
Land Parcel North of Langley Bottom Farm, Epsom: Enhanced Sustainable Transport Strategy

Ref: PH/DF/ITB200788-006A TN
Date: 9 October 2025

SECTION 1 Introduction

1.1 Fairfax Properties (Fairfax) submitted an outline planning application (*ref: 25/00846/OUT*) in July 2025 to develop the Land Parcel to the North of Langley Bottom Farm (the 'site') for up to 110 dwellings. The application was accompanied by the following technical transport reports:

- Transport Assessment (TA) – Report Reference: ITB200788-001A
- Framework Travel Plan (FTP) – Report Reference: ITB200788-002A

1.2 Surrey County Council (SCC), as the local highway authority, provided their consultation response to the application on 18 August 2025 and recommended refusal citing the following reasons:

1. *"The proposed development in a relatively remote location, with poor sustainable travel opportunities to most everyday activities (with the exception of rural recreation), and does not propose sufficient transport modes and would thereby be almost entirely reliant on the private car for access, and therefore contrary to Paras 110, and 115 a) of the NPPF, and CF16 of the Epsom and Ewell Core Strategy 2007, and Healthy Streets for Surrey;*
2. *It has not been demonstrated that there is sufficient forward visibility for northbound traffic of right turners waiting on Langley Vale Road to turn into the site, and the proposed development would therefore lead to danger to users of the highway and therefore contrary to Para 115a of the NPPF and meeting the criteria of Para 116 of the NPPF."*

1.3 This note has been prepared to address the first reason detailed above and to provide an enhanced sustainable transport strategy. The content of this note was informed by discussions at a meeting with officers at SCC on 15 September 2025. This note should also be read in conjunction with the TA submitted alongside the outline application.

- 1.4 A separate technical note/report to address the second reason for refusal stated by SCC has already been prepared and submitted to SCC (*report reference: ITB200788-005 TN*). Officers at SCC have confirmed that there are no other outstanding highways issues with the development proposal (e.g. traffic generation) and that all other matters are acceptable.
- 1.5 The remainder of this note is structure as follows:
- Section 2 briefly sets out the context of the site for the enhanced sustainable transport strategy within regards to policy and the site location;
 - Section 3 outlines measures to promote walking;
 - Section 4 details cycle improvements;
 - Section 5 presents the public transport strategy;
 - Section 6 sets out information on the proposed car club; and
 - Section 7 provides a summary and conclusions.

SECTION 2 Development Context

2.1 Sustainable Transport Policy Context (NPPF)

- 2.1.1 The key sustainable transport test is set out at part a) of paragraph 115 of the National Planning Policy Framework (NPPF) which states that applications for development must ensure that:

“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location”

- 2.1.2 The test is clear that the context of a proposed development is imperative when assessing it against the test in that the type of development and its location must be considered.

- 2.1.3 Furthermore, the NPPF is also clear on its definition of sustainable transport modes:

“Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”

- 2.1.4 Finally, it should be noted that the NPPF has set a deliberately high bar for preventing development from coming forward for transport/highways reasons. Transport/highways reasons for preventing development from coming forward should only be used when the impact, cumulative with other development, would be ‘severe’ (ref: NPPF para 116).

2.2 Development Context and Sustainable Transport Accessibility

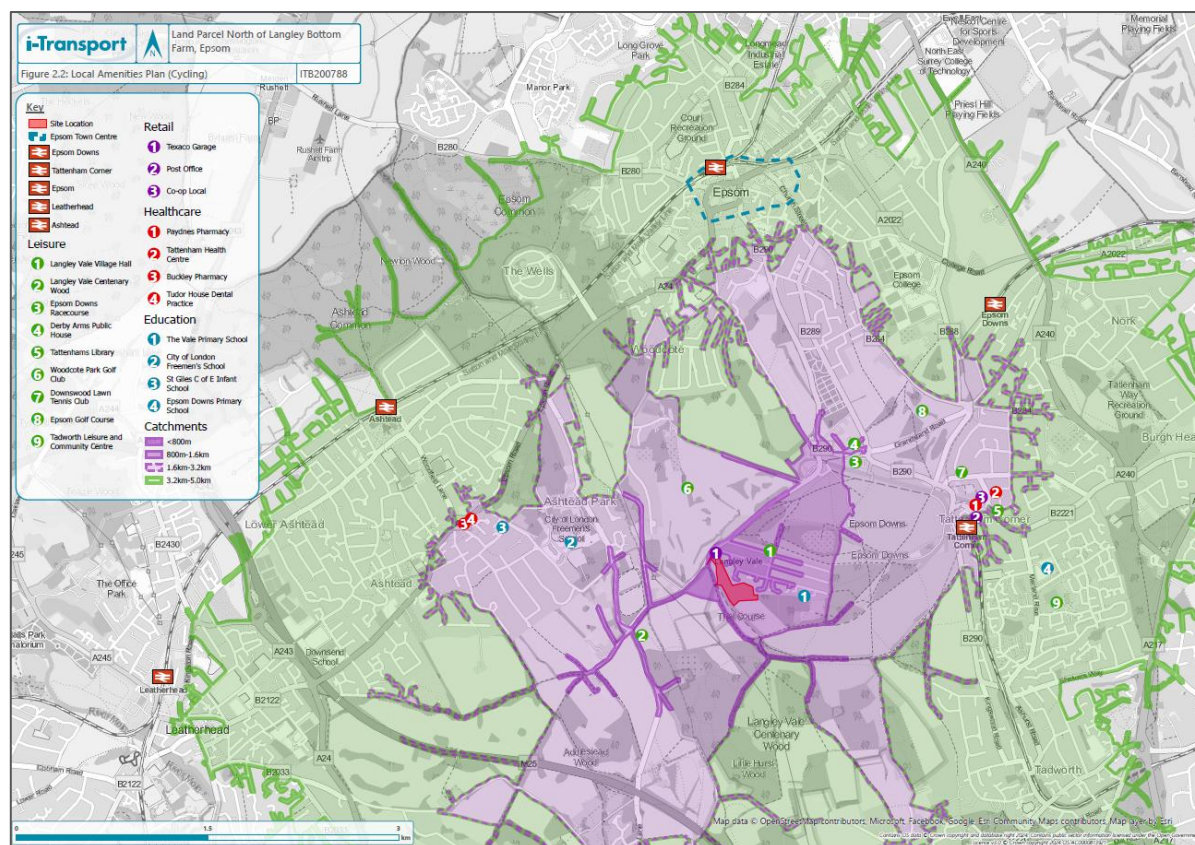
- 2.2.1 Section 4 of the TA presented a thorough review of the proposed development’s accessibility to sustainable transport modes. This included:

- A detailed walking and cycling audit of local routes to key destinations (provided at Appendix A of the TA);
- A review of the Public Rights of Way (PROWs) in the vicinity of the site (including the network of bridleways across the Epsom Downs);
- A review of the site’s proximity to public transport services, including the bus stops within Langley Vale and the context of the three nearby railway stations (Epsom, Epsom Downs and Tattenham Corner); and
- A review of the key local destinations/facilities in the vicinity of the site including an assessment of the propensity for people to walk and cycle to these destinations.

2.2.2 The following plans provided in the TA have been re-provided in this note for context and updated where necessary to show the proposed development with regards to Epsom (where significant numbers of other local facilities and areas of employment are located):

- **Figure 2.1** – Public Rights of Way and Cycle Link Plan
- **Figure 2.2** – Local Amenities Plan (Extract in **Image 2.1**).

Image 2.1: Local Amenities Plan (Cycle Distances)



2.3 Summary

2.3.1 Whilst it is recognised that the site is in not in an urban location, in the context of the key sustainable transport test detailed in the NPPF (i.e. considering the type of development and its location), there are existing opportunities to travel by sustainable modes:

- There are key everyday facilities (including the 'Park & Shop' petrol filling station/local shop¹ and The Vale Primary School) situated in the village of Langley Vale within a comfortable walking distance from the site. There are also bus stops in Langley Vale served by the E5, 408 and 618 bus routes;

¹ This has been recently approved for a large expansion (*application reference: 25/00052/FUL*).

- Significant numbers of other local facilities and areas of employment are located within an acceptable cycle distance from the site, in particular within the major urban centre of Epsom, within Ashted and Leatherhead or at Tattenham Corner, as shown in **Figure 2.2**. There are also signed cycle routes to Epsom via Headley Road and Chalk Lane;
- Epsom, Epsom Downs and Tattenham Corner² railway stations are located in relatively close proximity to the site (well within acceptable cycling distance) and are served by frequent rail services to numerous destinations. This provides a genuine opportunity for longer journeys to destinations further afield to be undertaken by public transport; and
- There are numerous PROWs in the vicinity of the site which provide traffic free walking and cycling routes throughout the local area (including to Tattenham Corner Railway Station). Whilst these routes provide a genuine opportunity for regular leisure use, a number of the PROWs are designated by Epsom and Ewell Borough Council (EEBC) as ***“Off-Road routes: reasonably comfortable to cycle any time of year, without the need for a mountain bike”*** (this includes the NCR 22). This plan is included in **Appendix A** of this note.

