

TOPIC PAPER

LOCAL DEVELOPMENT FRAMEWORK

RESEARCH REPORT

TRANSPORT AND ACCESSIBILITY TOPIC PAPER

February 2011



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1.0 Introduction

- 1.1 This Transport and Accessibility Topic Paper has been prepared to inform Woking's Local Development Framework (LDF). It sets out the contextual framework for the Borough in relation to transport and accessibility issues, and seeks to aid understanding of the key transport and accessibility issues and challenges which will need to be addressed through the LDF.

2.0 Policy perspective

- 2.1 This section of the Topic Paper provides an overview of the key national, regional and local strategies and policies that will influence the preparation of LDF transport and accessibility policies.

National context

- 2.2 **Planning Policy Guidance 13: *Transport (PPG13)*** sets out the national guidance for an integrated transport and planning policy. The document identifies three objectives; to promote more sustainable transport choices for both people and for moving freight; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car. According to the document when preparing Development Plans and considering planning applications Local Authorities should:

- actively manage the pattern of urban development;
- locate day to day facilities so that they are accessible by walking and cycling;
- accommodate housing principally within existing urban areas, locations which are highly accessible by public transport, walking and cycling;
- ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking, and cycling;
- in rural areas, locate most development for housing, jobs, shopping, leisure and services in local service centres;
- ensure that strategies in the development and local transport plan complement each other;
- use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys;
- give priority to people over ease of traffic movement;
- ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies;
- protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.

- 2.3 In January 2011 PPG13 was amended to reflect the localism agenda of the coalition government. These changes removed the requirement on Councils to impose maximum parking standards on residential developments and allow them to determine what standards should be applied in their local area. PPG13

Annex D remains and outlines the maximum parking standards for non-residential major developments, these national standards have been taken into consideration in the development of the Council's Parking Standards Supplementary Planning Document (SPD).

- 2.4 **Planning Policy Statement 3: *Housing (PPS3)*** states that Local Authorities should, with stakeholders and communities, develop residential parking policies, taking account of expected levels of car ownership in their area; the importance of promoting good design and the need to use land efficiently. It also emphasises a design-led approach to the provision of car-parking space, that is well integrated with high quality public realm and streets that are pedestrian, cycle and vehicle friendly.
- 2.5 **Localism Bill** was introduced to Parliament in December 2010 the Government published the Localism Bill. It sets out 6 key actions to deliver a shift of power from central government to local communities. In terms of transport and the planning system, the Localism Bill outlines the abolition of Regional Strategies and consequently the Regional Transport Strategy for the South East.

Regional Context

South East Plan

- 2.6 The Transport chapter in the South East Plan forms the Regional Transport Strategy for the South East and Woking. An underlying theme through the plan is to re-balance the transport system in favour of sustainable modes, whilst delivering a high quality transport system for continued economic growth and higher quality of life.
- 2.7 **Regional Hub:** Woking has been identified in the South East Plan as a Regional Hub within the London Fringe sub-region due to its importance as a centre of economic activity, interaction with Guildford and its transport connections. More specifically Woking is described as having a 'key interchange on rail network between intra-regional and local rail services. Direct coach link with Heathrow Airport. Well related to the strategic road network'. Regional hubs will be a focus for new investment and development in many sectors including in multi-modal transport infrastructure. In line with Policy SP1 the Council's local development documents should support and develop this role by prioritising sustainable modes of transport; encouraging higher density land uses and or mixed land uses; prioritising high quality transport interchange facilities and by focusing development in accessible locations.
- 2.8 **Regional Spoke:** As identified in the South East Plan Key Diagram to the north-east of Woking a Regional Spoke has been identified between Woking to Walton-on-Thames/ Esher area. According to Policy T8: Regional Spokes, where relevant strategies, documents and plans will support and develop the role of regional spokes by:
- i. providing a level of service that supports the role of regional hubs as a focus of economic activity;
 - ii. delivering improvements in journey time reliability that support the rebalancing of the transport system in favour of non-car modes;
 - iii. developing a complementary and integrated network of rail and express bus/coach services along spokes and inter-regional corridors;
 - iv. addressing identified bottlenecks;
 - v. improving access to international gateways.

- 2.9 **Vehicle Parking:** The South East Plan supports a restraint-based maximum levels of parking provision for non-residential developments, increased parking provision at rail stations and provision of cycle parking at new developments.
- 2.10 **Communications Technology** can be utilised to reduce the need to travel. Policy T6 encourages investment in technology that increases access to goods and services. This will also encourage 'smart growth' by enabling flexible working practices.

Surrey Local Transport Plan

- 2.11 The current Local Transport Plan (LTP2) covers the period 2006/07 to 2010/2011 and sets out Surrey County Council's continuing transport strategy to create an efficient and sustainable transport system which helps improve the quality of life for residents and workers in the County. There are five objectives for the second LTP, including: tackling congestion to limit delays; increasing accessibility to key services and facilities; improving road safety and security; enhancing the environment and quality of life; and improving management and maintenance of the transport network.
- 2.12 The third Local Transport Plan will commence in April 2011, titled the Surrey Transport Plan (STP). The plan will include approximately 12 Core Strategies including Congestion, Accessibility, Climate Change, Parking and Road Safety.

Local Context

Local Development Framework (LDF) Core Strategy

- 2.14 The Council is currently preparing the Local Development Framework Core Strategy which provides strategic policies to guide future development in the Borough to 2027. All other LDF documents must be in conformity with the Core Strategy.
- 2.15 In relation to transport and accessibility of the Borough the document seeks to develop a well integrated community connected by a sustainable transport system; encourage provision of ICT infrastructure and assist in delivering the objectives of the Surrey Strategy Partnership Priority Places through improved accessibility.

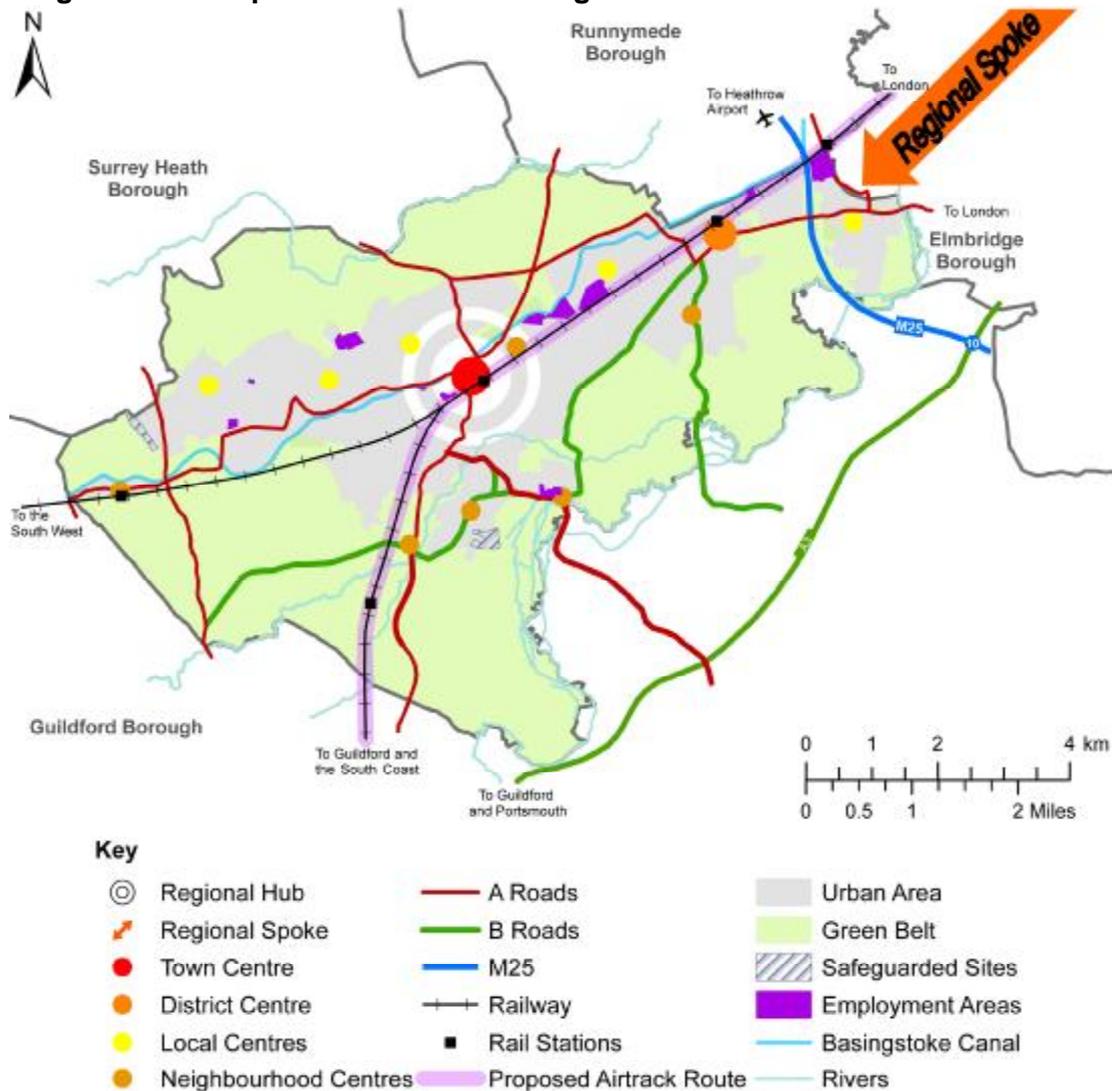
Parking Standards Supplementary Planning Document (SPD)

- 2.15 In July 2006 the Council adopted its Parking Standards SPD, setting out the off street parking and cycle parking standards for the Borough. The five objectives of the SPD are:
- To control the supply of parking in new developments in order to support travel without using a car.
 - Encourage a reduction in workplace parking.
 - Apply maximum car parking standards to achieve an average of no more than 1.5 spaces per new dwelling across the Borough.
 - To reduce new development car parking within the High Accessibility Zone.
 - To recognise the local context and assist the implementation of the emerging LDF Core Strategy.

3.0 Area Characteristics

3.1 Situated in the South East, Woking is located in north-west Surrey, about 25 miles to the South West of London. The built up area stretches from Brookwood in the west to Byfleet in the east, with Woking Town Centre approximately in the middle (as shown in Diagram 1 below). The urban area is fairly compact and only a few small villages, of which the largest are Brookwood and Mayford, lie just outside the main built-up area.

Diagram 1: Transport overview in Woking



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3.2 The entire Borough is 6,400ha in area and 60% of this is designated Green Belt land. The Green Belt is primarily used for commercial nurseries and leisure uses such as golf courses and open spaces for walkers. There is also a significant amount of low density residential property and some industrial premises in the Green Belt.

3.3 The South East Plan designated Woking a Regional Hub because of its importance as a transport interchange and a centre of economic activity. Consequently Woking is a focus for improvement to the transport network and for major residential, retail and employment development. Furthermore the

South East Plan identified a 'Regional spoke' as shown in Diagram 1 above, linking the Borough to the Weybridge area. The regional spoke, as previously discussed in the policy section, will support the role of the Woking regional hub and focus improvements towards non-car modes.

