action Plan set out in monitoring report	TPC / Developer

SECTION 11 Summary and Conclusions

11.1 Overview

11.1.1 This Framework Travel Plan (FTP) has been prepared on behalf of Fairfax Properties (Fairfax) in relation to the development proposal at the Land Parcel to the North of Langley Bottom Farm, located within Langley Vale, Surrey (the 'site').

11.1.2 The development description seeks:

"Outline planning application for up to 110 dwellings (including affordable homes) with all matters reserved apart from access from Langley Vale Road."

11.1.3 The site falls within the administrative boundary of Epsom and Ewell Borough Council (EEBC) who are the Local Planning Authority (LPA) with Surrey County Council (SCC) as the Local Highway Authority (LHA).

11.2 This Framework Travel Plan (FTP) has been produced to support the Transport Assessment (TA) (Report ITB200788-002) for the development proposal, which considers the wider transport implications of the development. This is in line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) which both require a Travel Plan to be submitted alongside proposals for developments that are likely to result in a significant travel demand.

11.2.1 The overarching aims of this FTP are:

- To reduce the number of vehicle trips, including single occupancy vehicle trips, made by residents of the development proposal;
- To minimise the total distance travelled by residents and users of the development proposal through a reduction in journey lengths and frequency;
- To enable people to make informed travel choices and to promote 'healthy travel' to and from the development proposal and increase the number of residents and visitors travelling by these modes;
- To improve the awareness and usage of alternative modes of transport to reduce reliance on the private car;
- To promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to the private car and to highlight the benefits of adopting sustainable travel modes;
- To sustain the FTP through sustainable and effective financial investment;

- To monitor the performance of the FTP against its targets by regularly collecting accurate and relevant travel information; and
- To reduce the impacts of car-based travel to and from the development proposal on the surrounding highway network, environment and local residents and businesses.

11.2.2 The content within this FTP has established that:

- The development proposal will deliver a comprehensive package of on-site measures, with the overarching aim of reducing private car trips and encouraging active and sustainable travel modes, with an aim to reduce car driver trips by a 10%-point shift by Year 5;
- Off-site improvements works have been identified to improve pedestrian connectivity along a key desire line between the site and key local amenities and services;
- A contribution would be sought to implement the Surrey Connect DRT service to provide enhance public transport infrastructure for future site users in addition to existing Langley Vale residents; and
- A detailed action plan and monitoring and management process has been set out, ensuring that the targets and measures remain relevant to the Proposed Development, maximising their effectiveness for achieving the aims set out in this FTP.