2.3.2 The TA set out a sustainable transport strategy to prioritise the uptake of sustainable travel. However, further to SCC’s comments and the discussions at the meeting with SCC officers on 15 September 2025, the remainder of this note sets out an enhanced sustainable transport strategy.

2.3.3 This enhanced sustainable transport strategy would be delivered in conjunction with the measures set out in the FTP.

² It is accepted that the rail services from Tattenham Corner are not as fast or frequent as those from Epsom or Epsom Downs railway stations. Nevertheless, there is still a genuine opportunity to travel further afield by public transport.

SECTION 3 Walking Improvements

3.1 The TA proposed the following walking improvements:

- New direct footways and a shared footway/cycleway onto Langley Vale Road (linked to the site access arrangements);
- A new direct connection at the southwest corner of the site to Bridleway 33; and
- A financial contribution to deliver the following potential walking improvements within Langley Vale:
 - Improve surfacing and crossing facilities (dropped kerbs and tactile paving) at the 'Park & Shop' petrol filling station/shop to provide better connectivity to Grosvenor Road;
 - Provide a crossing facility at the Grosvenor Road / Beaconsfield Road junction to reduce crossing distance over the mouth of the junction;
 - Provide additional dropped kerbs and tactile paving along Beaconsfield Road towards The Vale Primary School; and
 - Resurfacing footways within Langley Vale where appropriate.

3.2 It is now proposed to deliver the proposed walking improvements within Langley Vale via a Section 278 agreement to secure the full delivery of these improvements. The improvements are shown on **Drawings ITB200788-GA-101, ITB200788-GA-102, ITB200788-GA-103 and ITB200788-GA-104.**

3.3 The improvements will provide a much-improved route for existing residents of Langley Vale to access the facilities within the village, as well as improved routes for new residents of the proposed development. These improvements resolve the issues identified for Routes 1 and 2 detailed in the walking/cycling audit included within the TA (see Appendix A of the TA).

SECTION 4 Cycling Improvements

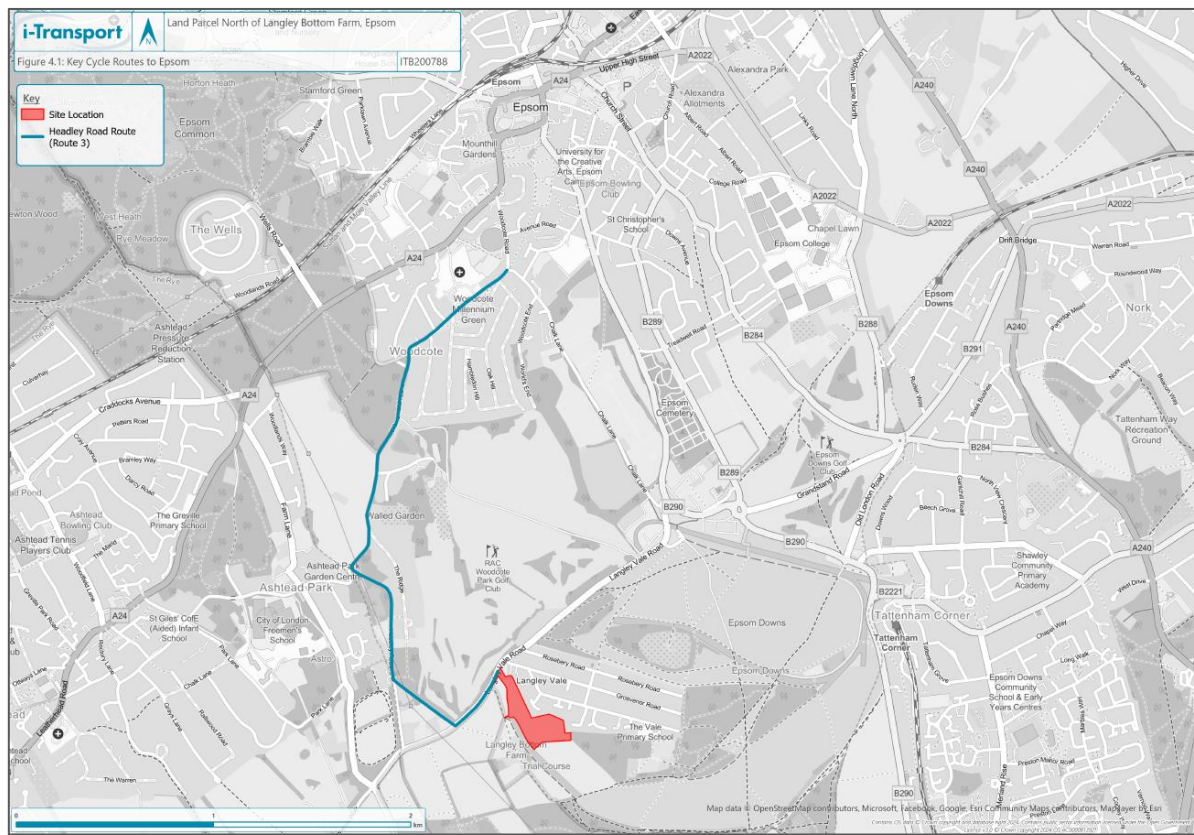
4.1 Overview

- 4.1.1 The walking and cycling audit included in the TA reviewed active travel routes between the site and key destinations. In terms of major cycle routes, this assessed two routes between the site and Epsom – one via Headley Road (detailed as Route 3 in the audit) and the second via Langley Vale Road and Chalk Lane (detailed as Route 5 in the audit). Route 3 also provides the potential for onward cycling connections to Ashted (including the railway station) via Dorking Road as defined by EEBC (see **Appendix A** of this note).
- 4.1.2 These routes provide two options for direct cycle routes to Epsom³ which are well within a comfortable cycling distance of 5km. Route 3 is circa 3.2km in length (a 12-minute cycle) and Route 5 is circa 2.8km in length (an 11-minute cycle)⁴. Parts of both routes are designated as existing signed cycle routes as shown by the EEBC plan included at **Appendix A**.
- 4.1.3 Following the discussions with SCC officers on 15 September 2025, further work has been undertaken to identify opportunities for improvement along Route 3, building upon the work undertaken in the walking and cycling audit appended to the TA.
- 4.1.4 Route 3 is a more desirable route than Route 5 as:
- In addition to a being a direct route to the centre of Epsom, it also provides onward connections to Ashted (including the railway station) and Leatherhead; and
 - There are already existing multiple sections of off-carriageway cycle facilities in place (including an existing Pegasus crossing and Bridleway 146).
- 4.1.5 This route therefore has the best foundations for where additional cycle improvements can be delivered. This will further promote cycling uptake amongst existing and future residents. The route is shown at **Figure 4.1** overleaf.

³ Including the numerous key everyday employment, retail, health and leisure facilities located within Epsom (including Epsom railway station).

⁴ Assuming a cycling speed of 16kph.

Image 4.1: Cycle Routes to Epsom via Headley Road



- 4.1.6 The proposed improvements to this route are summarised in the remainder of this section. They are presented in schematic form following a review of their feasibility. Subject to agreement in principle with officers at SCC more detailed scheme designs can be prepared. Fairfax are willing to deliver the improvements in full, secured via a Section 278 agreement.
- 4.1.7 The proposed cycle improvements will not only benefit future residents for the proposed development but also enhance cycle provision for existing residents within Langley Vale offering improved active travel connectivity. This can result in a wider shift to sustainable transport modes beyond the development site.