Constraints

3.4 There are several features in the Borough that restrict movement around the Borough including:

- **Railway line:** running from the north east across the Borough to the Town Centre the railway line then splits, with one line running to the west and the other to Guildford in the south. The railway is one of the main physical barriers restricting movement between the north and south of the Borough, particularly in the Town Centre. There are only two roads routes in Woking Town Centre which cross the railway line – Victoria Arch Railway Bridge to the west and the Maybury Hill Railway Bridge to the east. Both of these routes suffer from congestion, particularly at peak times. There is an additional pedestrian public subway at Woking Rail Station.
- **Basingstoke Canal:** running from the north east of the Borough in Byfleet to the south west in Brookwood, the Basingstoke Canal primarily runs through the built-up area in the Borough. There are more road and pedestrian access routes over the canal compared to the railway and so routes that cross the canal are not as congested.
- **M25:** This busy motorway passes through the north east corner of the Borough, segregating Byfleet from West Byfleet and the rest of the Borough. As there is only one road bridge across the M25 in the Borough connecting Byfleet to the rest of the Borough it is frequently congested at peak times.
- **River Wey, Hoe Valley and Bourne Stream:** Primarily situated in the Green Belt in the south and the north edges of the Borough these waterways restrict movements locally but have less of an impact on movement across the whole of the Borough.

Road network

3.5 The road network primarily comprises of A roads, B roads and local roads which are managed by Surrey County as the Highway Authority for the area. The Highways Agency is responsible for the construction and maintenance of motorways and major trunk roads in England, this includes the M25 and the A3 (which runs just to the south of the Borough). There is no M25 junction in the Borough, the closest junctions are 10 and 11, both of which are more than four miles from Woking Town Centre and more than three miles from the nearest major employment area in Byfleet. The A3 is a strategic road connecting Portsmouth to London and provides access to nearby towns Guildford and Kingston. Although the A3 bypasses the Borough there are a number of access points onto the A3 to the south and east of the Borough. These areas, in particular Byfleet, can cause congestion at peak times due to the number of vehicles using local roads to access the A3.

Road Schemes

- 3.6 The Woking Borough Local Plan 1999 contains a schedule of road schemes, these are detailed in Appendix 1: Woking Borough Council 1999 Local Plan Transport Schemes. At present the only scheme to be completed is the improvement of the Brook House Junction at the eastern end of Victoria Way (Policy WTC18 part v). It is considered that the remaining schemes are still required and should be taken forward as part of the Local Development Framework. The Council is investigating the Chertsey Road/ Monument Road link scheme identified in Policy MV25 with a view to revise the proposal and construct the new link road through existing employment land. The scheme is an ambition of the Council as it will create an additional link into the Town Centre from the east, strengthening regional connections and assist in relieving congestion in the local area. The route will be diverted through employment land, removing industrial traffic passing through residential streets and increase the visibility and attractiveness of the Monument Way East, Monument Way West and Forsyth Road employment areas. Improved accessibility will benefit the Maybury and Sheerwater ward, an area identified as a Priority Place and will assist economic regeneration in the mentioned employment areas.
- 3.7 Policy MV13 Park and Ride considers the provision of Park and Ride facilities in Woking. As part of the Woking Parking Management Plan (2005), in conjunction with Surrey County Council, a Park and Ride is not part of Woking's current parking mix. The potential for Park and Ride will be kept under review however at present it is not thought that there is a critical mass to support a Park and Ride facility and no suitable sites have been identified.

Buses

- 3.8 There are a number of bus operators providing bus services in Woking. Services link the Town, District and Local Centres in the Borough as well as key services such as St Peter's Hospital, Heathrow Airport and local services such as supermarkets and schools.
- 3.9 Surrey County Council is currently in the process of reviewing bus services across the County. The aim of the process is to focus bus services to match demand, improve service reliability and reduce the need for subsidies in the long term. The second consultation phase¹ proposed changes to four routes affecting Woking, including removing route 35 at Lightwater. As a result there would be no direct bus service from Woking to Frimley Park Hospital. This would directly affect residents who don't drive and could have knock-on effects on the road network around sites such as Frimley Park Hospital, as more people may travel in private vehicles.

Transport for Woking

- 3.10 As there are many stakeholders who contribute to delivering the transport system in Woking, it is essential that these groups communicate effectively with one another and work in partnership where possible. As a result a partnership group comprising of all the key stakeholders called Transport for Woking has been established to coordinate an effective and efficient delivery of transport infrastructure and services in the Borough and create a forum for discussion between members. The decisions of Transport for Woking are also fed into the wider Transport for Surrey Group.

¹ Consultation running November 2010 – January 2011

Economically active population

- 3.11 According to the 2001 Census, Woking has a growing economically active population. In 2001 73.2% of the Woking population was economically active, which was higher than the Surrey average of 71.2%. Consequently as the population increase the number of trips made will increase, particularly at peak times, as people travel to work.

Connectivity

- 3.12 Woking has a higher than average connectivity score, as shown in Table x below, which is a measure of proximity to and presence of airports, rail stations², ports and motorway junctions. Woking has a national ranking of 50 out of 408 districts and is the third highest ranked district in Surrey. The proportion of people who travel to work by public transport is lower than other areas in Surrey and the South East, although slightly higher than the national average.
- 3.13 Another measure of connectivity that is growing increasingly important is access to broadband. Table 1 below shows that compared to Guildford and Reigate, Woking has a higher level of access to broadband and is ranked nationally as the 17th highest level of broadband penetration. High quality communications improves the business competitiveness of Woking and facilitates smart growth practices such as flexible working and improved access e-learning.

Table 1: Connectivity indicators

District	Connectivity score (GB=100) 2005	Broadband penetration % June 2009 ³
Woking	201.95	41.89
Guildford	44.02	34.95
Reigate and Banstead	117.15	35.95
Surrey	133.22	36.33
South East	91.87	32.09

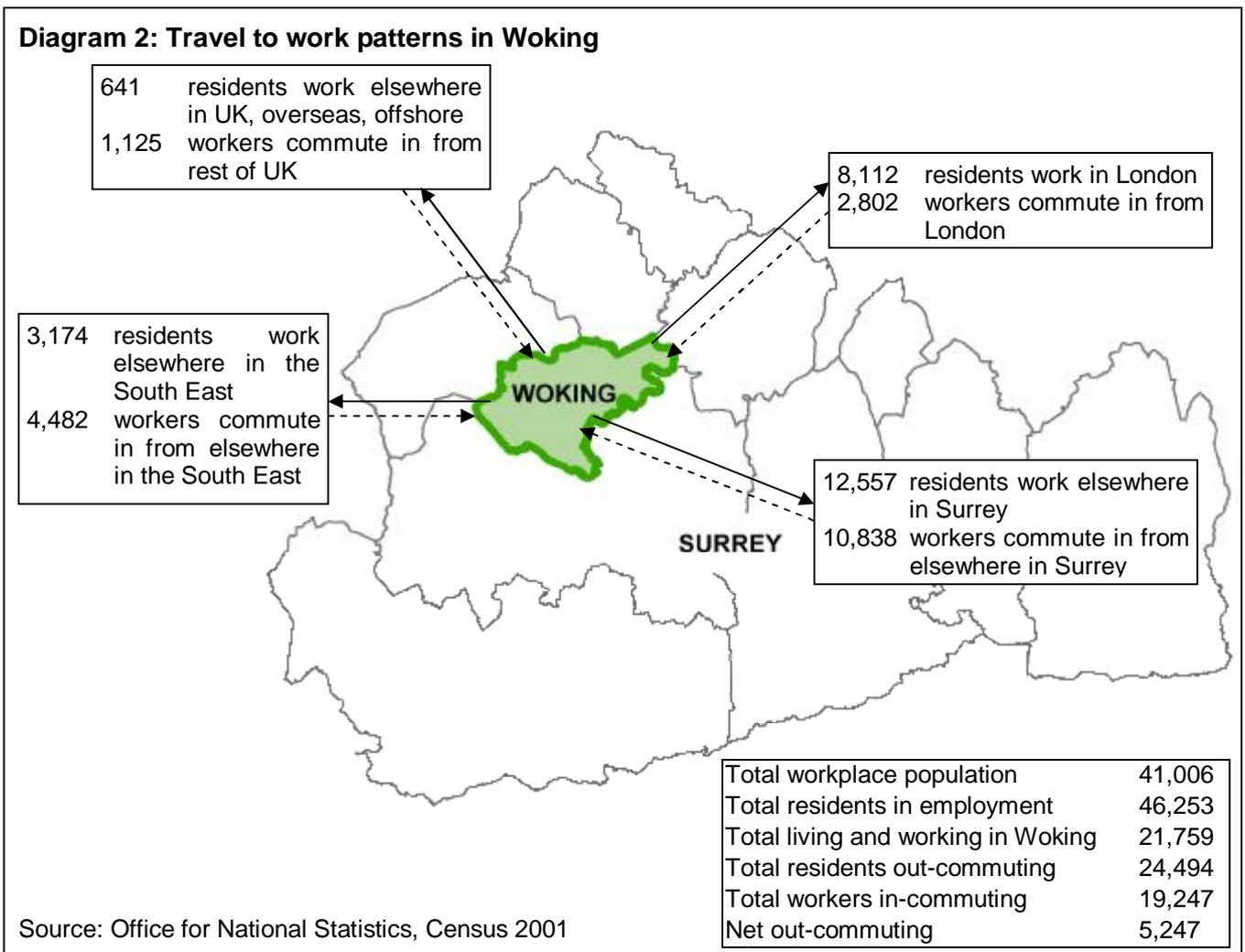
Source: Local Knowledge

² excluding underground stations

³ Defined as the total number of broadband lines per head of population.