FIGURES



Figure 1.1: Site Location

ITB200788

Key

Site Location

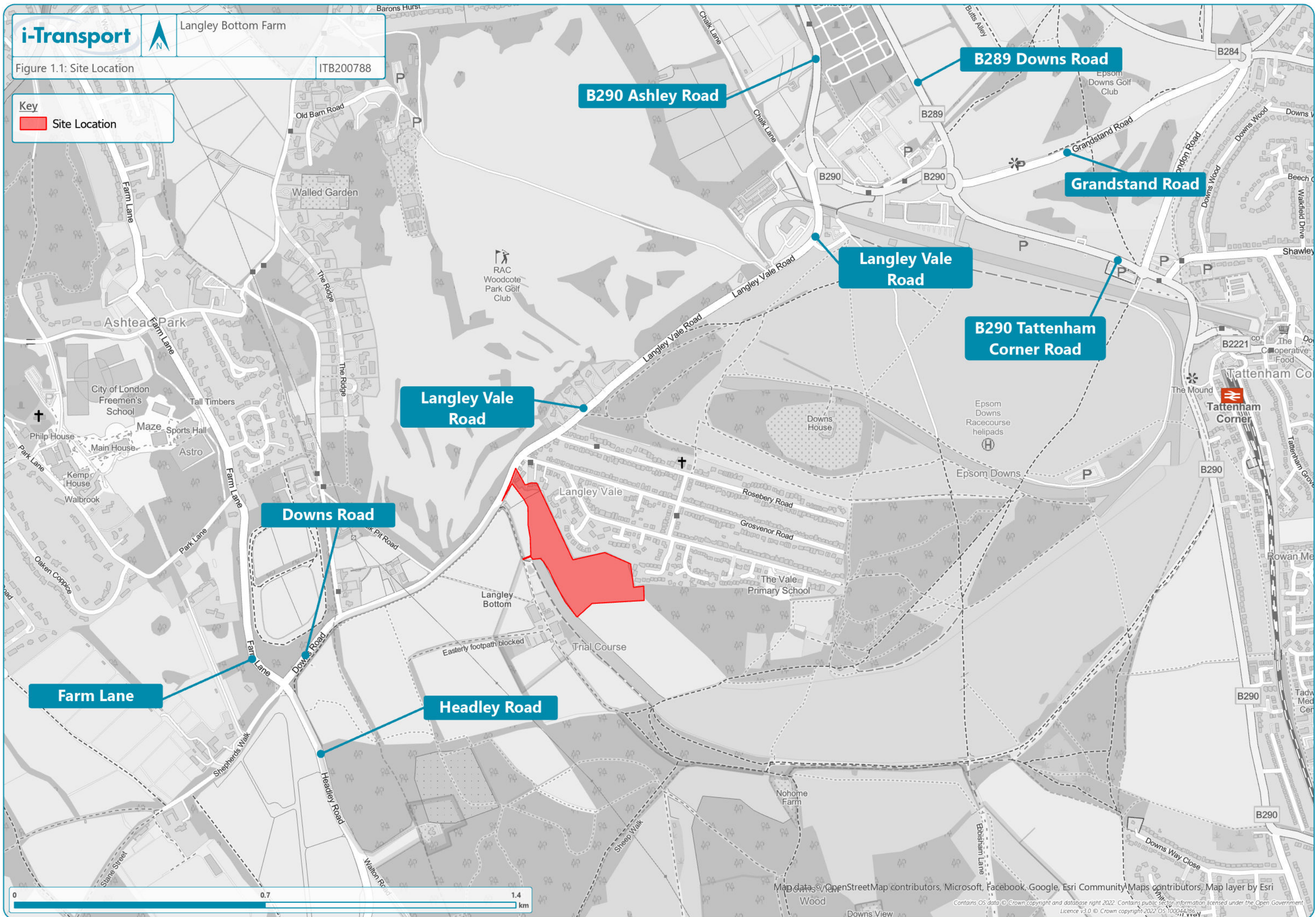
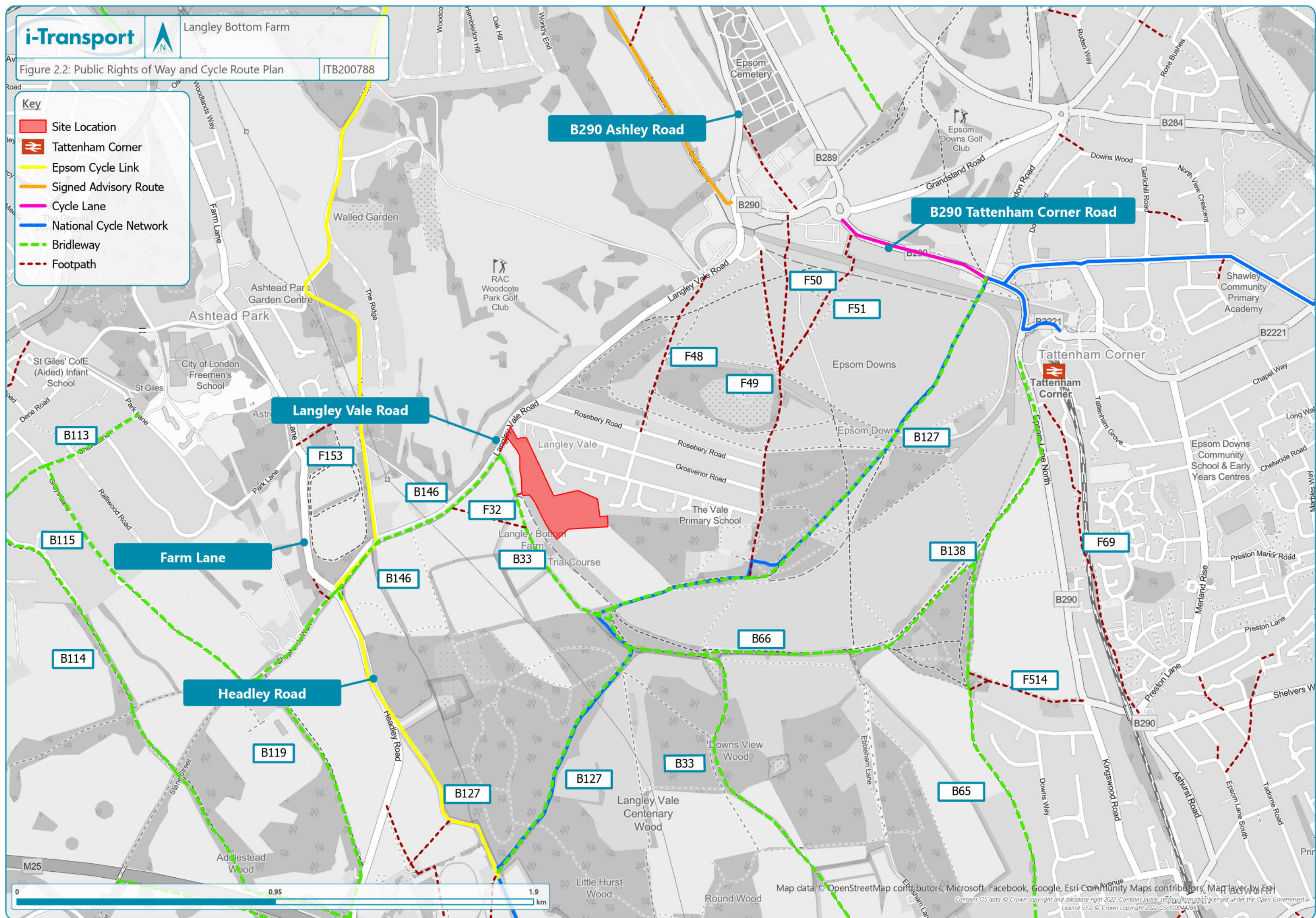
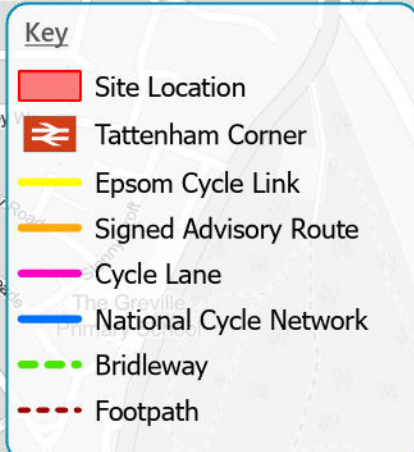


Figure 2.2: Public Rights of Way and Cycle Route Plan

ITB200788





Key

Site Location

Tattenham Corner

Epsom Downs

Public Rights of Way

Bridleway

Footpath

Cycle Routes

Busy Road

Route signed for Cyclists. May be on a Busy Road

Off Road Easy

Off-road Routes: reasonably comfortable to cycle any time of year, without need for a mountain bike