4.2 Improvements to Headley Road Route (Route 3)

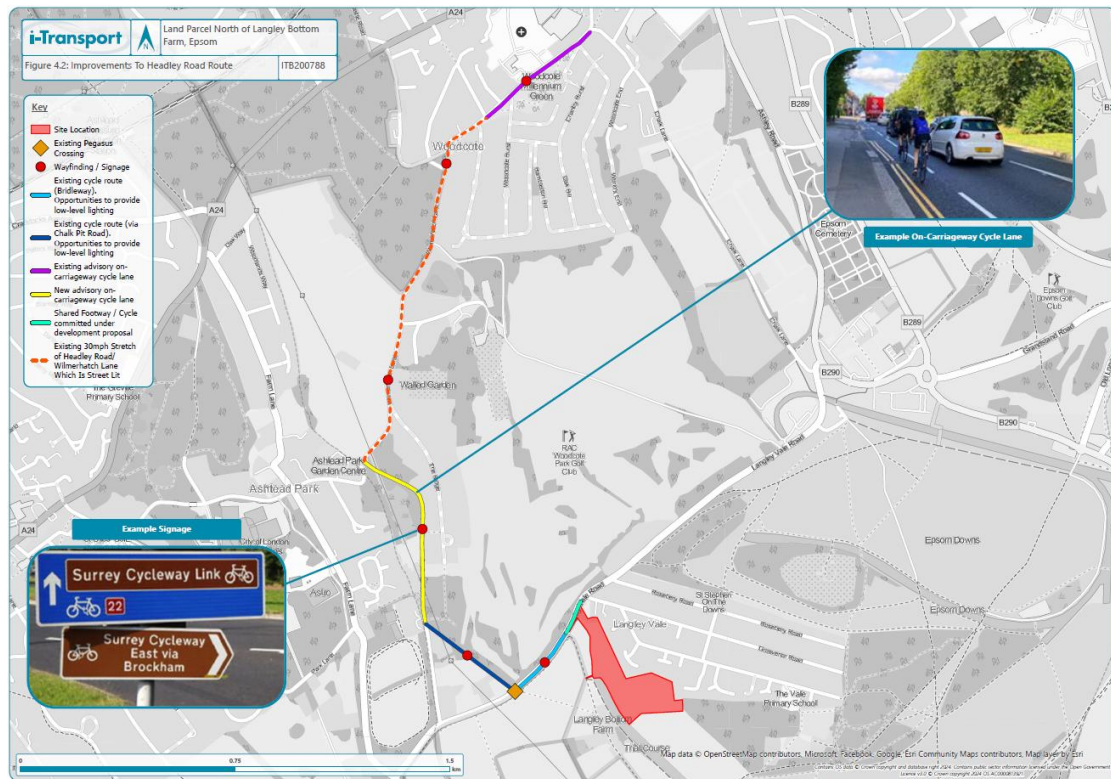
- 4.2.1 Route 3 comprises Langley Vale Road (via Bridleway 146), Chalk Pit Road, Headley Road, and Wilmerhatch Lane, leading into the centre of Epsom, and is approximately 3.2km in length. A number of these links are already designated as signed cycle routes as shown on **Figure 2.2**:

- **Bridleway 146 (along Langley Vale Road)** – Off-Road Cycling Route (Easy)
- **Chalk Pit Road** – Route on Quieter Roads Recommended for Cyclists
- **Headley Road / Wilmerhatch Lane / Woodcote Green Road** – Route Signed for Cyclists

- 4.2.2 Access to the route from the proposed development will be via the proposed new shared footway/cycleway along Langley Vale Road to the west of the proposed site access⁵.
- 4.2.3 This route is relatively direct and has several infrastructure measures currently in place to facilitate cycling (including the Pegasus crossing on Langley Vale Road and the existing on-carriageway cycle lane at Woodcote Green Road). A number of proposed infrastructure upgrades are proposed to deliver an improved route.
- 4.2.4 The identified improvements comprise:
- Sensitive and low-level lighting to be provided on Chalk Pit Lane and Bridleway 146;
 - Advisory on-carriageway cycle lanes to be provided on both sides of Headley Road for approximately 700m; and
 - Wayfinding / signage provided along entirety of route.
- 4.2.5 **Image 4.2** provides an extract showing the proposed cycle improvements along Route 3, with the full plan provided in **Figure 4.2**. The figure also shows potential examples of the measures to be introduced.

⁵ This infrastructure is being delivered as part of Section 278 works delivered through *Planning Ref. 20/00475/FUL*

Image 4.2: Route 3 – Improvements to Headley Road Route



4.3 Cycle Vouchers

4.3.1 In addition to the above improvements proposed for Route 3, it is proposed that future residents of the development will be provided with a monetary voucher towards the purchasing of cycling equipment (this will be secured in the Travel Plan). This can be used towards purchasing an e-bike which will provide greater confidence for cyclists of all abilities to make trips via active modes and improve the ease by which some cyclists travel along these routes.

4.4 Summary

4.4.1 This section presents potential off-site cycle improvements to the route to Epsom via Headley Road (Route 3) which provides a direct connection to Epsom within a comfortable cycling distance. The route also provides the potential for onward connections to Ashted and Leatherhead.

4.4.2 The proposed improvements comprise a combination of new on-carriageway cycle lanes and improved lighting/signage. The improvements will deliver enhanced cycling routes to Epsom that not only benefit future residents for the proposed development but also enhance cycle provision for existing residents within Langley Vale offering improved active travel connectivity. This can result in a wider shift to sustainable transport modes beyond the development in isolation.

4.4.3 The improvements proposed are for further discussion with officers at SCC to determine the detail, but Fairfax are willing to deliver the improvements in full (secured via a Section 278 agreement).

SECTION 5 Public Transport Improvements

5.1 Overview

5.1.1 Section 7.3 of the TA sets out that a financial contribution is proposed to be made to extend the Surrey Connect Digital Demand Responsive Transport (DDRT) service to cover Langley Vale. This section of the note provides further information and context regarding this proposal, as well as also setting out some further improvements that can be made to the bus stops within Langley Vale.

5.2 Proposed Extension of Surrey Connect DDRT Service to Langley Vale

5.2.1 The Surrey Connect DRT service operates at various locations across the County divided up into various 'zones'. For each zone the service provides on-demand services within the zone from Monday to Friday 0700 – 1900 and Saturday 0800 – 2000. The services are booked via an app, and journeys are linked up other users who are travelling to similar local destinations at similar times. Adult single fares start at £2 for journeys under 5 miles and range to £8 for journeys between 10 – 12 miles. The service either stops at current/established bus stops or 'virtual' bus stops where no formal bus stops are in place.

5.2.2 The nearest zone to the site is the Central Surrey (North) zone that covers Ashted and Leatherhead, as well as extending southward to Dorking and serving Epsom Hospital (as an 'out of zone' stop). This is shown at **Image 5.1** with the site location of the proposed development shown for context.

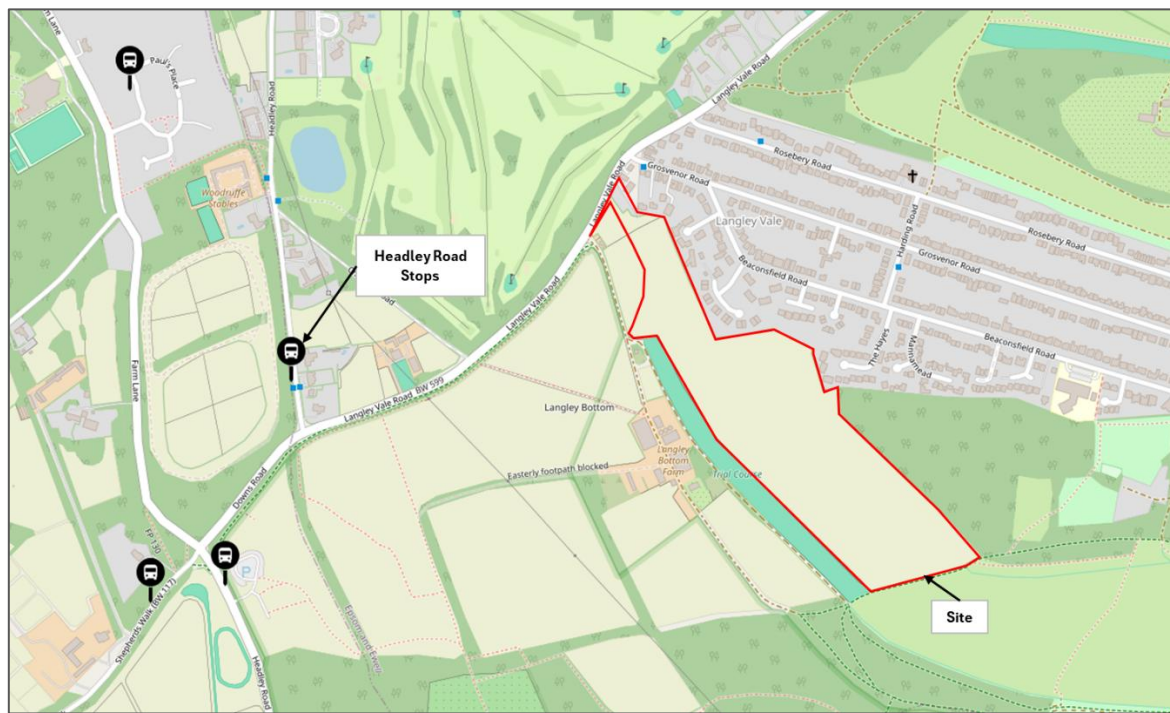
Image 5.1: Surrey Connect DDRT Central North Zone



Source: Surrey Connect / Consultant

5.2.3 Indeed, the closest Surrey Connect DDRT stops to the site are located at Headley Road, some 900m walking distance from the centre of the site. This is shown at **Image 5.2**.