Travel to Work

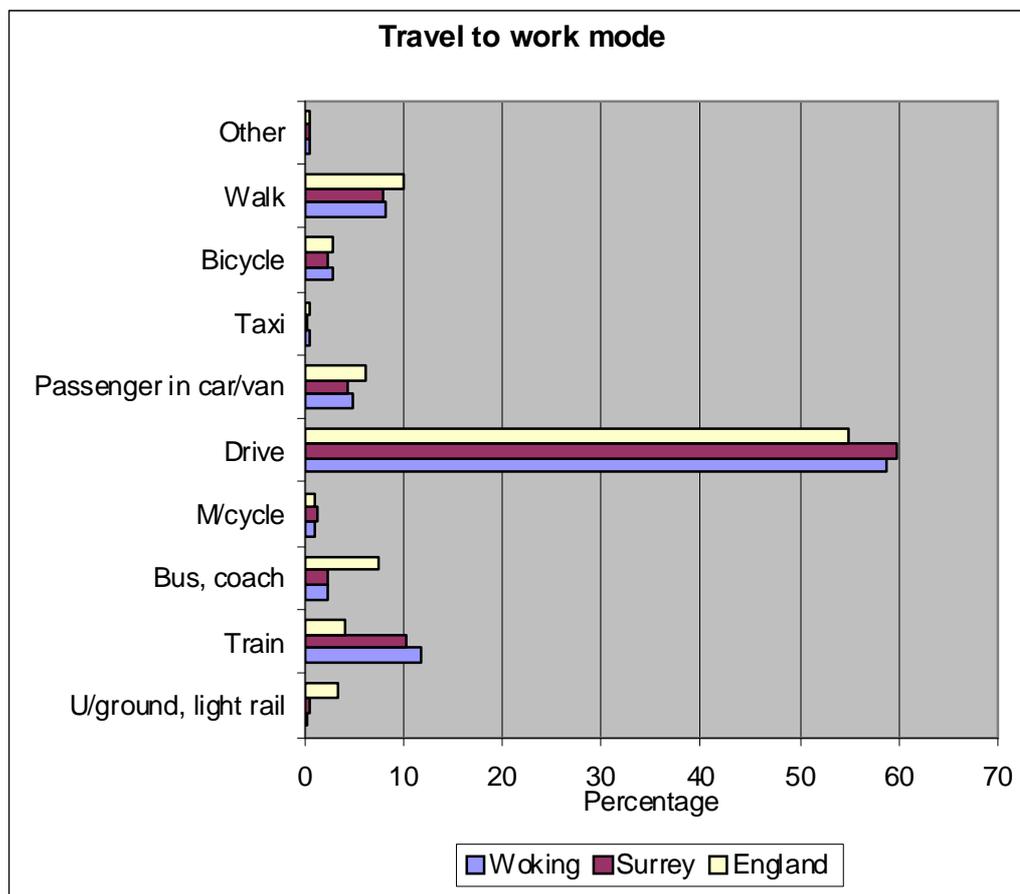
3.13 In 2001, Woking had a resident working age population of 46,253 and a workplace population of 41,006, resulting in a net out-commuting population of 5,257 people (as shown in Diagram 2 below). The number of people who live and work in the Borough is 21,759, approximately half the number of residents in employment. The majority of residents who commute outside of Woking travel to areas in Surrey (58%) and London (37%). The majority of workers who don't live in Woking come from other parts of Surrey or elsewhere in the South East. Although there is a strong outflow of workers from Woking to London, only 2,802 people commute in from London. One factor is due to the higher living costs and higher wages present in London.



3.14 In Woking 9.3% of people of working age were said to be working from home, compared to a Surrey average of 10.7%. This is anticipated to increase over time as technologies improve and policies are implemented to enable 'smart growth' across the South East region, making it easier and more economical to work from home.

3.15 Of the people not working from home, 58.9% of people drive to work in a car or van. This is higher than the England average of 54.9% and slightly lower than the Surrey average of 59.9%, as shown in Chart 1 below.

Chart 1: Travel to Work in Woking



Source: Office National Statistics, Census 2001

3.16 The second most popular method of travel in Woking is the train. Many people use the rail stations in Woking to reach destinations such as Guildford and London. This goes against the national trend, in which the train is the fifth most popular choice. The third most used method of travelling to work is walking and the fourth is a passenger in a car or van. Woking has a higher percentage of people who travel to work by bicycle compared to the Surrey average. This is expected to have increased due to the Cycle Woking programme.

Car Ownership

3.17 In 2001, Woking had a high percentage of households who own a car with only 15.1% of households not owning a car. This is higher than the Surrey average of 14% but significantly lower than the national average of 26.8%. The average number of cars per household in Woking is high at 1.4 cars per household, compared to 1.11 across England and 1.46 in Surrey. The number of households in Woking without a car has been decreasing over time, compared to 19.2% of households in 1991 and 23% of households in 1981, as lifestyles change and people become more affluent.

3.18 Although Woking has a high level of car ownership compared to the national average, there are large disparities across the wards. Table 2 below shows there is a large difference in the amount of cars per household between wards. Mount Hermon West ward has the lowest number of cars per household at 1.03 which is significantly lower than the Mayford and Sutton Green ward which has an average of 1.87 cars per household. The five wards that have the highest average number of cars per household are larger wards that lie outside of the

town and district centres. The bottom five wards are situated around Woking Town Centre, they also include the two identified priority places in Woking Borough. Therefore the lower amount of cars can be attributed to the close proximity to public transport network and town centre services and higher levels of deprivation.

Table 2: Car availability – Woking Wards

Ward	All households	% of households (number of cars or vans)					All cars or vans in the area	Cars per household
		None	One	Two	Three	Four or more		
Brookwood	932	65	357	389	90	31	1548	1.66
Byfleet	2973	443	1216	1028	213	73	4231	1.42
Goldsworth East	3221	650	1544	845	150	32	3820	1.19
Goldsworth West	2144	268	982	732	135	27	2971	1.39
Hermitage and Knaphill South	2231	351	966	761	106	47	3013	1.35
Horsell East and Woodham	1655	118	561	755	167	54	2805	1.69
Horsell West	2776	404	1148	945	207	72	3977	1.43
Kingfield and Westfield	2095	390	908	630	125	42	2731	1.30
Knaphill	3429	337	1451	1285	273	83	5209	1.52
Maybury and Sheerwater	3334	930	1475	729	164	36	3577	1.07
Mayford and Sutton Green	928	57	258	438	125	50	1731	1.87
Mount Hermon East	1841	204	801	627	162	47	2738	1.49
Mount Hermon West	2424	596	1270	463	78	17	2501	1.03
Old Woking	1046	179	465	320	65	17	1375	1.31
Pyrford	1965	90	664	907	217	87	3511	1.79
St John's and Hook Heath	1836	210	651	733	180	62	2924	1.59
West Byfleet	2111	280	833	755	174	69	3175	1.50

Top 5 wards for car ownership per household
 Bottom 5 wards for car ownership per household

Source: Office of National Statistics, Census 2001

Public Transport Accessibility

- 3.19 Surrey County Council produce data on public transport accessibility to key services in the Borough. This information has been used to create maps in Appendix 2 showing accessibility to Town Centres, libraries, schools and health services.

Public Transport Accessibility Model (PTAM) methodology:

Journey times are calculated from the following steps:

- Walk time to nearest bus stop or train station
- Wait time at stop for next service
- Journey time on
- Intermediate walk time to secondary journey legs (where necessary)
- Secondary journey times (where necessary)
- Walk time from final public transport stop to destination

Walk speeds are calculated at 4.8km per hour (DfT recommendations)

Journeys are calculated every 10 minutes between 7am-9am on a weekday and the fastest journey time is recorded. All journeys must be complete by 9am.

Data has been taken from 2008 public transport network datasets.

3.20 The maps show that the majority of the Borough experiences a good level of public transport accessibility, however some areas suffer from poor accessibility, these have been detailed in Table 3 below.

Table 3: Public Transport Accessibility

Key service	Public Transport Accessibility
Town Centres	<ul style="list-style-type: none"> • Overall accessibility is good, with most of the Borough falling within 10-20 minutes of a town centre (including Woking, Guildford, Camberley and Walton-on-Thames). • The Byfleet and Pyrford urban areas are not as well served and fall within 30 minutes of a town centre.
Libraries	<ul style="list-style-type: none"> • Accessibility to the west of Woking Town Centre, Knaphill, West Byfleet and Byfleet is excellent with most of the urban area being within 10 minutes public transport travel time of a library. • The urban area to the south of Woking Town Centres and the Maybury and Sheerwater area to the east are not as well served by libraries, as a result these areas have a travel time of 20 minutes
GPs	<ul style="list-style-type: none"> • GPs in the Town Centre are located to the south impacting accessibility from north Horsell. • Byfleet, Horsell, Hook Heath, Knaphill, Mayford and Pyrford areas are 20 minutes travel time from a GP. • Both safeguarded sites Brookwood Farm and Moor Lane are located in a 20 minutes travel zone.
Hospitals	<ul style="list-style-type: none"> • Most areas in the Borough are 30-40minutes away from the nearest hospital. • Accessibility to a hospital is greater in the north of the Borough compared to the south. • Old Woking and areas of Brookwood, Hook Heath and Knaphill have limited public transport accessibility to a hospital, with a travel time of 50 minutes.
Infant schools and primary schools	<ul style="list-style-type: none"> • The urban area and Mayford are all within 10-20 minutes travel time to an infant or primary school. • With the exception of Mayford and Old Woking all centres have an infant or primary school.
Junior schools	<ul style="list-style-type: none"> • Three out of four junior schools in the Borough are located to the west of the Town Centre. The fourth is in West Byfleet. • Woking Town Centre and areas around schools have 10 minutes travel time. • Most other areas in the urban area fall within 20 minutes travel time zone. • The area to the south of Westfield and the Moor Lane safeguarded site fall into a 30 minute travel time. However these areas are well served by primary schools (within 10-20 minutes travel time).
Secondary schools	<ul style="list-style-type: none"> • Secondary schools are fairly dispersed across the Borough. • The majority of the urban area is within 10-20 minutes of a secondary school.

	<ul style="list-style-type: none"> • Most of Byfleet has a 30 minute public transport travel time to the nearest secondary school.
Colleges and 6th Forms	<ul style="list-style-type: none"> • The two colleges/6th forms in the Borough are located in north Kingfield. One college/6th form is located just outside the Borough, north of West Byfleet. • The majority of the urban area is within 20-30 minutes travel time.

3.21 Overall, as a transport hub Woking Town Centre has high public transport accessibility to services. Due to their proximity to Woking and good bus links, Horsell and Goldsworth Park also benefit from high public transport accessibility to services. Despite its proximity to the Town Centre, the Maybury and Sheerwater ward has a lower public transport accessibility rating than areas such as Goldsworth Park and St Johns which are a similar distance away from Woking Town Centre. Due to its location to the east of the M25 and a rail station outside of the Borough, the Byfleet area suffers from lower public accessibility to GPs, town centres and secondary schools when compared to the rest of the urban area. Safeguarded sites Moor Lane and Brookwood Farm are located 20 minutes away from the nearest GP, whilst the Moor Lane site is 30 minutes away from a junior school. Finally, on the whole Woking has low public transport accessibility to the nearest hospital, particularly in the south where travel journey times are 40 minutes.

4.0 Future Development

4.1 In the Draft Core Strategy that was subject to public consultation in November 2010 to January 2011, broad areas for development are identified. These have been outlined in Table 4 below. Over the plan period (until 2027) more residential, retail and commercial development will occur and increase the number of residents, workers and visitors to the borough. This will have an impact on the local transport and road networks, particularly in and around Woking Town Centre and at peak times.

Table 4: Distribution of future development in the borough, 2010-2027

Area	Future development
Woking Town Centre	2,500 net additional dwellings 27,000m ² additional office floorspace 75,300 additional retail floorspace
West Byfleet District Centre	170 net additional dwellings 1,000 - 1,500m ² additional office floorspace 13,000m ² additional retail floorspace
Local and neighbourhood centres and shopping parades	250 net additional dwellings
Local centres	3,200m ² additional retail floorspace
Knaphill	3,000m ² additional retail floorspace
Priority Places - Maybury & Sheerwater and Lakeview	250 net additional dwellings
Rest of the urban area	500 net additional dwellings
Safeguarded sites (Moor Lane and Brookwood Farm)	300 net additional dwellings
Green Belt (sites to be released after 2021/22)	550 net additional dwellings

Transport Assessment

4.2 As part of the Local Development Framework evidence base Woking Borough Council with Surrey County Council produced a Transport Assessment of the impacts of the development proposed in the Draft Core Strategy. The Transport Assessment evaluates the impact proposed developments will have on the highway network in the borough by testing four scenarios, including:

- **Scenario A:** approved planning permissions since 2005
- **Scenario B:** all development with and without planning permissions (including 'developable' and 'deliverable' SHLAA sites and retail and employment floorspace projections)
- **Scenario C:** scenario B developments and 350 residential dwellings on Green Belt land
- **Scenario D:** scenario C developments and 150 residential dwellings on Green Belt land.