Off Road Medium

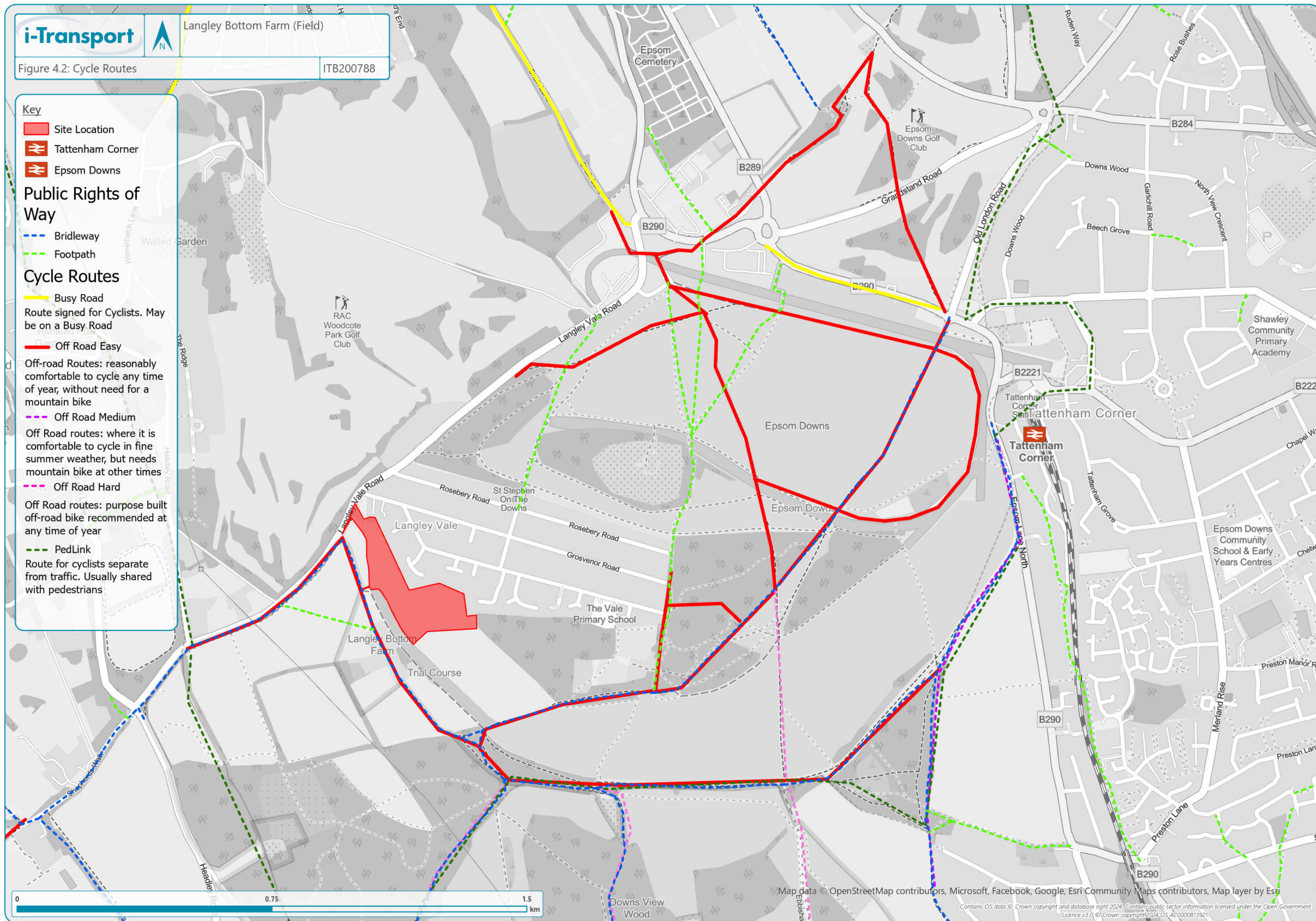
Off Road routes: where it is comfortable to cycle in fine summer weather, but needs mountain bike at other times

Off Road Hard

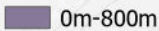
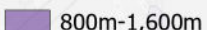
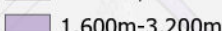
Off Road routes: purpose built off-road bike recommended at any time of year