Image 5.2: Surrey Connect DDRT Stops Closest to the Site



Source: Surrey Connect / Consultant

- 5.2.4 It is proposed that a financial contribution is provided to extend the Surrey Connect service to cover both the proposed development and the village of Langley Vale. The extended service will be able to stop at the existing bus stops within Langley Vale and/or stop at a 'virtual' bus stop to be located within the proposed development.
- 5.2.5 The extended Surrey Connect service to Langley Vale will provide improved public transport connections to the entirety of the Central North Zone including the key destinations of Ashted and Leatherhead. This includes Ashted railway station which offers fast and frequent rail services to London Waterloo, London Victoria, Guildford, Epsom and Dorking for greater connectivity further afield.
- 5.2.6 Furthermore, the extended Surrey Connect service will also provide significant connectivity benefits to the existing households in Langley Vale.
- 5.2.7 Finally, Fairfax are also willing to explore the possibility of not only funding the extension of the Surrey Connect service to serve Langley Vale, but also for the Surrey Connect service to serve Epsom railway station as an 'out of zone' stop (similar to the status of Epsom Hospital within the Central North Zone).

Alternative Use of Funds – Enhancements to E5 Bus Service

5.2.8 Subject to further discussions with SCC, there is the potential for funding to be provided towards enhancing the existing E5 bus service within Langley Vale. This could be delivered as an alternative to the extension of the Surrey Connect DDRT service.

5.3 **Potential Improvements to Bus Stops within Langley Vale**

5.3.1 Delivering improvements to the existing Grosvenor Road bus stop within Langley Vale is also proposed as part of this Enhanced Sustainable Transport Strategy. The Grosvenor Road bus stop is shown at **Image 5.3** and is served by the 408 and E5 bus services.

Image 5.3: Grosvenor Road Bus Stop



Source: Consultant's Photographs (June 2025)

5.3.2 Potential improvements to the Grosvenor Road bus stop could include:

- Providing a small-scale bus shelter with seating;
- Providing real-time bus information (either through a digital display or providing a QR code for passengers to use); and/or
- Providing a raised kerb to assist passengers embarking or disembarking from buses.

5.3.3 Subject to discussions with SCC, the improvements could either be secured via an appropriate Section 106 financial contribution or delivered via works under a Section 278 agreement.

5.3.4 The improvements to the bus stop(s) within Langley Vale will provide the following benefits to new residents of the proposed development and the existing 584 households within Langley Vale:

- Improved access to the existing bus services that route through Langley Vale; and
- Improved access to the proposed extension to the Surrey Connect DDRT service.

5.4 Summary

5.4.1 A financial contribution is proposed to extend the Surrey Connect DDRT service to cover both the proposed development and the village of Langley Vale. The extended service will be able to stop at the existing bus stops within Langley Vale and/or stop at a 'virtual' bus stop to be located within the proposed development (the development also has the potential to bring forward a formal bus stop within the proposed development if required). The financial contribution will be secured via a Section 106 agreement. An alternative use of these funds could be to improve the frequency of the E5 bus services.

5.4.2 In conjunction with the proposed extension to the Surrey Connect DDRT service, potential improvements are also proposed to the existing Grosvenor Road bus stop within Langley Vale (to be secured via an appropriate Section 106 financial contribution or delivered via works under a Section 278 agreement). These improvements can comprise some/all of the following:

- Providing a small-scale bus shelter with seating;
- Providing real-time bus information (either through a digital display or providing a QR code for passengers to use); and/or
- Providing a raised kerb to assist passengers embarking or disembarking from buses.

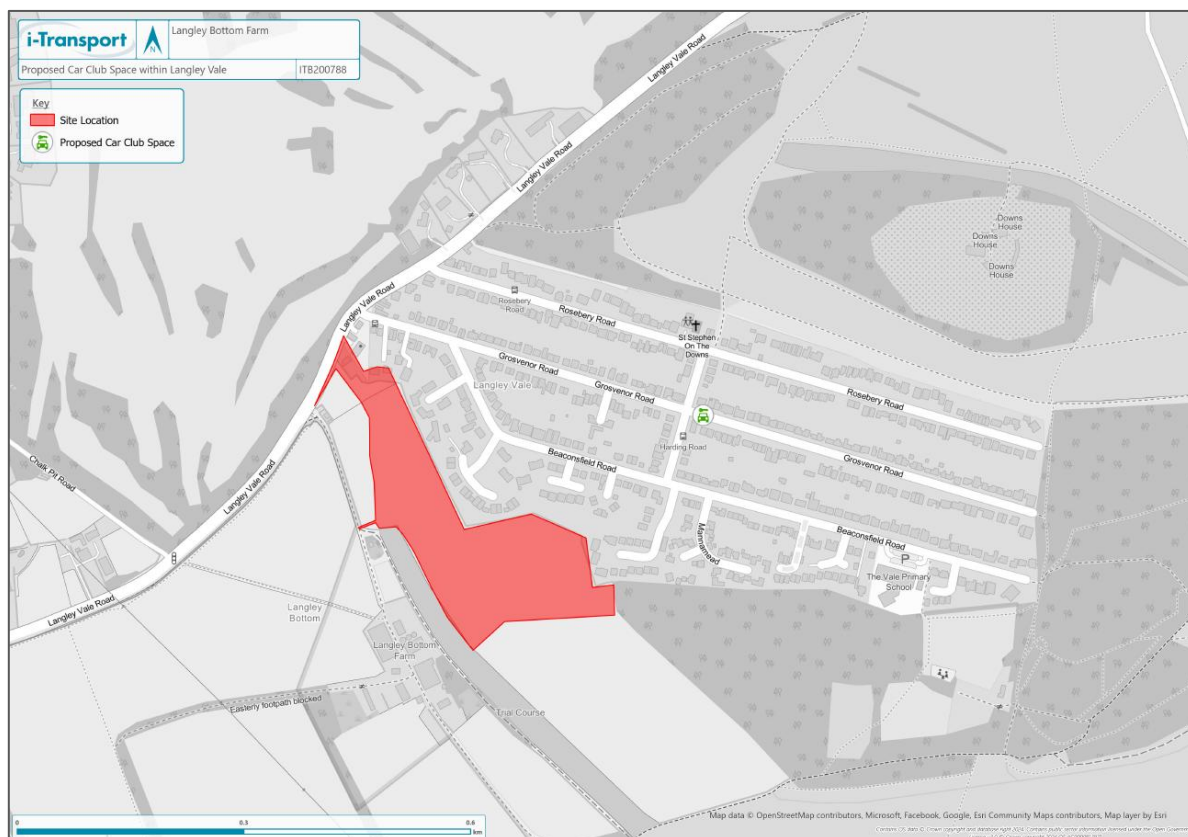
5.4.3 The extended Surrey Connect DDRT service and improvements to the bus stop(s) within Langley Vale will provide the following benefits proposed development and the existing 584 households within Langley Vale:

- Deliver improved public transport connections to the entirety of the Surrey Connect Central North Zone. This includes the key destinations of Ashted and Leatherhead, as well as Ashted railway station which offers fast and frequent rail services numerous destinations further afield;
- Provide improved access to the existing bus services that route through Langley Vale; and
- Provide improved access to the proposed extension to the Surrey Connect DDRT service

SECTION 6 Car Club

- 6.1 The TA outlined that the development will provide a car club space within the development alongside an EV car club vehicle from the outset. The TA set out that:
- The car club will be operated by Enterprise, with residents provided with free membership for an initial period, as well as drive-time vouchers;
 - The car club will also be made available to existing residents within Langley Vale (including the new development at Langley Bottom Farm to the south); and
 - A potential second car club vehicle could be introduced within the development if required depending on demand.
- 6.2 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. It is proposed that the implementation of a car club is secured via a Section 106 obligation.
- 6.3 To further promote the use of a car club to the existing residents of Langley Vale, it is now proposed to deliver an 'on-street' car club bay within Langley Vale itself alongside an EV car club vehicle and associated EV charging infrastructure. This vehicle can then be used by residents within Langley Vale who are members of the car club scheme. Thus, offering an additional sustainable mode of travel for the existing 584 households.
- 6.4 The proposed location of the on-street car club space and vehicle is shown indicatively on **Figure 6.1** with an extract included below. This location near to the junction of Grosvenor Road and Harding Road, which is centrally located within Langley Vale and is therefore conveniently accessible to most existing residents. There is sufficient space on the carriageway for a suitably marked out space to be safely located.