4.3 All four scenarios were compared against the trip ratings of a 2005 base year scenario and a 2026 'do-minimum' scenario. Scenario D is the forecast scenario which generates the largest amount of additional trips, resulting in an estimated total number of 2,634 additional departures and 1,844 additional arrivals.

4.4 The areas in the Borough that are projected to be the most affected by proposed residential and commercial developments are Woking Town Centre, West Byfleet District Centre and the south of Woking. However, the assessment finds that it is unlikely that the traffic impacts produced from Scenarios C or D are

significant enough to cause major disruption or require significant highway infrastructure improvement measures in the Borough. Furthermore, mitigation measures that may be implemented as part of wider or site specific schemes or any transport policy changes have not been factored into the model or evaluation, therefore trip ratings are considered to be worst-case scenarios.

5.0 Rail Services

5.1 The Borough is served by five railway stations including Woking; West Byfleet; Worplesdon; Brookwood and Byfleet & New Haw which lies just outside the borough boundary. These are operated by South West Trains and are situated on the Waterloo national rail route⁴.

Woking Rail Station

5.2 The main station, Woking Rail Station, provides a fast and frequent service to London and the South Coast and is an interchange for the Railair coach service to London Heathrow Airport.

5.3 This is the second busiest railway station in Surrey, after Guildford, as shown in Table 5 below. During 2008/09 nearly 7.5 million entry and exits were recorded at Woking Rail Station and a further 1.5 million interchanges. Compared to the rest of Surrey, Woking and Guildford have twice as many people using these stations.

5.4 Woking has the highest number of interchanges, illustrating its use as a transport hub.

Table 5: Station patronage

Top 10 Busiest Rail Stations in Surrey

Rank	Station Name	Interchanges	Total Entries and Exits				
		2008/09	2008/09	2007/08	2006/07	2005/06	2004/05
1	Guildford	909,341	8,051,842	7,983,349	7,186,050	6,698,711	6,542,687
2	Woking	1,496,442	7,483,604	7,509,987	6,731,268	6,350,068	6,202,086
3	Epsom	202,507	3,728,138	3,720,782	3,428,523	3,280,805	3,269,185
4	Redhill	1,023,670	3,570,690	3,565,089	3,320,145	3,172,045	2,965,024
5	Weybridge	491,249	2,644,974	2,697,470	2,077,345	1,891,229	1,815,599
6	Staines	300,315	2,756,660	2,629,739	2,250,362	2,097,188	2,023,639
7	Walton-On-Thames	0	2,639,510	2,612,224	2,177,448	1,976,980	1,897,255
8	Hampton Court	0	2,069,476	2,296,733	2,011,312	828,675	855,983
9	Egham	0	2,134,388	2,023,075	1,611,558	1,507,099	1,475,611
10	Leatherhead	57,667	1,882,144	1,824,572	1,584,422	1,413,955	1,338,133

Source: Office of Rail Regulation, March 2010

5.5 As shown in Table 6 below there is an excellent service to London, nearby regional hub Guildford and the South Coast.

⁴ Please see Appendix 3: Network Rail London and South East national rail route map

Table 6: Key rail services from Woking at peak times

Destination	Min. Journey time	Frequency (per hour)
Portsmouth (Harbour and Southsea)	1hr 12min	5 trains
Salisbury	56 min	2 trains
Basingstoke	19 min	5 trains
Haslemere	29 min	4 trains
Bristol and Exeter	29 min	4 trains
Guildford	8 mins	5 trains
London	26min	11 trains

Source: National Rail, 2010

Borough rail stations

5.6 The remaining rail stations in the Borough provide local rail services, as shown in Table 7 below.

Table 7: Local rail services

Station Name	08/09 Entries & Exits	08/09 Interchanges	Services
Brookwood	896,710	52,967	Woking, Waterloo, Alton, Basingstoke, Farnham.
West Byfleet	1,184,114	0	Woking, Waterloo (stopping at Surbiton and Clapham junction), Alton.
Woking	7,483,604	1,496,442	London, Guildford, Portsmouth, Salisbury, Basingstoke, Haslemere, Bristol, Exeter.
Worplesdon	195,086	0	Woking, Waterloo, Guildford, Portsmouth and Southsea.
Byfleet & New Haw	417,098	0	Woking, Waterloo – stopping service.

Source: National Rail, 2010

Railair

5.7 Railair is a coach service that connects the rail network to Heathrow Airport. Services run from Heathrow to Reading, Woking and Watford Junction. The Woking Railair is operated by National Express and journeys take approximately 50 minutes, running twice-hourly. The service runs 7 days a week, from 5.20am - 10pm weekdays and from 6.20am to 10pm at the weekend. Fares are currently single £9; day return £9 and return £18.

5.8 This is an important service because it connects Woking to the wider transport network, to the benefit of the local economy.

Heathrow Airtrack

- 5.9 Airtrack is the proposed new rail link between Heathrow Terminal 5 and the South West Trains rail network. There are three new proposed services to Terminal 5 from London Waterloo via Richmond; Guildford via Woking and Reading via Bracknell.
- 5.10 The current proposal identifies Woking Rail Station as a 'Major Interchange Station' on the Guildford line and will run one train per hour in each direction at peak times and two trains per hour at other times. The service will operate on the existing railway in Woking and will replace the current Railair coach service. Journey times from Woking to Heathrow are estimated to be 28 minutes and operate in line with existing railway patterns (5am-midnight).
- 5.11 In addition to increasing the public transport choice for local residents and businesses the scheme will also benefit the Borough as it will reduce the amount of car trips to Heathrow, improving air quality and support the economy by creating jobs and making Woking a more attractive place for business.
- 5.12 A Transport and Works Act Order was submitted in July 2009 however the scheduled public inquiry for the Airtrack proposals was placed on hold until the implications of the Government Spending Review in Autumn 2010 on the scheme are clear.

6.0 Cycling Provision

Cycle Woking

- 6.1 The Cycle Woking project is a partnership between Woking Borough Council and Surrey County Council, funded by Cycling England. In June 2009, Woking alongside 11 other towns and one city was successful in its bid to be designated a Cycling Demonstration Town for three years and was awarded a grant of £1.8 million.
- 6.2 Due to Woking's compact size and the proximity of the outlying residential areas, such as Horsell and Sheerwater, Woking Borough was judged an attractive place to invest in cycling.
- 6.3 Together with the other Cycling towns, Cycle Woking will help save up to 16 million car journeys a year and create an extra 47 million cycle journeys. Through increased levels of cycling, Cycle Woking is promoting healthy exercise and lifestyle options and a greener congestion-free Borough.
- 6.4 Cycle Woking has been working towards six main objectives and has made significant improvements, including:
- **Improve the existing Woking Cycle Network:** The cycle network has been re-branded to a Planets theme with linked routes and signs using times instead of distances. Please see Appendix 4 for a cycle map of the borough.
 - **Upgrade the Basingstoke Canal Towpath:** 12 kilometres of the Basingstoke Canal Towpath has been upgraded to provide an all-year cycle useable route.
 - **Improve the north/south cross town links:** The ban on cycling in Woking Town Centre has been lifted to improve North/South cross-town route through Woking Town Centre.
 - **Increase cycle parking across the Borough:** A substantial increase in the number of cycle parking facilities in the town centre, schools and rail stations have been provided.
 - **Create a workplace cycle challenge:** The Woking Cycle Challenge ran successfully in 2009 and 2010. In Autumn 2010 Pirbright School cycled over 6,500 miles over a period of 7 weeks in the Woking Schools Cycle Challenge.
 - **Expand activities and cycle clubs within schools ensuring all children have access to national cycle training (bikeability):** Bikeability has been offered to all Year 5 and 6 pupils. There has been an increase in school cycle clubs and inter-schools competitions. Furthermore all schools in the Borough now have a travel plan.
- 6.5 In addition Cycle Woking has:
- Assisted in building two mountain bike courses, one at Goldsworth Primary School and a public course at Horsell Common (expected early 2011) and a BMX course at Sheerwater Recreation Ground.
 - Brought the Tour Series to Woking in 2009 and 2010. The Tour Series is a calendar of 10 races across UK town and city centre circuits. Following on from a successful Tour series in 2009, Woking was invited to host the final

leg of the 2010 tour. The event involved 36 local school teams, 19 business teams and over 15,000 spectators.

- Created a 'bike hub' at Lakeview. This is a community based project allowing local people to recycle and repair bikes. Here people can take up or get back to cycling and gain new skills through learning how to repair bikes as well as the potential to acquire a nationally recognised vocational qualification (Cytech).

Monitoring

6.6 There are three key indicators which Cycle Woking project is monitored against, including:

- **Cycle journeys 40% increase:** overall there has been a 53% increase of cycle journeys into Woking Town Centre⁵ and an average 27% increase at cycle counters across the borough (an example monthly summary for September 2010 is provided in Appendix 4 of the cycle counters across the Borough).
- **Railway station cycle parking 50% increase:** So far there has been a 40% increase at Woking rail station and 36% at West Byfleet. Although the increase is below the target, at Woking due to the proximity to the Town Centre many commuters are using Town Centre parking facilities. Furthermore since the last count additional cycle parking has been installed at West Byfleet station.
- **School cycle journeys 8% increase at primary schools and 15% at secondary:** So far 8 (out of 23) primary schools have reached this target. The target was based upon a 'hands up survey'; and now considered to be unrealistic and unreliable, going forward cycle counters will be used.

6.7 Cycle Woking continues to be a very successful scheme, the results from the three indicators show that the infrastructure and support being provided is having a positive impact on cycling in the borough.