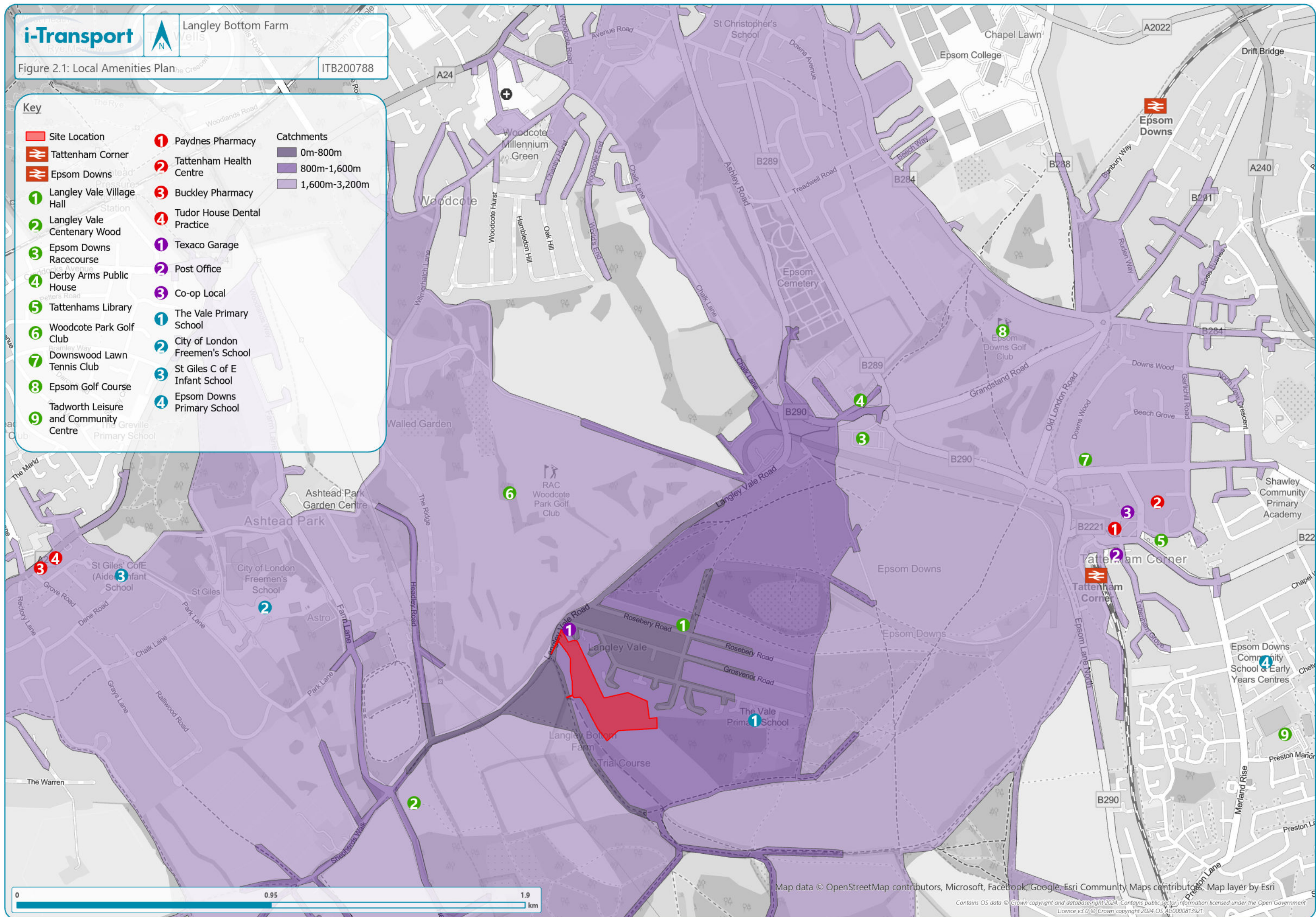
PedLink

Route for cyclists separate from traffic. Usually shared with pedestrians

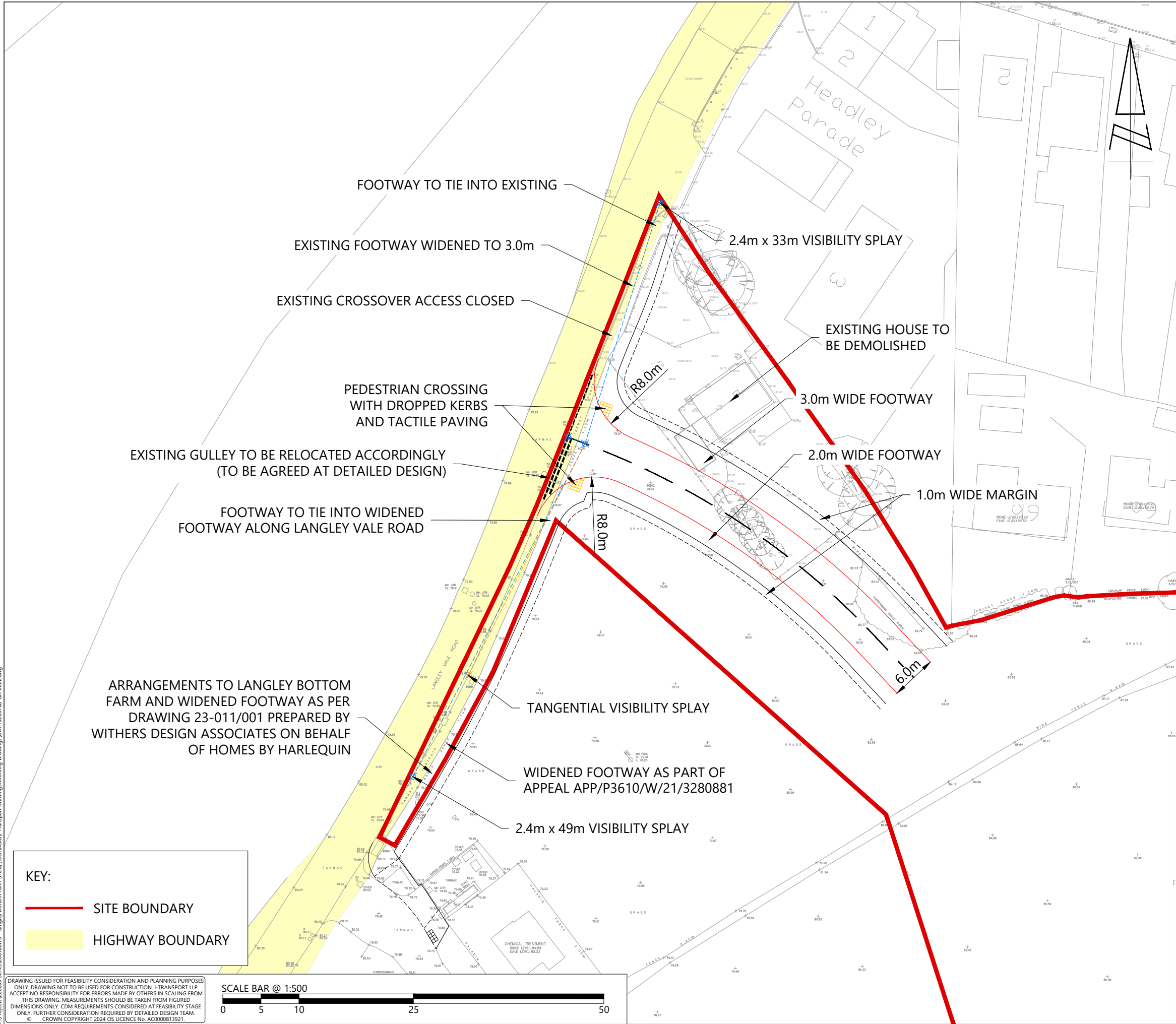


Key

- | | | |
|--|---|--|
|  Site Location |  Paydnes Pharmacy | Catchments
 0m-800m
 800m-1,600m
 1,600m-3,200m |
|  Tattenham Corner |  Tattenham Health Centre | |
|  Epsom Downs |  Buckley Pharmacy | |
|  Langley Vale Village Hall |  Tudor House Dental Practice | |
|  Langley Vale Centenary Wood |  Texaco Garage | |
|  Epsom Downs Racecourse |  Post Office | |
|  Derby Arms Public House |  Co-op Local | |
|  Tattenhams Library |  The Vale Primary School | |
|  Woodcote Park Golf Club |  City of London Freeman's School | |
|  Downwood Lawn Tennis Club |  St Giles C of E Infant School | |
|  Epsom Golf Course |  Epsom Downs Primary School | |
|  Tadworth Leisure and Community Centre | | |



DRAWINGS



E	10.07.25	JD	REDLINE BOUNDARY UPDATED	MK	DF
D	14.04.25	JD	ANNOTATION ADDED	DF	DF
C	13.03.25	MM	VISIBILITY SPLAYS UPDATED	MK	DF
B	19.02.25	JD	ACCESS ARRANGEMENT AMENDED	DF	DF
A	17.01.25	JD	ANNOTATIONS AMENDED	DF	DF
REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898366
www.i-transport.co.uk