Image 6.1: Proposed Location of Car Club Space within Langley Vale



- 6.5 The implementation of the on-street car club space will be secured via a Section 106 obligation and implemented through a Traffic Regulation Order (TRO). The exact location of the car club space is to be determined through discussions and agreement with SCC in consultation with existing local residents.
- 6.6 Discussions have taken place with SCC's preferred car club operator, Enterprise, regarding the commercial aspects of delivering two car club spaces. The key points from Enterprise's proposal are provided below:
- £90,000 for two EVs (based on a three-year contract at £15,000 per vehicle per year) – this will be funded by the developer;
 - Demand utilisation model developed to monitor uptake. Should utilisation remain consistently above 40%, then additional vehicles will be considered. Utilisation reports can be shared with SCC if necessary;
 - Residents within the new development and Langley Vale (including multiple residents at the same address) will benefit from 3 year's free membership of Enterprise Car Club and receive £50 free drive-time (again developer funded); and
 - Discount for Enterprise Rent-A-Car across the UK.

SECTION 7 Summary and Conclusions

7.1 This note provides an enhanced sustainable transport strategy for the proposed residential development at the Land Parcel to the North of Langley Bottom Farm proposed by Fairfax Properties (Fairfax). It has been prepared to address the first recommended reason for refusal set out by officers at SCC in their consultation response for the proposals issued on 18 August 2025.

7.2 The enhanced sustainable transport strategy should be considered in terms of the policy site location context of the proposed development, noting that:

- The key sustainable transport test detailed in the NPPF (paragraph 115) is clear that sustainable transport modes should be prioritised taking into account the ***“type of development and its location”***; and
- Whilst it is recognised that the site is not in an urban location, there are genuine existing opportunities to travel by sustainable modes:
 - The site is within comfortable walking distance of key facilities within Langley Vale;
 - The site is located within a comfortable cycling distance of Ashted and Epsom via signed cycle routes;
 - Epsom, Epsom Downs and Tattenham Corner railway stations are located within acceptable cycling distance; and
 - The site is well connected to the existing PROW network.

7.3 **Table 7.1** summarises the enhanced sustainable transport strategy.

Table 7.1: Enhanced Sustainable Transport Strategy

Mode	Measure	Method of Delivery	Benefits
Walking	Improvements to footways within Langley Vale comprising improved crossing points, footway widening and resurfacing.	Section 278 Works	Provide an improved walking route to the key facilities within Langley Vale, predominantly The Vale Primary School.
Cycling	Headley Road Improvements	Section 278 Works	Provide enhanced cycle infrastructure to promote active travel update for both future and existing residents.
	Provision of Cycle Vouchers to New Residents	Travel Plan	Can be used towards the purchasing of e-bikes.

Mode	Measure	Method of Delivery	Benefits
Public Transport	Extension of the Surrey Connect DDRT service to cover the proposed development and Langley Vale	Section 106 (Financial Contribution)	Enhanced public transport connectivity to Ashted, Leatherhead and Dorking. This includes Ashted railway station which is served by fast and frequent rail services.
	Improvements to bus stop(s) within Langley Vale	Section 106 (Financial Contribution) or Section 278 Works	Improved access to the existing bus services within Langley Vale and access to the proposed Surrey Connect DDRT extension.
Car Club	Provision of a car club EV within the development and a car club EV within Langley Vale (to be parked on-street).	Section 106 and TRO	Reduces reliance on the private car and car ownership.

Source: Consultant

7.4 The measures detailed in this note will reduce the reliance on the private car by the future residents of the proposed development and provide a genuine choice of transport modes. It will underpin the 'Vision' of the development presented in the TA to achieve a 10% increase in sustainable modes⁶ and provides the opportunity to improve on this with further increases in both cycling and public transport mode share.

7.5 In addition, the proposed measures will also significantly improve the opportunities for existing residents within Langley Vale to travel by sustainable transport modes, improving connectivity to Epsom, Ashted and nearby railway stations. Without the delivery of the proposed development these sustainable transport measures will not come forward for use by the existing residents within Langley Vale.

⁶ Achieved through a 10% reduction in vehicle trips – this is detailed in Tables 8.1 – 8.3 of the TA.

FIGURES



Key

- Site Location
- Ashtead
- Tattenham Corner
- Epsom
- National Cycle Network
- Bridleway
- Footpath

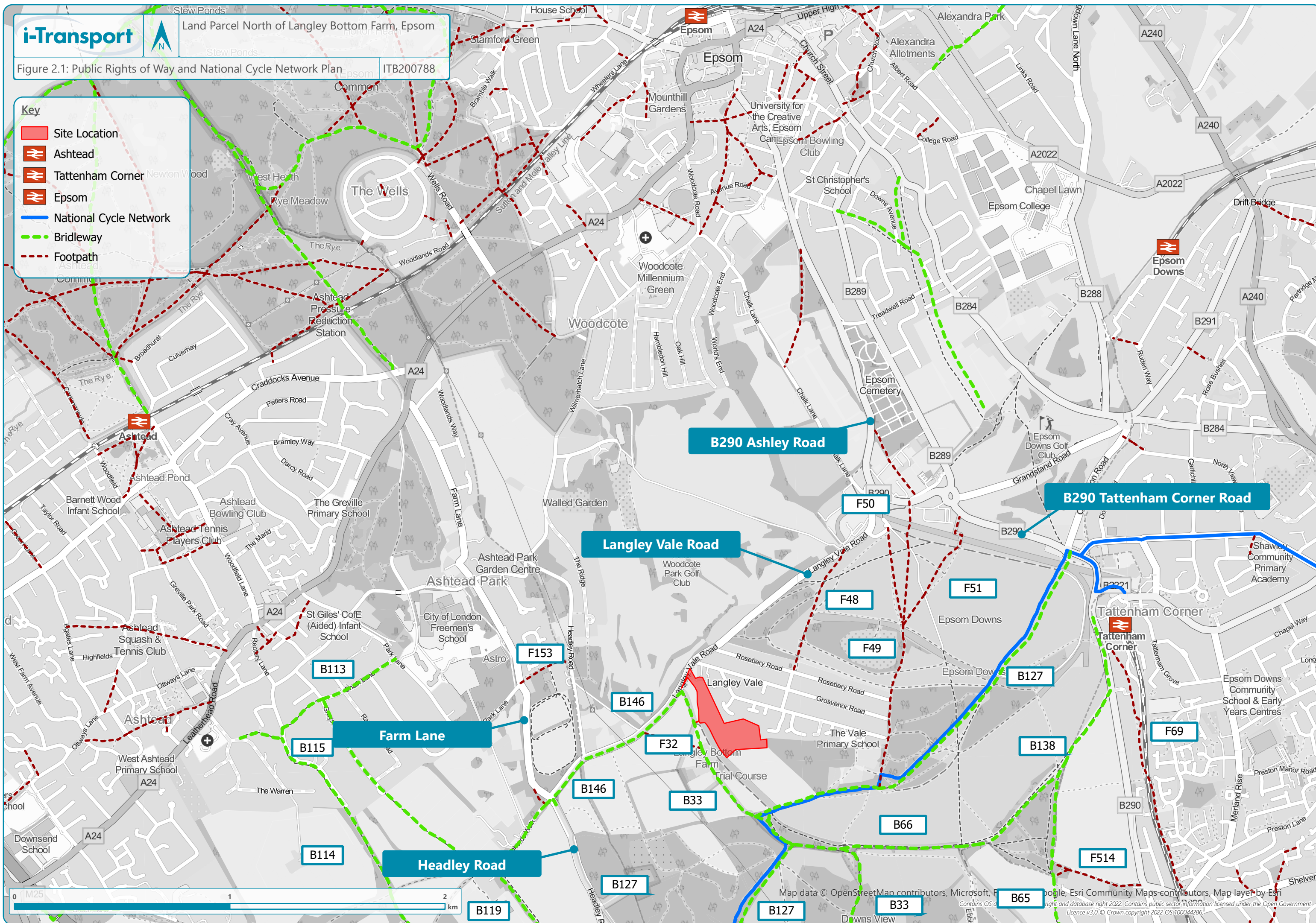




Figure 2.2: Local Amenities Plan (Cycling)

ITB200788

Key

- Site Location
- Epsom Town Centre
- Epsom Downs
- Tattenham Corner
- Epsom
- Leatherhead
- Ashtead

Leisure

- 1 Langley Vale Village Hall
- 2 Langley Vale Centenary Wood
- 3 Epsom Downs Racecourse
- 4 Derby Arms Public House
- 5 Tattenhams Library
- 6 Woodcote Park Golf Club
- 7 Downswood Lawn Tennis Club
- 8 Epsom Golf Course
- 9 Tadworth Leisure and Community Centre