⁵ Count undertaken in May 2009 and 2010

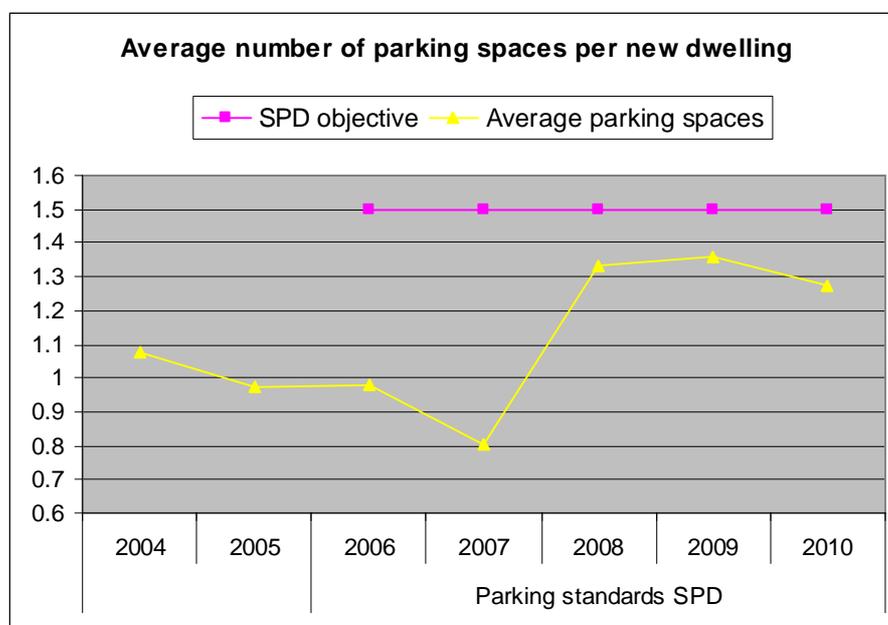
7.0 Car Parking

7.1 Car parking in the Borough is provided through new developments and public off-street and on-street spaces.

Development parking

7.2 Parking provision in new developments has been managed through the council's Parking Standards SPD since 2006. One of the overall aims of the SPD was to achieve an average of no more than 1.5 spaces per new dwelling across the Borough. As shown in Chart 2 below, this objective has been achieved. The average number of parking spaces for new developments since the implementation of the Parking Standards SPD has not exceeded 1.4 per dwelling. In 2007 the average number of parking spaces per dwelling was 0.8 as a result of two major planning applications for flats in the Town Centre. In recent years there has not been the proportion of town centre developments has reduced, increasing the Borough average of parking spaces.

Chart 2: Average number of parking spaces for new residential developments



Source: WBC monitoring data, 2010

On-street Parking

7.3 Woking Borough Council acts as the agents for the day-to-day management of on-street parking in the borough for Surrey County Council. Typically the Council proposes parking charges which are then ratified by Surrey County Council. It is felt that the Borough Council is in the best position to understand local need for any new charging arrangements.

7.4 There are three Controlled Parking Zones (CPZ) in the borough covering Woking, West Byfleet and Brookwood. These are geographically defined areas within which all lengths of kerbside are subject to a waiting restriction, indicated by a single yellow line. These have been put in place to manage congestion in

busy areas and there are no plans to extend the scheme to other areas of the borough.

- 7.5 On-street parking in the borough is slightly less expensive per hour than off-street parking charges; however a maximum time limit of one hour applies to on-street parking. This allows a greater turnaround of visitors in local and neighbourhood centres where this type of parking is prevalent.

Off-street Parking

- 7.6 Off-street car parks are available in Woking Town Centre, West Byfleet and Woking Park by Woking Borough Council and at rail stations by South West Trains/ Network Rail, currently there are no National Car Parks (NCP) operating in the borough.

WBC Car Parks

- 7.7 Across the Borough there are 19 car parks (providing 4,873 spaces), which 9 of these car parks have charges applied (4,543 spaces). There are 6 car parks (3,976 spaces - all charged), located in Woking Town Centre. The car parks in Woking Town Centre are currently operating with spare capacity. However some of these multi-story car parks could be extended with additional storeys to accommodate future need, if required. Consequently no additional land is required for public car parking in the Town Centre.
- 7.8 Developments in Woking Town Centre have been encouraged through the WBC Parking Standards SPD to reduce the level of private parking spaces provided. In some cases, such as the Enterprise Place and Holiday Inn developments the number of parking spaces provided were minimal due to their central location and proximity to Victoria Way car park.
- 7.9 Five car parks in the Town Centre hold the British Parking Association (BPA) 'Safer Parking Award'. This recognises the car parks' status in terms of security statistics, lighting, help points, cctv and cleanliness and is reviewed annually by the BPA and the Police. In addition the Shoppers and Brewery Road car parks in the Town Centre were awarded in the 'Re-inventing the Car Park, the Refurbishment Award' in 2009 due to an extensive refurbishment programme. High car park standards help make Woking a more attractive place to live, shop and locate businesses.
- 7.10 Woking Borough Council operates a variable charging system for season tickets in council owned car parks as part of the Council's commitment to climate change. These are based on a vehicle's CO² emission rating, determined by the Vehicle Certification Agency, shown in Table 8 below.

Table 8: WBC Season Ticket Charges

Band	CO ² Emissions	Cost	Annual charge from April 2009 (Town Centre car parks)	Typical car model
A	<100gm/Km	- 50%	£850	Vauxhall Corsa 1.3CDTi
B	101-120gm/Km	- 25%	£1,275	Nissan Pixo 1.0
C	121-150gm/Km	Full	£1,700	Volkswagen Polo 1.6 TDi
D	151-165gm/Km	+ 10%	£1,870	Skoda Roomster 1.6 CR TDi
E	166-185gm/Km	+ 15%	£1,955	Honda Civic 1.4i VTEC SE
F	186-225gm/Km	+ 20%	£2,040	Ford Mondeo 1.8 Duratorq TDCI Est Eco (125 PS)
G	>225gm/Km	+ 25%	£2,125	Peugeot 5008 2.0 HDi

7.11 The council has also provided two reserved spaces in the Victoria Way Town Centre car park for electric cars. At these spaces cars can use charging points with electricity supplied from the Combined Heat and Power (CHP) station in the town centre.

7.12 Woking Borough car parks generate a revenue stream for the Council. Table 9 below shows the amount of revenue over the past two years.

Table 9: Town Centre car park revenues

	2009/2010	2008/2009
Net Income - Town Centre car parks	£4,208,255.96	£4,501,030.18
Variation in net income compared to 2008/09.	-£292,774.22	

7.13 The reduction in car park income during 2009/2010 compared to the previous year can be attributed to a 5.17% fall in the number of tickets issued in Town Centre car parks.

Rail station parking

7.14 Public car parking is also available at rail stations across the Borough, as shown in Table 10 below.

Table 10: Rail Station Facilities

Station	Woking	West Byfleet	Brookwood	Worplesdon	Byfleet & New Haw
Connection time (minutes)	5	4	3	6	5
Cycle Storage	Yes	Yes	Yes	Yes	Yes
Spaces	570	290	394	120	45 ⁶
Daily Charge	£9	£3	£6	£5	N/A
3-Monthly Charge	£330	£141	£246	£150	N/A
Premium Spaces	20	40	28	N/A	N/A
Daily Charge	£13	Season ticket holders only (£176 3monthly)	Season ticket holders only (£310 3monthly)	N/A	N/A
Taxi Rank	Yes	No	No	No	Yes
Bus Services	Yes	No	No	No	No

⁶ Available spaces are located in an area that was previously a formal car park area for the station. This is no longer being maintained and as a result there are no charges applicable.

8.0 Developer Contributions

Section 106 (S106) Agreements

- 8.1 At present development contributions for transport mitigation measures are secured through S106 agreements. These are negotiated on a site-by-site basis and can provide financial contributions that relate directly to site specific requirements and/or pool contributions for wider transport schemes. Table 11 below shows the amount of contributions that have been secured through S106 agreements and spent on transport measures since 1998⁷. It is important to note that the collection of contributions is dependent on developments going ahead and therefore planning permission can expire and S106 agreements not implemented.

Table 11: Transport contributions secured through developer contributions

Financial Year	Amount received (£)	Amount released (£)
1998/1999	75,000	40,000
1999/2000	9,500	38,000
2000/2001	38,000	35,000
2001/2002	250,208	0
2002/2003	159,000	50,000
2003/2004	93,000	15,000
2004/2005	111,621	0
2005/2006	87,500	143,252
2006/2007	1,361,926	809,723
2007/2008	101,880	0
2008/2009	103,373	0
2009/2010	169,419	6,319
01/04/10 - 30/11/10	35,027	87,876
Total	2,595,454	1,225,170

Source: WBC Monitoring

Community Infrastructure Levy (CIL)

- 8.2 Further to recent changes in government legislation, planning obligations are being scaled back and being replaced by the CIL. It is anticipated that Woking Borough Council will implement a CIL tariff system on all development (subject to a size threshold) by late 2012. This will replace S106 contributions for wider transport schemes. Where necessary, site specific measures will continue to be addressed through S106 agreements.

⁷ Please note that due to changes in reporting the information provided is an approximate estimation.

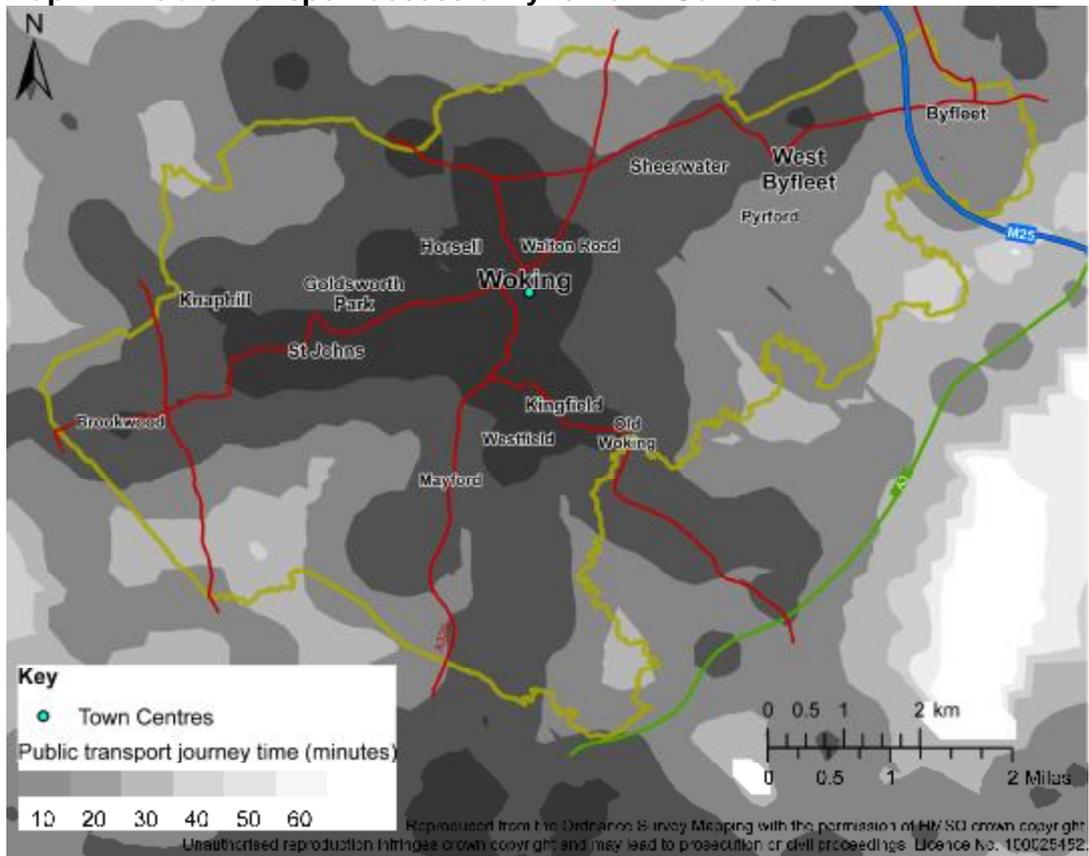
9.0 Addressing future transport issues

- 9.1 Due to wider economic conditions the future of transport policy is currently constrained by severe budget constraints, particularly for transport mitigation schemes. It is likely that infrastructure for transport will be provided through developer contributions, which will be addressed within the CIL.
- 9.2 Due to these constraints the Core Strategy utilises softer tools to encourage use of sustainable forms of transport and reduce the impact of new developments, including:
- Locating new developments in the main urban areas. These areas are well served by a wide range of sustainable transport modes including rail stations, bus and cycle routes and can provide viable alternatives to car travel.
 - Requiring travel plans for significant traffic-generating developments. Travel plans address the travel needs for occupiers and visitors and employ measures to influence a shift towards sustainable transport choices. For example the Woking Borough Council Staff Transport Plan includes targets and actions to reduce carbon through take up of sustainable transport measures and has worked in partnership with Enterprise Rent A Car Ltd to introduce the WeCar car club.
 - Supporting programmes that deliver improvements and increased accessibility to sustainable modes of transport. For example schemes such as Cycle Woking have encouraged more users on to cycle and pedestrian networks, evident at cycle parking stations at public transport hubs.
 - Implementation of maximum car parking standards for all types of non-residential development and minimum standards for residential developments. Parking management is one tool that can be used to influence a shift in behaviour towards other forms of transport modes, particularly in areas with high public transport choice and accessibility. Without changes to the management of parking supply car drivers have limited incentives to change their existing travel behaviour for a modal shift.
- 9.3 Joint working with key stakeholders through forums such as Transport for Woking will be vital to ensure all adopted measures and policies are complementary to one-another.