TITLE: PROPOSED SITE ACCESS ARRANGEMENT

PROJECT: LANGLEY BOTTOM FARM (FIELD)

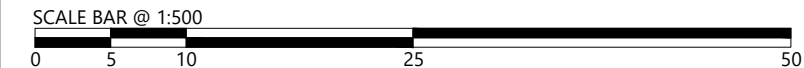
CLIENT: FAIRFAX PROPERTIES

DRAWN: JD	CHECKED: DF	APPROVED: DF
PROJECT No: ITB200788	SCALE @ A3: 1:500	DATE: 15.01.25

DRAWING No: ITB200788-GA-002	REV: E
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T:\Projects\200000 Series\20078818 - Langley Bottom Farm (Field)\Tech\Kash-i-Transport Drawings\Working Drawings\GA\ITB200788-GA-002.dwg

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APPENDIX A. Walking and Cycling Audit Report

Langley Bottom Farm: Walking and Cycling Review

Ref: PH/MK/ITB200788-003a
Date: 11 July 2025

SECTION 1 Introduction

1.1 Overview

- 1.1.1 Fairfax Properties (Fairfax) are proposing to develop Land Parcel to the North of Langley Bottom Farm ('the site') to provide up to 110 new homes.
- 1.1.2 The site is located at Langley Bottom Farm, Langley Vale, which falls within the borough of Epsom in Surrey. It lies approximately 3.5km south of Epsom Town Centre and approximately 25km southwest of Central London. Epsom Down Racecourse is situated approximately 1.5km north of the site, with the town of Leatherhead located 4.5km to the east.

1.2 Scope and Report Structure

- 1.2.1 This report provides a review of the existing walking and cycling facilities in the vicinity of the site and sets out any identified improvements, i.e. because any works/proposal will need to meet the relevant Community Infrastructure Levy (CIL) tests including necessity and being proportionate to the scale of the proposed development.

SECTION 2 Walking and Cycling Routes Overview

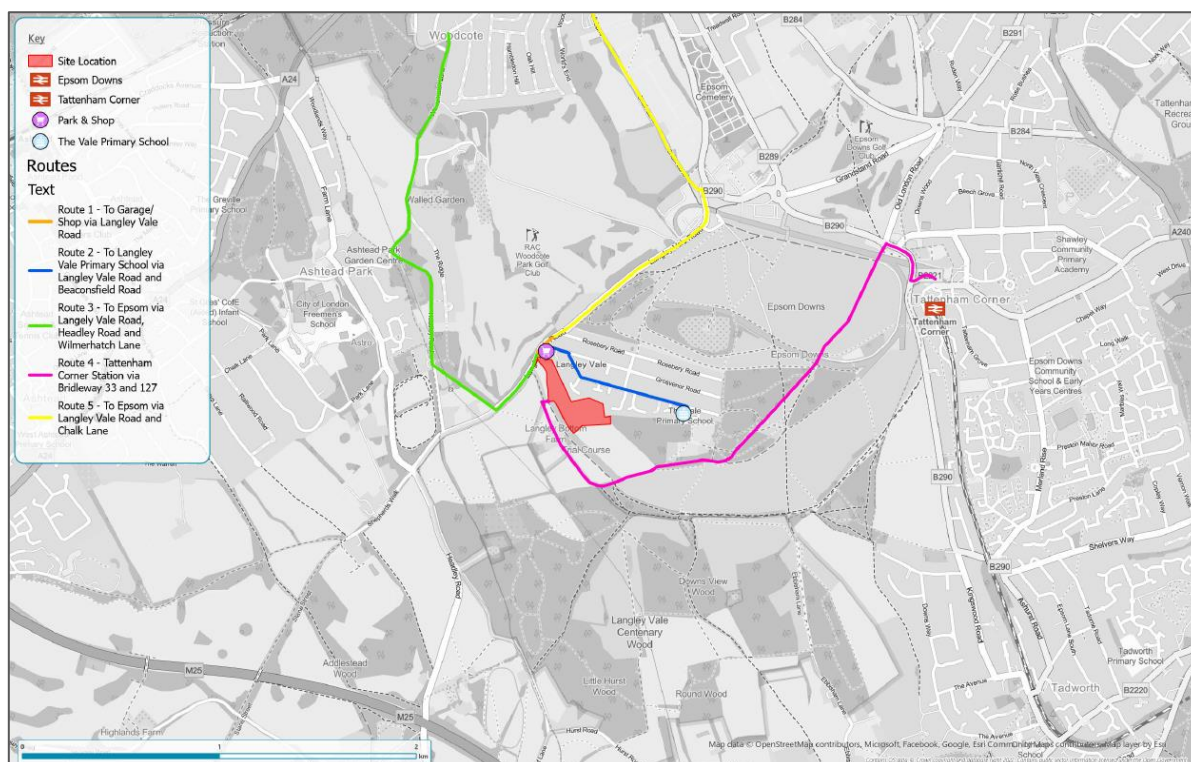
- 2.1.1 The routes have been selected based on their potential to connect the site and wider amenities and facilities which would serve everyday needs of future site users. On this basis, the following routes have been assessed:

- 1 To the Texaco garage via Langley Vale Road;
- 2 To Langley Vale Primary School via Langley Vale Road and Beaconsfield Road;

- 3 Towards Epsom Hospital via Langley Vale Road, Chalkpit Road and Headley Road;
- 4 To Tattenham Corner Railway Station via Bridleway 33 and 127 (National Cycle Route (NCR) 22); and
- 5 Towards Epsom via Langley Vale Road and Chalk Lane.

2.1.2 The location of these routes in respect of the Site are illustrated in **Image 2.1**. A full plan is provided at **Figure 2.1**.

Image 2.1: Walking and Cycling Audit Routes



SECTION 3 Review Criteria

3.1.1 The assessment of each of the routes has been informed by two separate site visits, undertaken on 16 January 2025 and 12 June 2025, allowing for a thorough review of conditions during different times of the year.