Retail

- 1 Texaco Garage
- 2 Post Office
- 3 Co-op Local

Healthcare

- 1 Paydnes Pharmacy
- 2 Tattenham Health Centre
- 3 Buckley Pharmacy
- 4 Tudor House Dental Practice

Education

- 1 The Vale Primary School
- 2 City of London Freeman's School
- 3 St Giles C of E Infant School
- 4 Epsom Downs Primary School

Catchments

- <800m
- 800m-1.6km
- 1.6km-3.2km
- 3.2km-5.0km

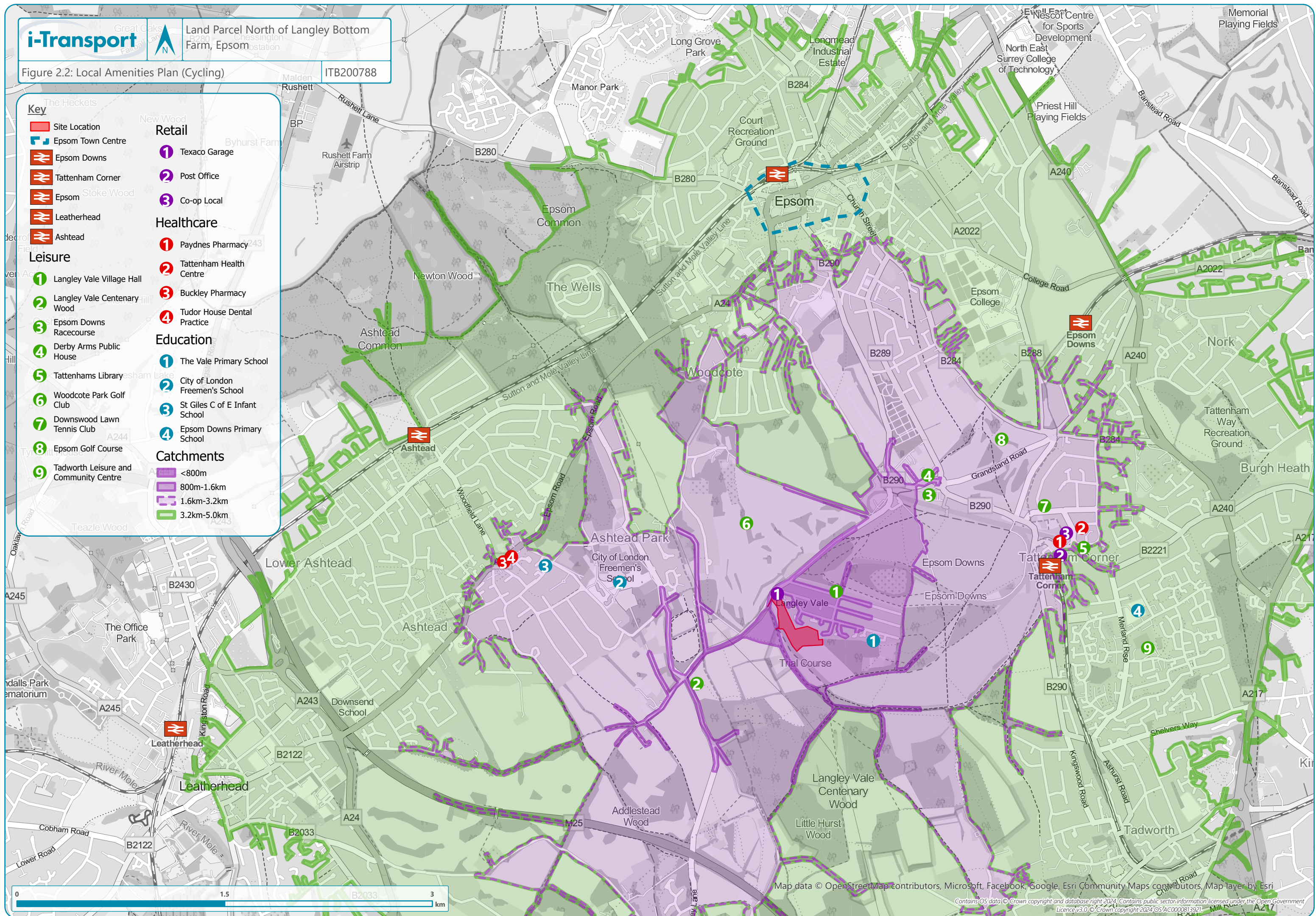
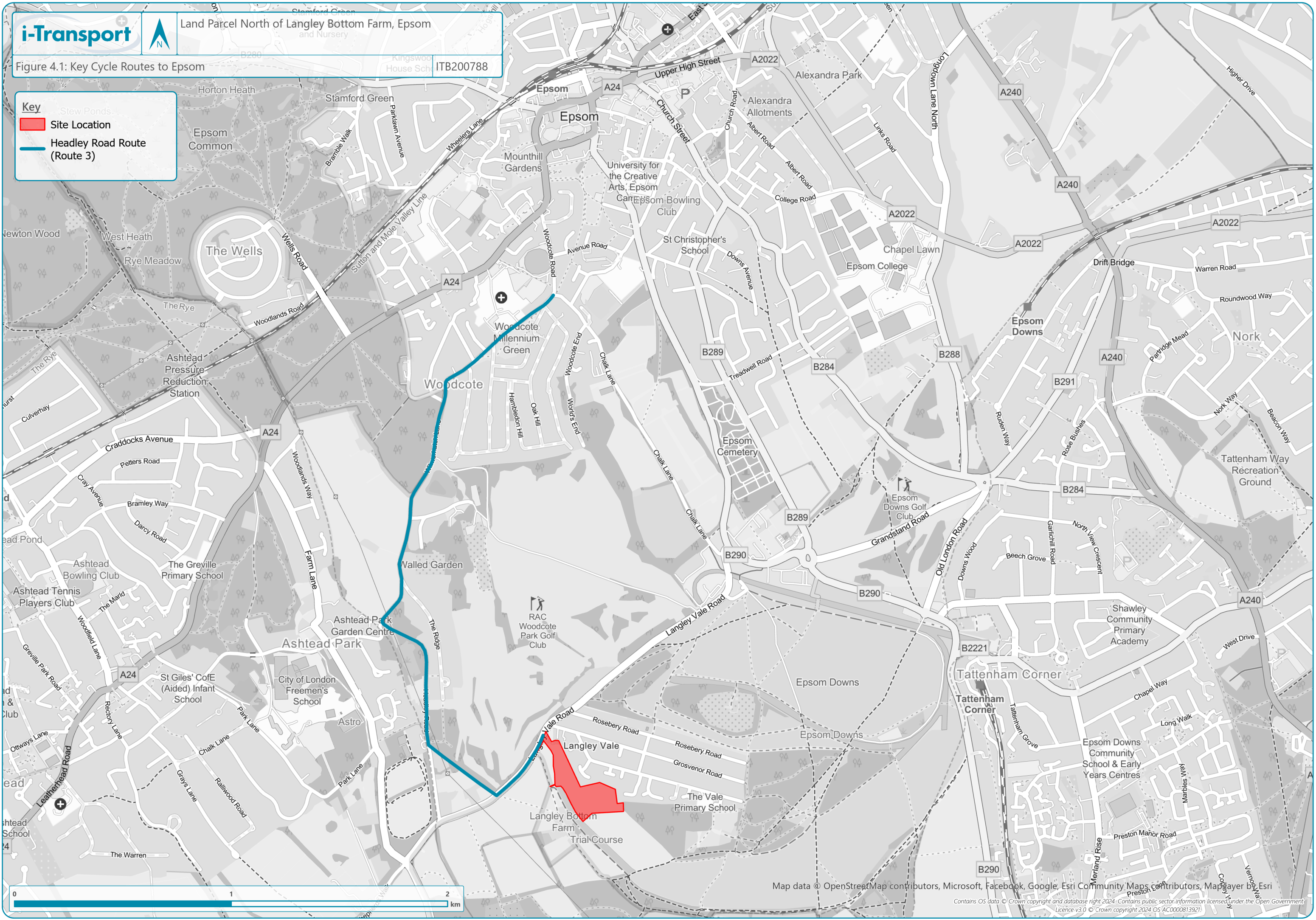


Figure 4.1: Key Cycle Routes to Epsom

Key

Site Location

Headley Road Route (Route 3)



Key

- Site Location
- ◆ Existing Pegasus Crossing
- Wayfinding / Signage
- Existing cycle route (Bridleway).
- Opportunities to provide low-level lighting
- Existing cycle route (via Chalk Pit Road).
- Opportunities to provide low-level lighting
- Existing advisory on-carriageway cycle lane
- New advisory on-carriageway cycle lane
- Shared Footway / Cycle committed under development proposal
- Existing 30mph Stretch of Headley Road/ Wilmerhatch Lane Which Is Street Lit