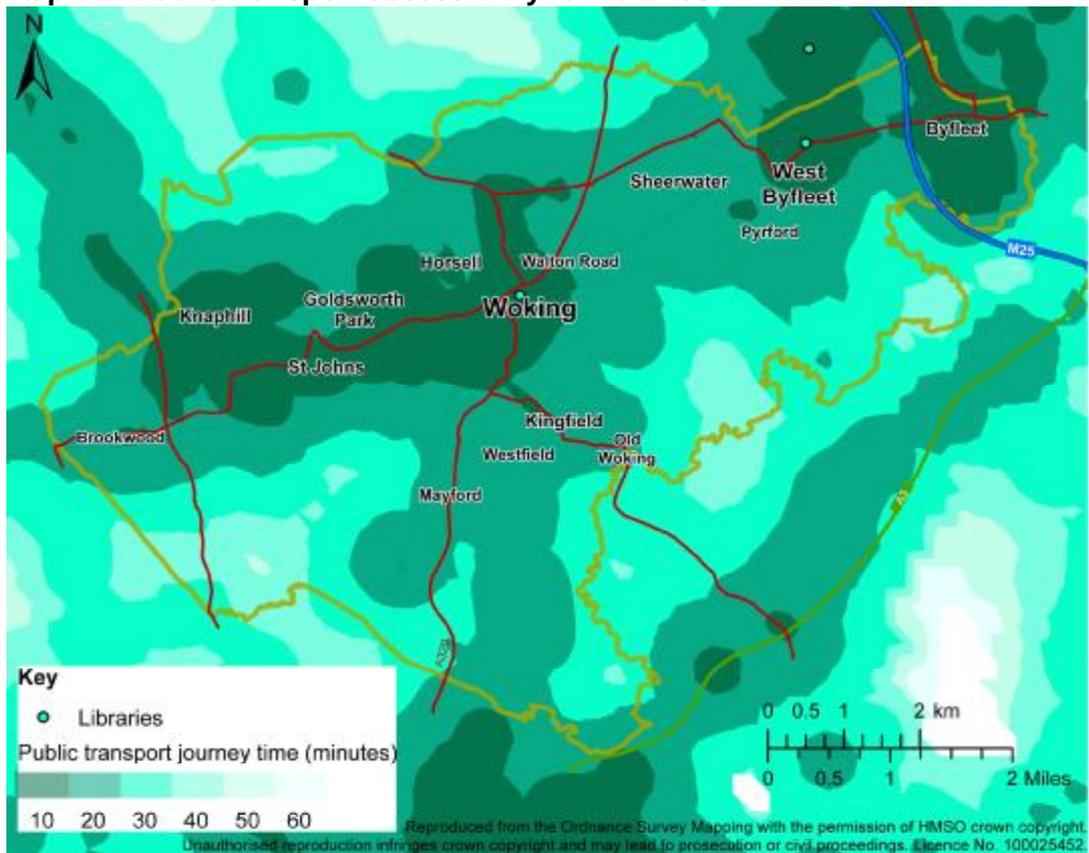
Appendix 1: Woking Borough Council 1999 Local Plan Transport Schemes

MV11 Proposed Village car park in Horsell
Designation of under-utilised land for a village car park in Horsell within a site to the rear of 103-109A High Street.
MV13 Park and Ride
Consider and investigate with Surrey County Council the feasibility of providing park and ride facilities at various locations to offset planned parking provision in Woking Town Centre.
MV24 Bisley Common to Brookwood Cross Roads
Replace the A22 in Knaphill with improvement to Brookwood Cross Roads, a new road link to the Brookwood Hospital development site and complementary traffic management/calming measures.
MV25 Chertsey Road/ Monument Road link
Major highway improvement of part of Walton road and part of Boundary Road and the extension of Boundary Road to provide a link from Monument Road to Chertsey Road. The proposed improvement includes a new signal controlled junction at the intersection of Monument Road, Walton road and Eve Road and a new roundabout at the junction of the extension to Boundary Road with Chertsey Road. Supplemented by additional traffic management within the area bounded by Maybury Road, Monument Road, Boundary Road and Stanley Road.
MV26 Route Management studies
Support the implementations of route management studies on the following roads: (i) A320 Woking town centre to the M25; (ii) A320 Woking town centre to the boundary with Guildford; (iii) A245 Six Cross Roads to the boundary with Elmbridge; (iv) A247 /B368 Woking to Send; (v) East Hill/B382/B367 Woking to Ripley; (vi) A324 from Lockfield Drive to Brookwood Crossroads; (vii) A319/A3046 from Woking Town Centre to Lightwater By-Pass; (viii) A322 from Boundary with Surrey Heath to Brookwood Crossroads. In addition to seeking the implementation of a route management study on the A322 from Brookwood Crossroads to the boundary with Guildford borough.
WTC18 Highway proposals in the Town Centre
Improvements including: (i) Guildford Road widened from Hill View Road to Victoria Arch. Additional road space required at following junctions: <ul style="list-style-type: none">- Mount Hermon Road and Hill View Road- Mount Hermon Road and Hill View Road- Station Approach and Heathside Road (ii) Victoria Road widened and re-aligned. (iii) Victoria Way improved through Victoria Arch and provision made for pedestrians with the construction of an additional tunnel on each side. (iv) Chobham Road/ Victoria Way junction widened to provide additional lanes. (v) Improvement of the Brook House Junction at the eastern end of Victoria Way.
WTC 19 Public transport hub at Woking Station
Develop Woking Station as a public transport hub.

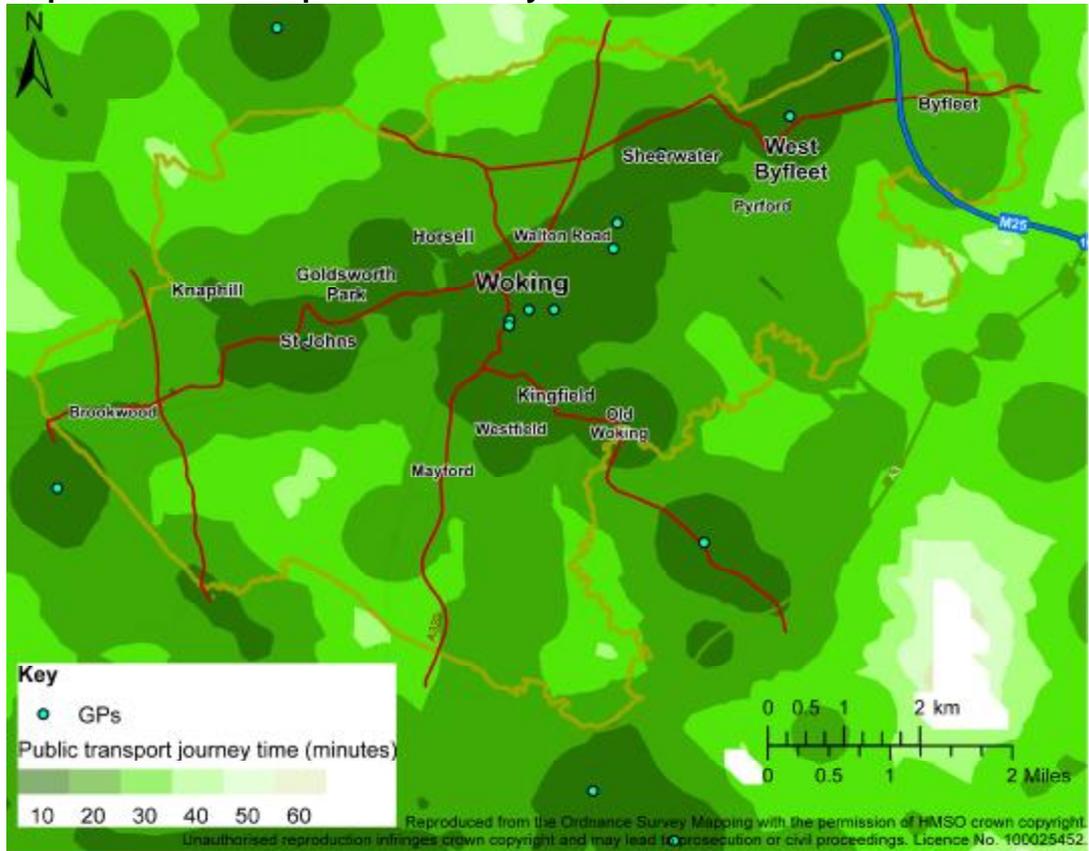
Appendix 2: Public Transport Accessibility Maps
Map 2.1: Public transport accessibility to Town Centres.