3.1.2 Each route has been assessed on a red, amber or green (RAG) basis, which denotes:

- **Red** - Poor condition (improvements are likely to be needed);
- **Amber** - Reasonable conditions (improvements could be considered); and
- **Green** - Good conditions (no improvements required).

3.1.3 The RAG score has been assessed against the following criteria:

- 1 **Surfacing** – The quality of the surfacing on the route and its suitability for accommodating active travel users of all abilities and catering for those with visual and mobility impairments.
- 2 **Directness** – How straight is the link and how legible is it, e.g. are there way finding points as your traverse along the route.
- 3 **Environment** – How attractive is the environment in terms of architecture, vehicle volumes and speeds, surfacing, viewpoints etc? On links with higher traffic flows / speeds, the provision of wide footways or segregation from the carriageway by a verge enables a more positive score.
- 4 **Gradient** – How steep is the link? Whilst none of the routes reviewed have insurmountable gradients for most users, there are a few that will not be readily accessible for less mobile people.
- 5 **Lighting** – is the route well lit?
- 6 **Surveillance** – is the route well overlooked by adjacent buildings and/or other link users (e.g. vehicles)?
- 7 **Width** – How wide the provision for pedestrians on the link? Again, the local context for the link is important – a quiet lane will have good width for pedestrians, as will a wide footway in a built-up. For all links, it is possible for pedestrians to pass each other (or walk side by side) without stepping into the path of vehicles?

3.1.4 These criteria reflect the guidance set out in the following Chartered Institution of Highways and Transportation (CIHT) guidance:

- Guidelines for Providing Journeys on Foot (2000);
- Designing for Walking (2015); and
- Planning for Walking (2015).

SECTION 4 Route 1 – To the Texaco Garage/Shop via Langley Vale Road

4.1.1 Route 1 comprises the link between the site towards the Texaco Garage/Shop on Langley Vale Road, as shown via the orange line in **Image 2.1**.

Image 4.1: Route 4 Photos



Table 4.1: Review of Route 1

Review Factor	RAG Score	Comments
Surfacing		The initial part of the footway between the proposed site access location and the Texaco Garage is of moderate quality. The quality of surfacing worsens at the dropped kerbs near the access and egress of the garage. It should be noted that a section of this footway will be upgraded as part of the development proposal.
Directness		The Texaco Garage can be accessed within a 450m walk from the centre of the Site with the internal access road connecting onto Langley Vale Road in close proximity to the garage.
Environment		Langley Vale Road is a busy road but the presence of traffic calming in the vicinity means that vehicular speeds are not excessive, with 85 th percentile speeds lower than 30mph. The existing footway is relatively narrow meaning that pedestrians could feel slightly uneasy.
Gradient		The route does not experience steep gradient changes in the vicinity of the Site.
Lighting		A streetlight is present on the northern side of Langley Vale Road between the proposed site access and the garage. The garage itself also provides lighting within the forecourt.
Surveillance		Langley Vale Road is a popular road and the short distance to the garage from the Site is unlikely to make users feel unsafe.
Width		The existing footway on the southern side of Langley Vale Road is narrow, circa 1.0m wide. As discussed above, the width of the footway will be increased to 3.0m as part of the development proposal.

SECTION 5 Route 2 – To Langley Vale Primary School via Langley Vale Road, Grosvenor Road, and Beaconsfield Road

5.1.1 Route 2 comprises the link between the site and the Vale Primary School, via Langley Vale Road, Grosvenor Road, and Beaconsfield Road.

Image 5.1: Route 2 Photos



Table 5.1: Review of Route 2

Review Factor	RAG Score	Comments
Surfacing		Generally, the surfacing is of a good quality along the majority of this route. There are however some locations where resurfacing would be required to ensure consistency and safe use, particularly given that this route would be well utilised by schoolkids.
Directness		The setting of Langley Vale means that users would have to travel via Langley Vale Road before accessing Grosvenor Road and Beaconsfield Road.
Environment		A short section of the route is along Langley Vale Road, with the majority comprising Grosvenor Road and Beaconsfield Road. The nature of these roads means that traffic volumes and vehicular speeds are low, with a heavy residential presence providing active frontages and good natural surveillance.
Gradient		There is an incline present on Grosvenor Road which gradually flattens along Beaconsfield Road.
Lighting		Streetlighting is present on Langley Vale Road, Grosvenor Road, and Beaconsfield Road.
Surveillance		The residential nature of Langley Vale means that this route passes active frontages with good natural surveillance.
Width		The footway width Langley Vale Road will be widened as part of the development proposals. Footway widths along Grosvenor Road and Beaconsfield Road are approximately 1.5m-2.0m wide.

SECTION 6 Route 3 – Towards Epsom Hospital via Langley Vale Road, Chalk Pit Road, Headley Road, and Wilmerhatch Lane

6.1.1 Route 3 comprises the link between the site and towards Epsom, via Langley Vale Road, Chalk Pit Lane, Headley Road, and Wilmerhatch Lane.

Image 6.1: Route 3 Photos



Image 6.2: Route 3 Photos (Continued)



Table 6.1: Review of Route 3

Review Factor	RAG Score	Comments
Surfacing		The entire route is generally well surface although there are some areas where localised resurfacing is advisable.
Directness		The routes provide a relatively direct northbound link towards Epsom.
Environment		The section on Langley Vale Road and Chalk Pit Lane is segregated from motor vehicles, although Headley Road and Wilmerhatch Lane accommodate moderate levels of traffic. No footways are present on Headley Road but are present on Wilmerhatch Lane, meaning this route would be more appropriate for cyclists.
Gradient		A slight, gradual incline is present on the section of Langley Vale Road and Chalk Pit Lane. Headley Road and Wilmerhatch Lane are generally level, with some small areas of incline and decline.
Lighting		No streetlighting is present on the section of Langley Vale Road, Chalk Pit Lane, or Headley Road. Streetlighting becomes present once on Wilmerhatch Lane.
Surveillance		There is an absence of natural surveillance along the section of Langley Vale Road and Chalk Pit Lane. Headley Road provides some natural surveillance from the residential properties present and the more urban setting of Wilmerhatch Lane towards Epsom provides good natural surveillance.
Width		The section of Langley Vale Road and Chalk Pit Lane route via a Bridleway and footpath respectively, meaning there is limited width. Headley Road is a relatively wide carriageway, allowing for on-carriageway cycling. On carriageway cycle lanes are provided on Wilmerhatch Lane with footways also present.