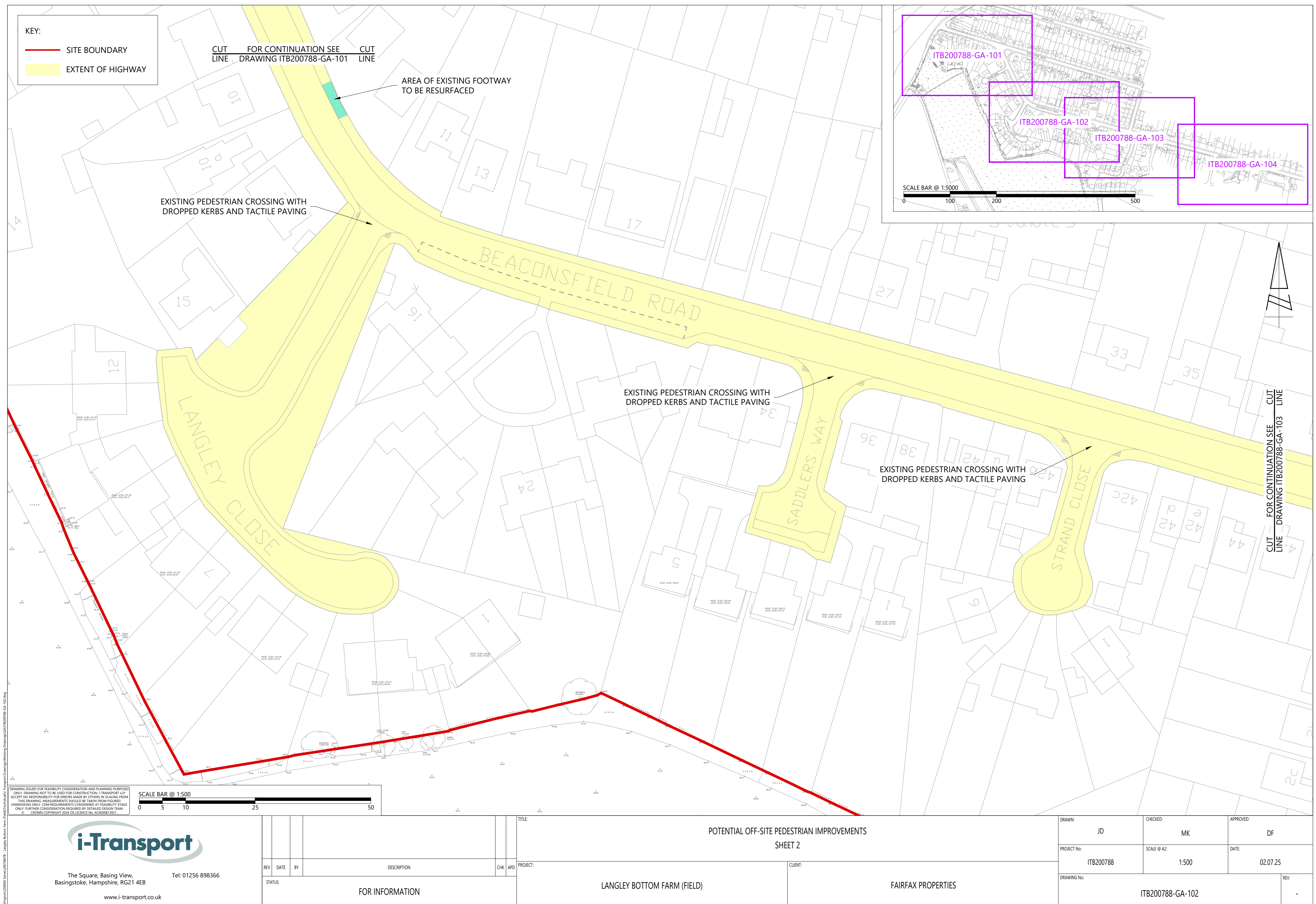


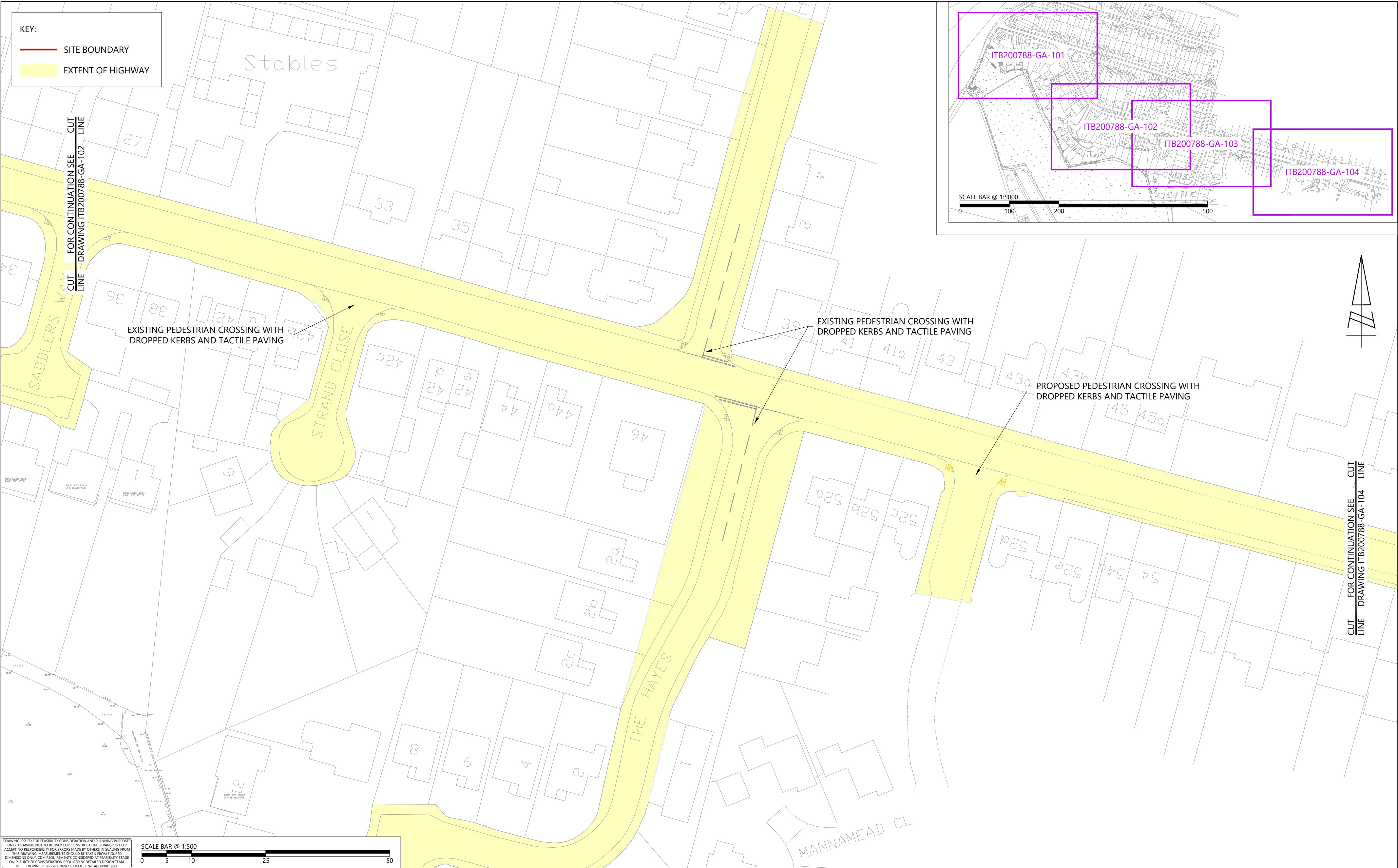
Example On-Carriageway Cycle Lane

Example Signage

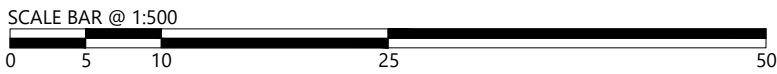


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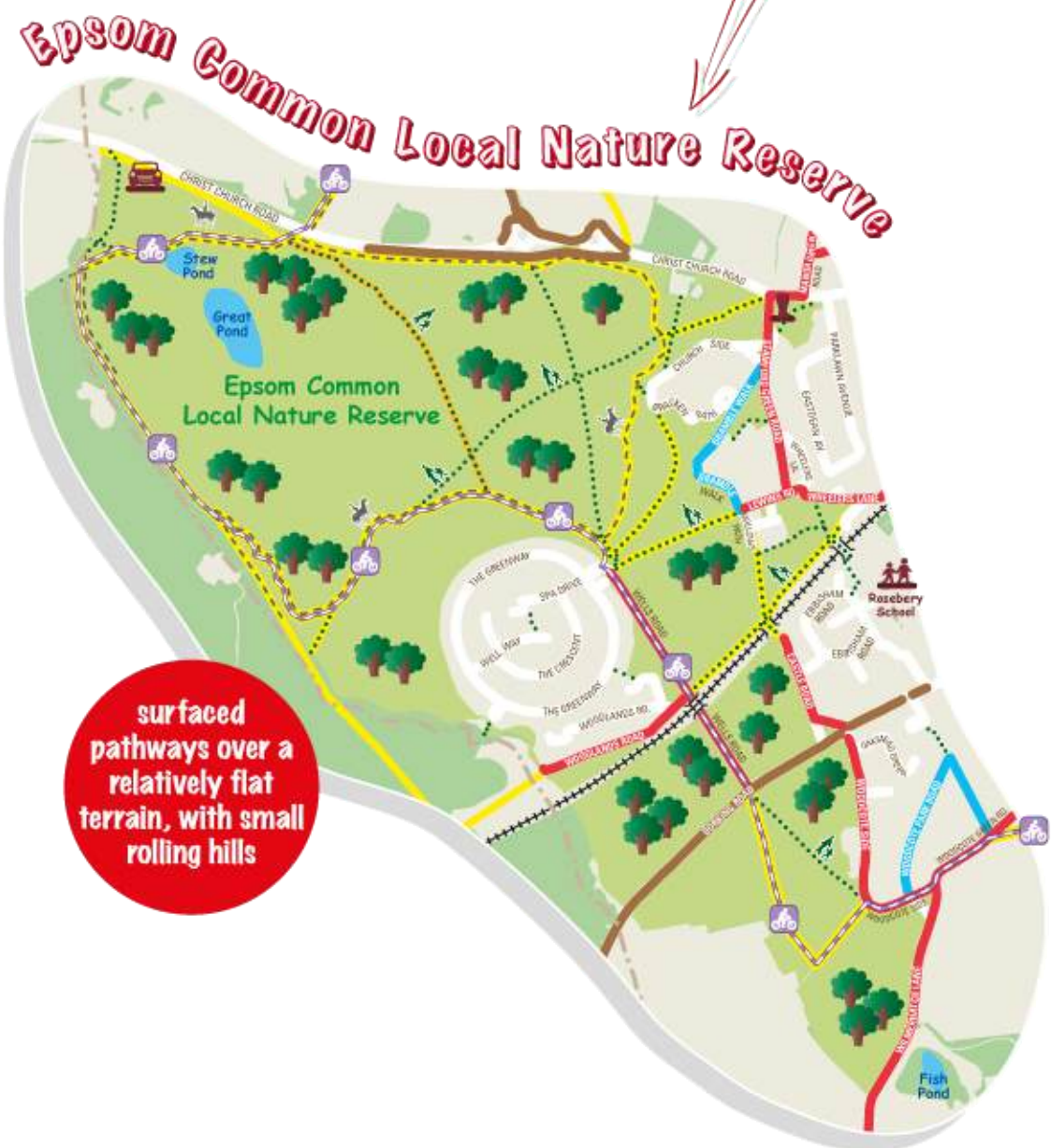
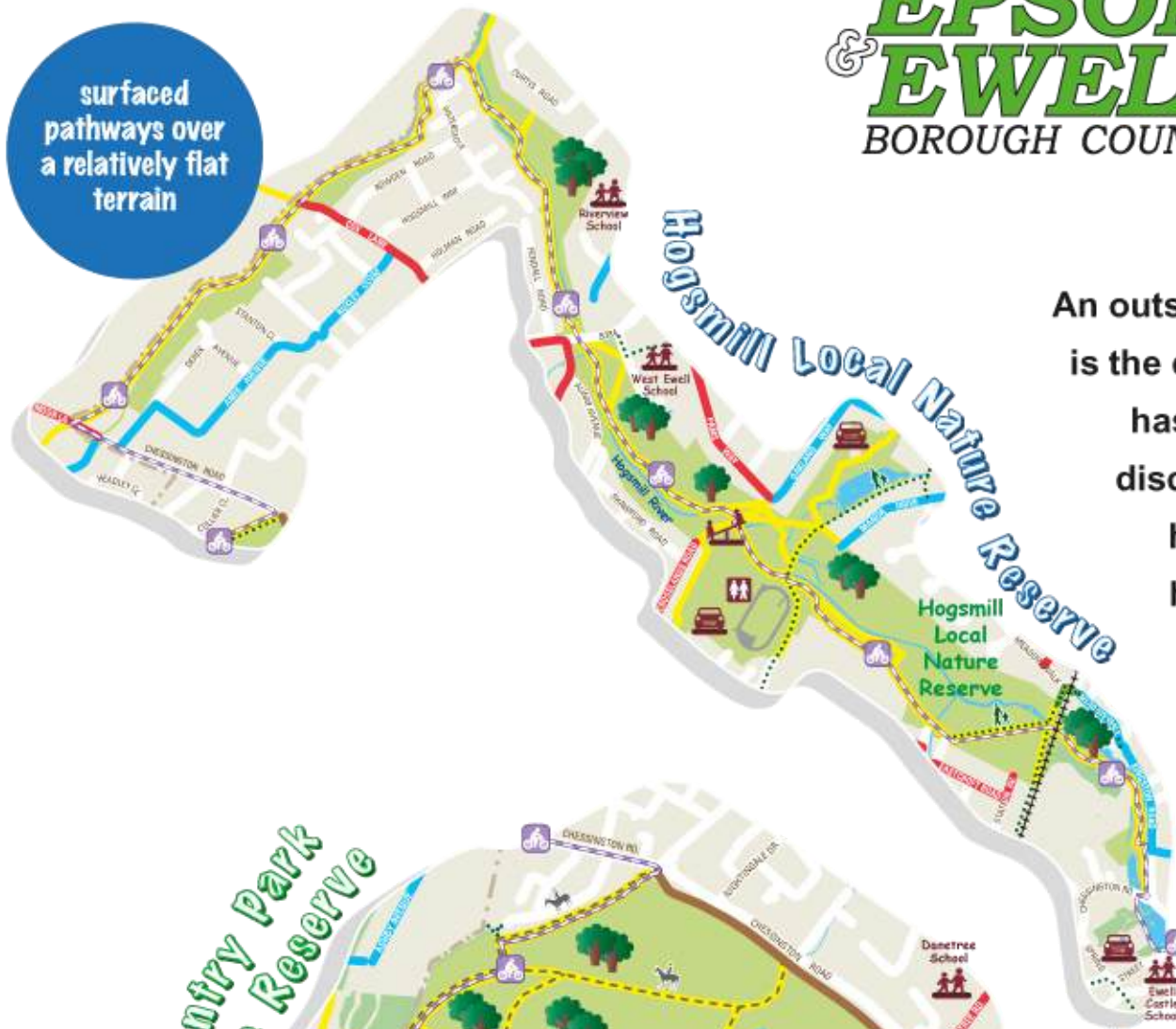
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REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS: FOR INFORMATION					

TITLE: POTENTIAL OFF-SITE PEDESTRIAN IMPROVEMENTS SHEET 3		DRAWN: JD	CHECKED: MK	APPROVED: DF
PROJECT: LANGLEY BOTTOM FARM (FIELD)		PROJECT No: ITB200788	SCALE @ A2: 1:500	DATE: 02.07.25
CLIENT: FAIRFAX PROPERTIES		DRAWING No: ITB200788-GA-103	REV: -	

APPENDIX A. EPSOM AND EWELL CYCLE ROUTES

An outstanding feature of the Borough of Epsom & Ewell is the extent of its areas of open space. This cycle map has been developed to help you and your family discover some of the beautiful areas the Borough has to offer. Specifically, there are five sites highlighted for you, your family and friends to explore on your bikes as well as following the annual Hike & Bike event route.



Look out for these signs along the
Round the Borough Bike Event Route



Cycle Route Type

- Route signed for cyclists. May be on a busy road
- Route on quieter roads recommended for cyclists
- Route for cyclists separate from traffic. Usually shared with pedestrians
- Off-road routes: reasonably comfortable to cycle any time of year, without the need for a mountain bike
- Off-road routes: where it is comfortable to cycle in fine summer weather, but needs a mountain bike at other times
- Off-road routes: purpose built off-road bike recommended at any time of year
- Round the Borough Bike Event Route
- Pedestrian link that avoids traffic

Symbols

- Borough Boundary
- Footpath
- Bridleway
- Railway and station
- P Car Park
- H Hospital
- + Emergency Services
- S School
- R Recreation Ground
- T Toilets
- F Refreshments
- P Public House