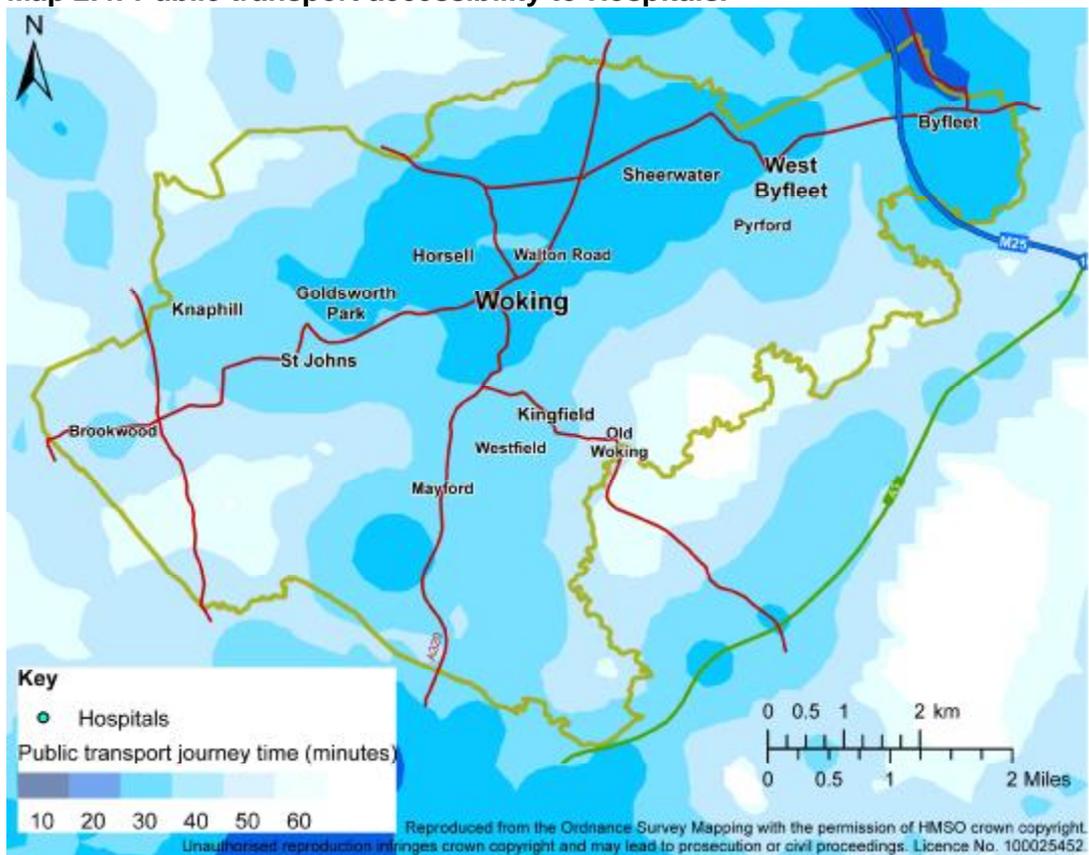
Map 2.2: Public transport accessibility to Libraries.



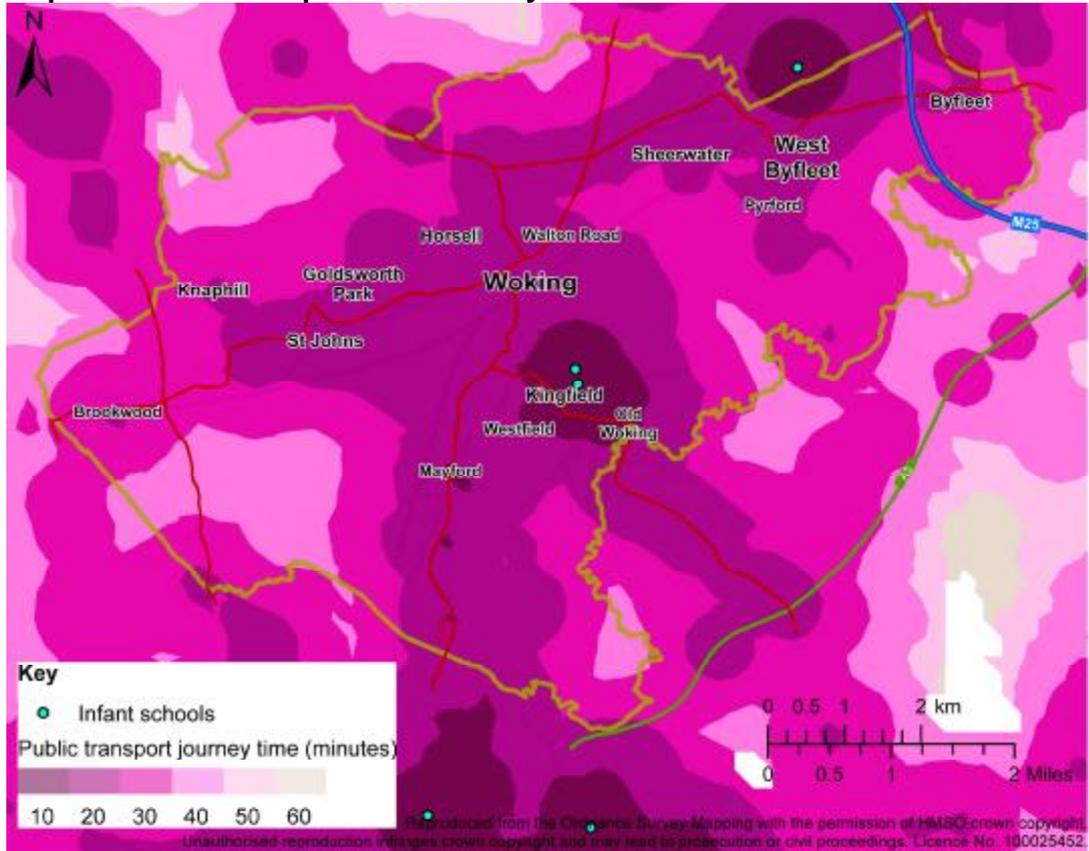
Map 2.3: Public transport accessibility to GPs.



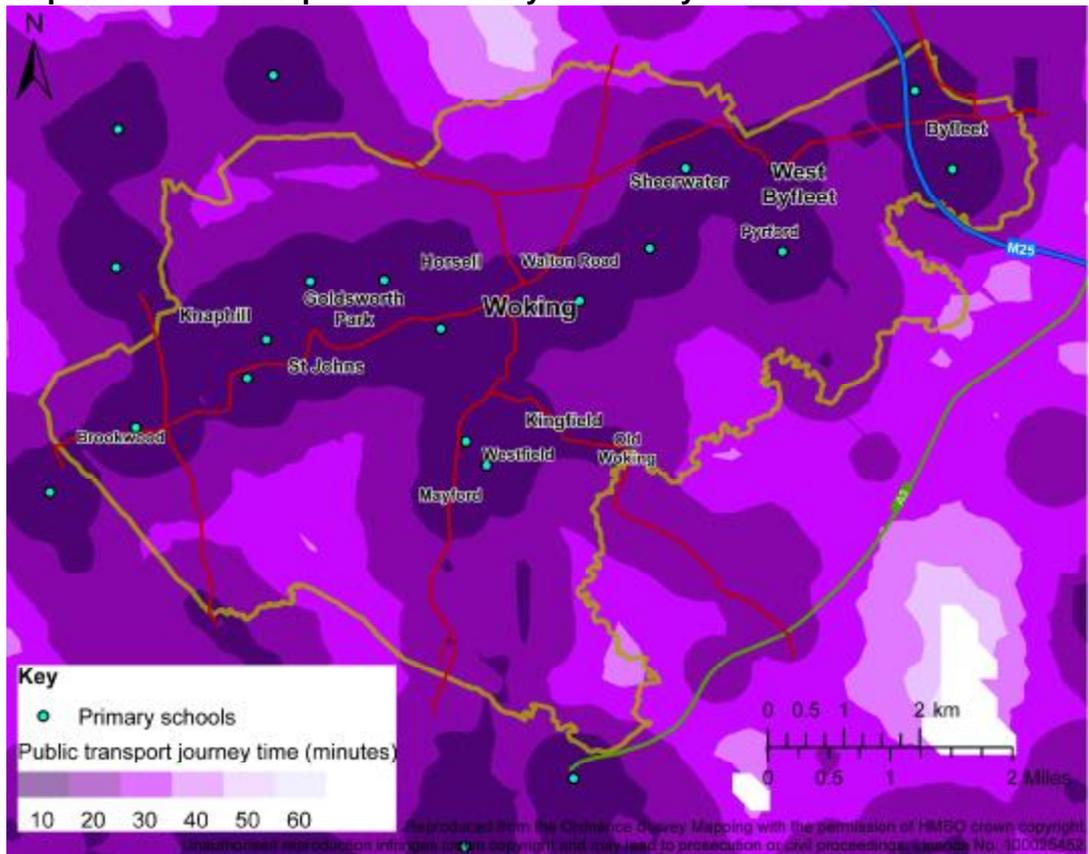
Map 2.4: Public transport accessibility to Hospitals.



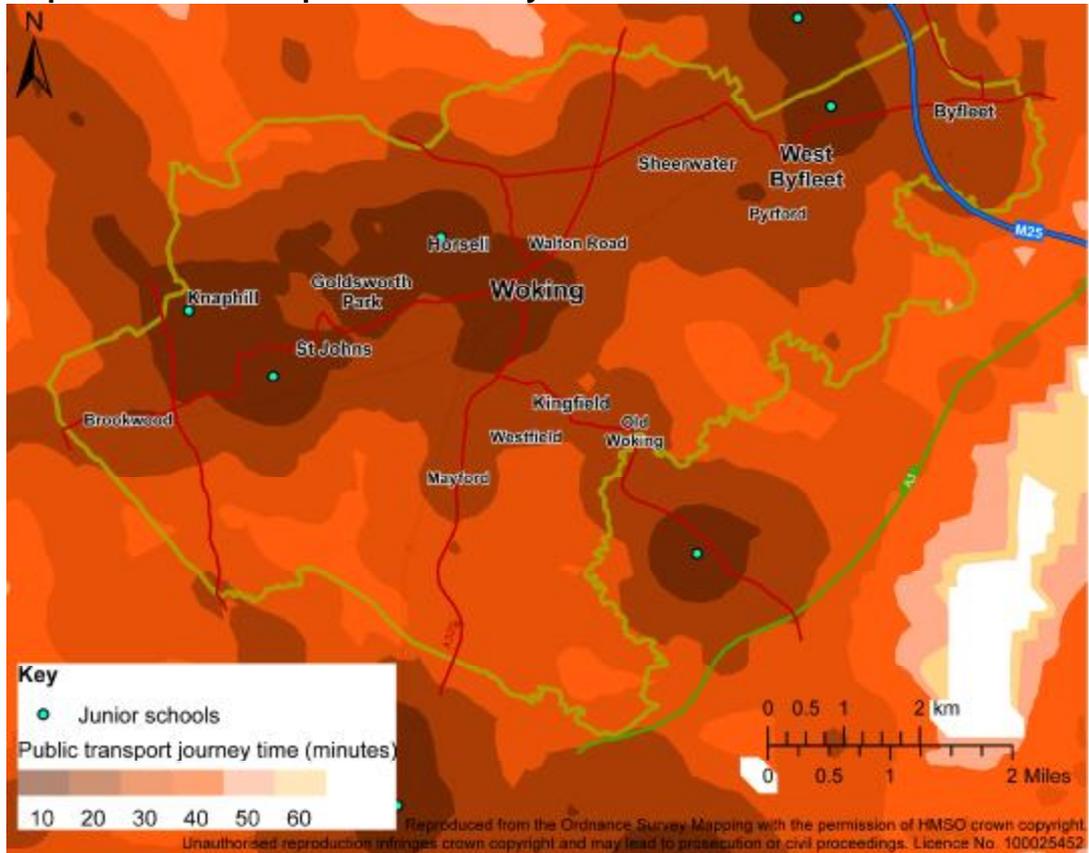
Map 2.5: Public transport accessibility to Infant Schools.