SECTION 7 **Route 4 – To Tattenham Corner Railway Station via Bridleway 33 and 127 (NCR 22)**

7.1.1 Route 4 comprises the link between the site and Tattenham Corner Railway Station, via Bridleway Route 33 (National Cycle Route 22).

Image 7.1: Route 4 Photos

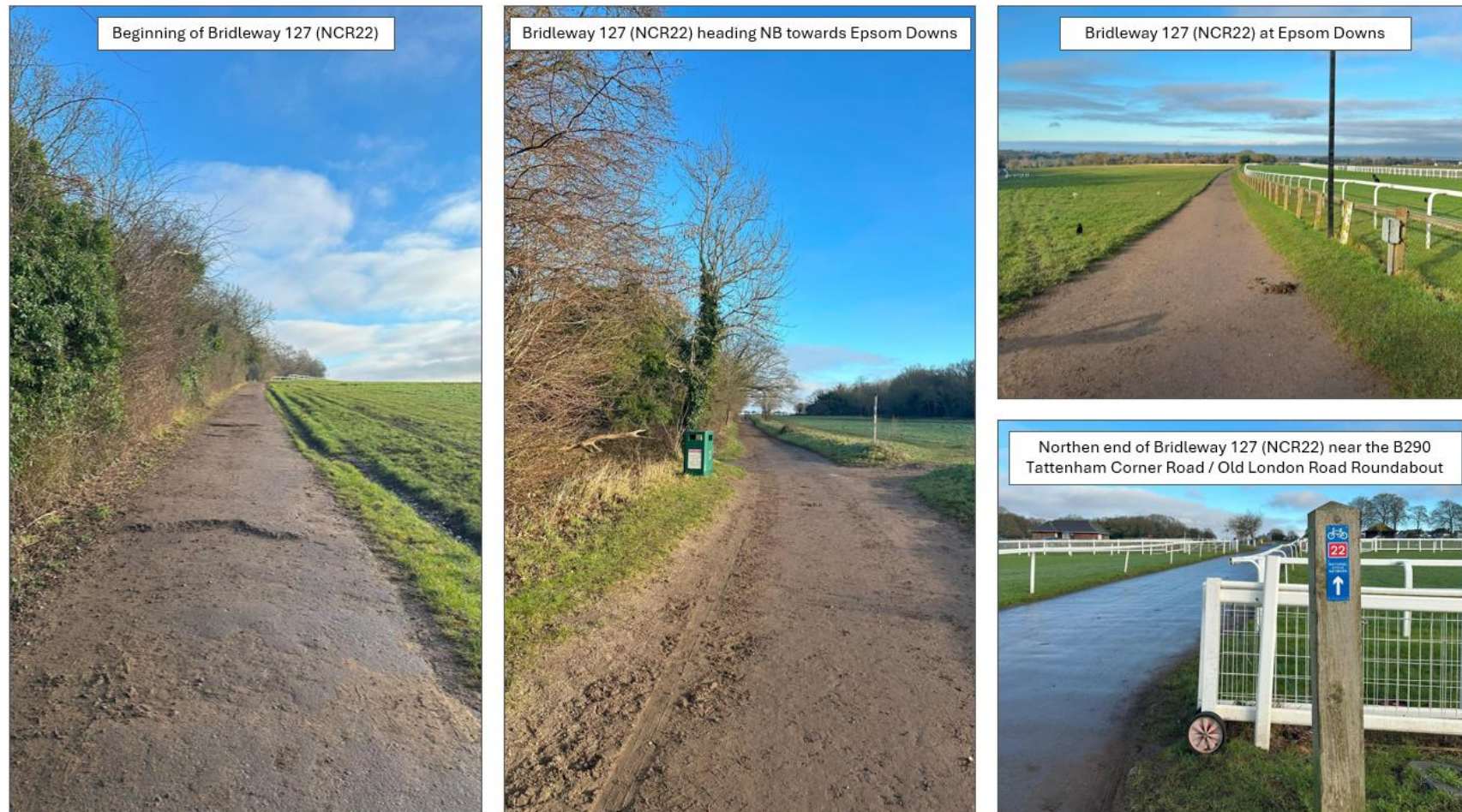


Table 7.1: Review of Route 4

Review Factor	RAG Score	Comments
Surfacing		The route uses the bridleway network which generally comprises of paved surfacing. There are small sections where there is no paved surfacing, but this is minimal.
Directness		This route provides a direct link between the site and Tattenham Corner Railway Station across Epsom Downs.
Environment		As this route utilised the PRow network, the route is free from motorised vehicle traffic, with the exception of a small number of operational / agricultural traffic, which is minimal.
Gradient		A small incline is present at the beginning of NCR22, although the remainder of the route towards Tattenham Corner Railway Station is relatively flat.
Lighting		There is an absence of streetlighting for a majority of the route, until one reaches the Tattenham Corner Road junction.
Surveillance		The nature of the route via Epsom Downs means there is no built-up environment, resulting in limited natural surveillance.
Width		The PRow network provides good width allowing for a mix of users to safely pass one another.

SECTION 8 Route 5 – Towards Epsom via Langley Vale Road and Chalk Lane

8.1.1 Route 5 comprises the link between the site and towards Epsom, via Langley Vale Road and Chalk Lane.

Image 8.1: Route 5 Photos



Image 8.2: Route 5 Photos (Continued)



Table 8.1: Review of Route 5

Review Factor	RAG Score	Comments
Surfacing		Langley Vale Road and Chalk Lane are paved and well-surfaced, with no identified areas of damaged surfacing.
Directness		The route travels in a northbound direction, leading directly towards the centre of Epsom, and is not convoluted.
Environment		Although a footway is present on the eastern side of the carriageway, Langley Vale Road does accommodate high levels of traffic. Once on Chalk Lane, motorised vehicles are limited to access only and it is a one-way arrangement for northbound vehicles only, meaning traffic levels are low.
Gradient		An incline is present on the initial section of Langley Vale Road. Other than this location, the route is relatively flat.
Lighting		Streetlighting is present along Langley Vale Road but is not present on Chalk Lane.
Surveillance		Langley Vale Road benefits from good natural surveillance given its urban setting. Chalk Lane possess lower levels of natural surveillance due to its more rural nature.
Width		Langley Vale Road is a relatively wide carriageway which can accommodate on-street cycling. A footway is also present on the eastern side of the carriageway. Chalk Lane possesses no footways but due to being access only and a one-way arrangement for northbound traffic only, the level of motorised vehicles will be low, meaning active travel users can safely utilise the carriageway.

FIGURES

Key

Site Location

Epsom Downs

Tattenham Corner

Park & Shop

The Vale Primary School

Routes

Text

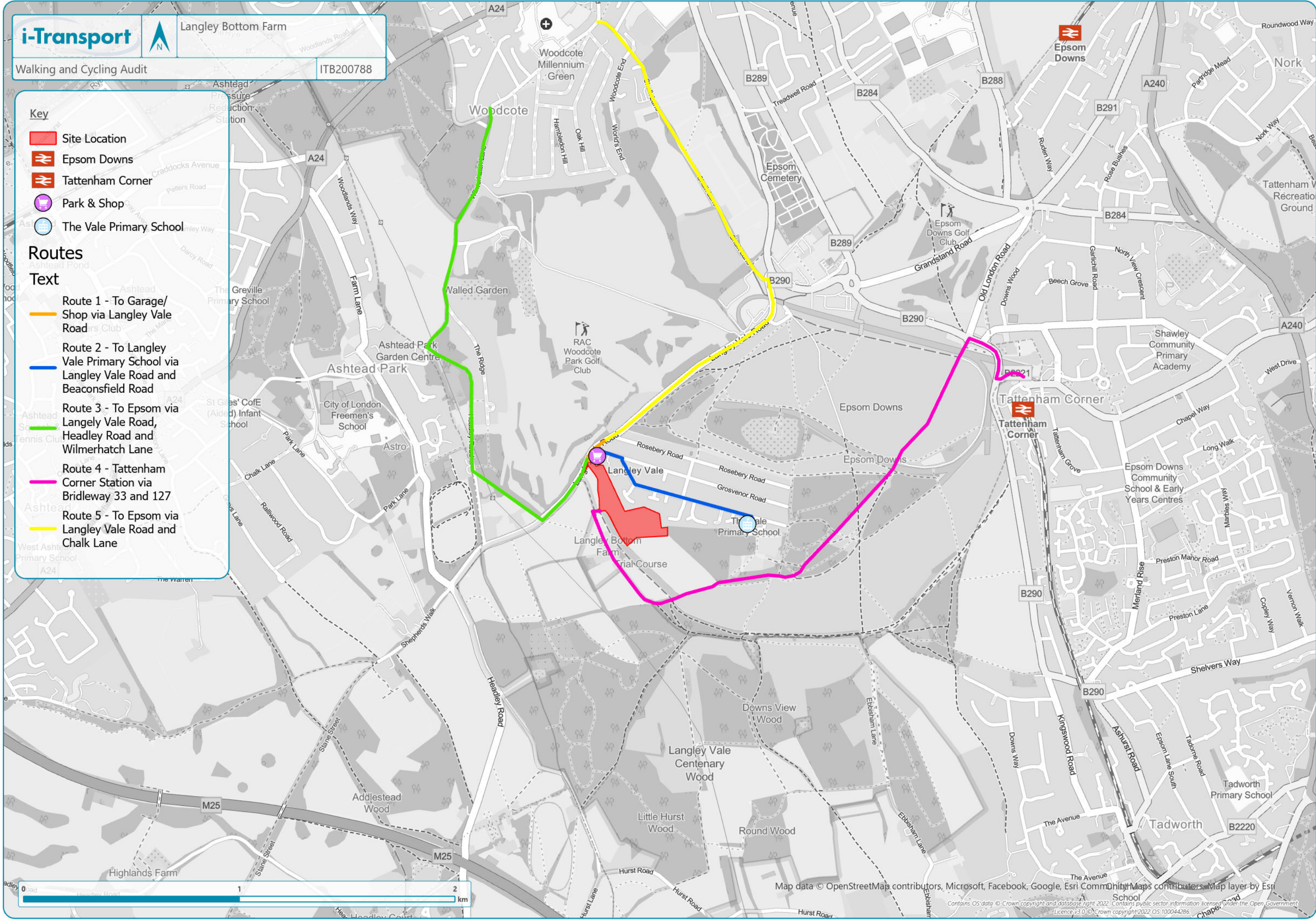
Route 1 - To Garage/Shop via Langley Vale Road

Route 2 - To Langley Vale Primary School via Langley Vale Road and Beaconsfield Road

Route 3 - To Epsom via Langley Vale Road, Headley Road and Wilmerhatch Lane

Route 4 - Tattenham Corner Station via Bridleway 33 and 127

Route 5 - To Epsom via Langley Vale Road and Chalk Lane



APPENDIX B. Illustrative Masterplan



Existing Trees / Screens

Enhanced Areas of Landscaping and Bio-diversity Net Gain

▶ ▶ ▶ Access Point

Public Open Space

Developable Area
circa. 3.35 hectares

Attenuation Features

Public Open Spaces / Play Areas - Indicative Locations / Alignment

Suggested amendment to Settlement Boundary

Primary Street

Secondary Street

Link Roads

formal Access Drives }

Footpath links

 Pedestrian / Cycle links

Informal Footpaths

indicative locations /
alignments.

FAIRFAX AQUISITIONS LTD

project:

LANGLEY BOTTOM FARM FIELD
EPSOM

title:

PARAMETERS PLAN

date: Jul '25

scale: 1:1250 @ A1

drawing number:

2503/PL.03

ev.

Paul Hewett R.I.B.A.

CHARTERED ARCHITECT

**Paul Hewett BA(Hons) DipArch(Hons) R.I.B.A.
CHARTERED ARCHITECT**
51 Foxdale Drive : Angmering : West Sussex
BN16 4HF
Tel: 01903 778701
email: hewett439@btinternet.com

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