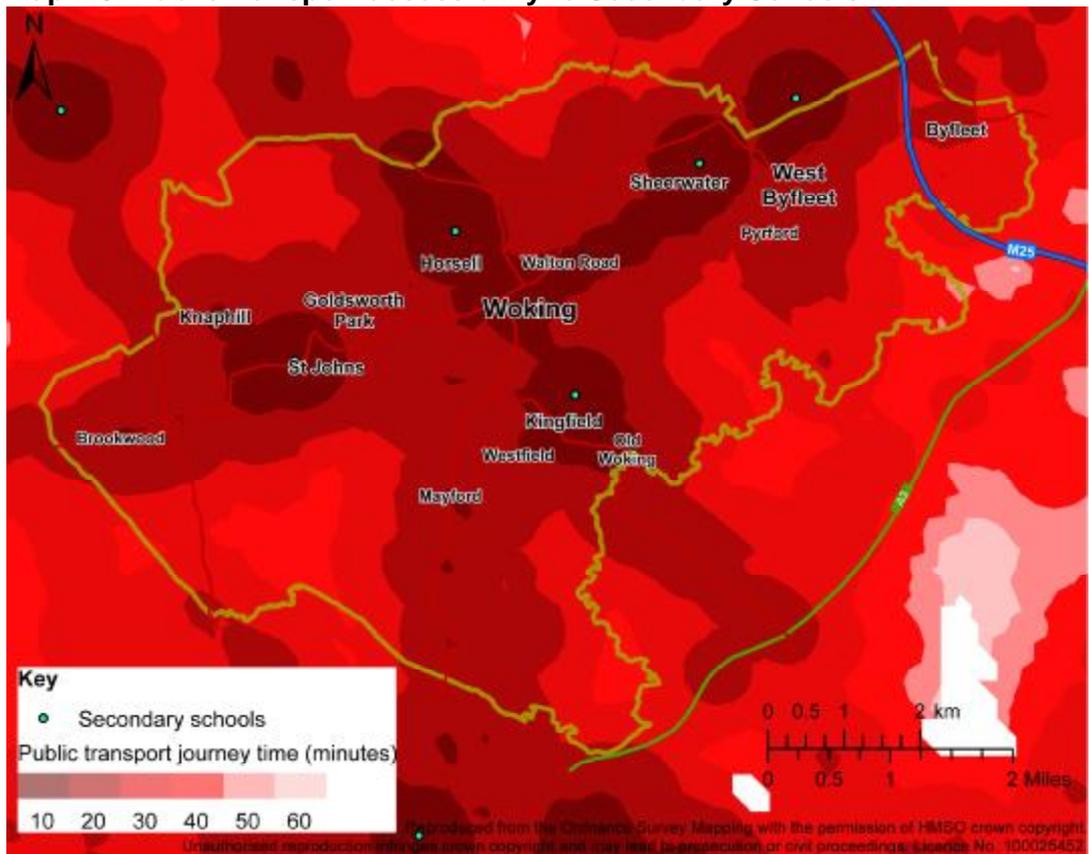
Map 2.6: Public transport accessibility to Primary schools.



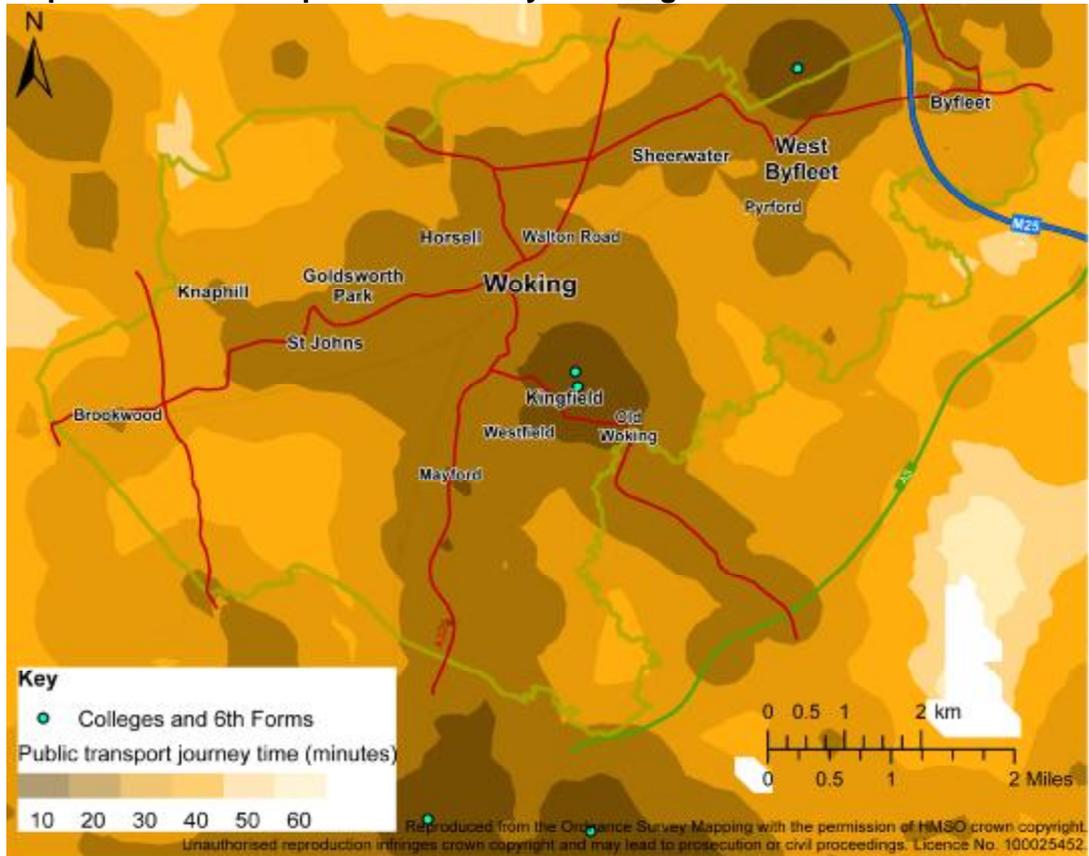
Map 2.7: Public transport accessibility to Junior Schools.



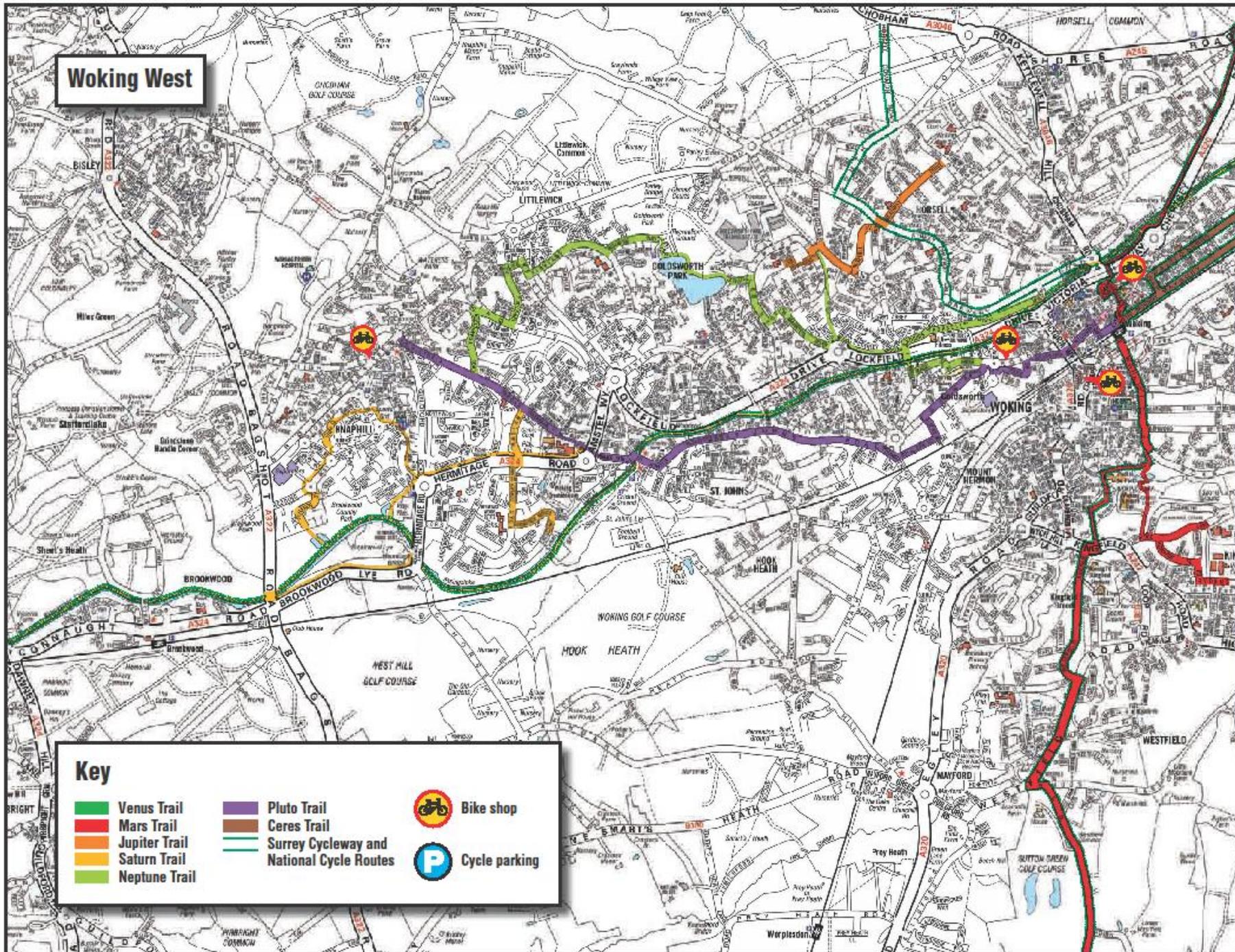
Map 2.8: Public transport accessibility to Secondary Schools.



Map 2.9: Public transport accessibility to Colleges and 6th Forms.



Appendix 4: Cycle map of the borough.



Look left

Woking West
Planet Trails map



Planet Trails

Woking East
Planet Trails map

Look right

Appendix 5: September monthly summary data for cycle counters in Woking – average daily flow

	2004	2005	2007	2008	2009	2010	Comparison (% difference)
Annual Growth Rates (original 6 counters) 2004-2010							
Goldsworth Road (westbound only)	107	114	109	107	111	109	2% increase
White Rose Lane	168	199	185	230	-	249	48% increase
Chobham Road	88	87	94	104	115	107	22% increase
Lockfield Drive	252	267	278	243	262	241	4% decrease
Chertsey Road	103	107	114	104	109	128	24% increase
Guildford Road	57	-	54	63	70	71	25% increase
Annual Growth Rates (recent 7 counters) 2009-2010							
Horsell Park (link to Horsell)	-	-	-	-	199	189	5% decrease
St. Johns Riverside (canal path)	-	-	-	-	322	-	-
Boundary Road (canal path)	-	-	-	-	195	196	1% increase
Brewery Road (canal path)	-	-	-	-	366	358	2% decrease
Sheerwater (canal path)	-	-	-	-	153	151	1% decrease
Fenwick Close (link to Goldsworth Park)	-	-	-	-	94	86	10% decrease
Westfield Avenue	-	-	-	-	59	50	15% decrease

Source: Cycle Woking (data collected during the month of September)