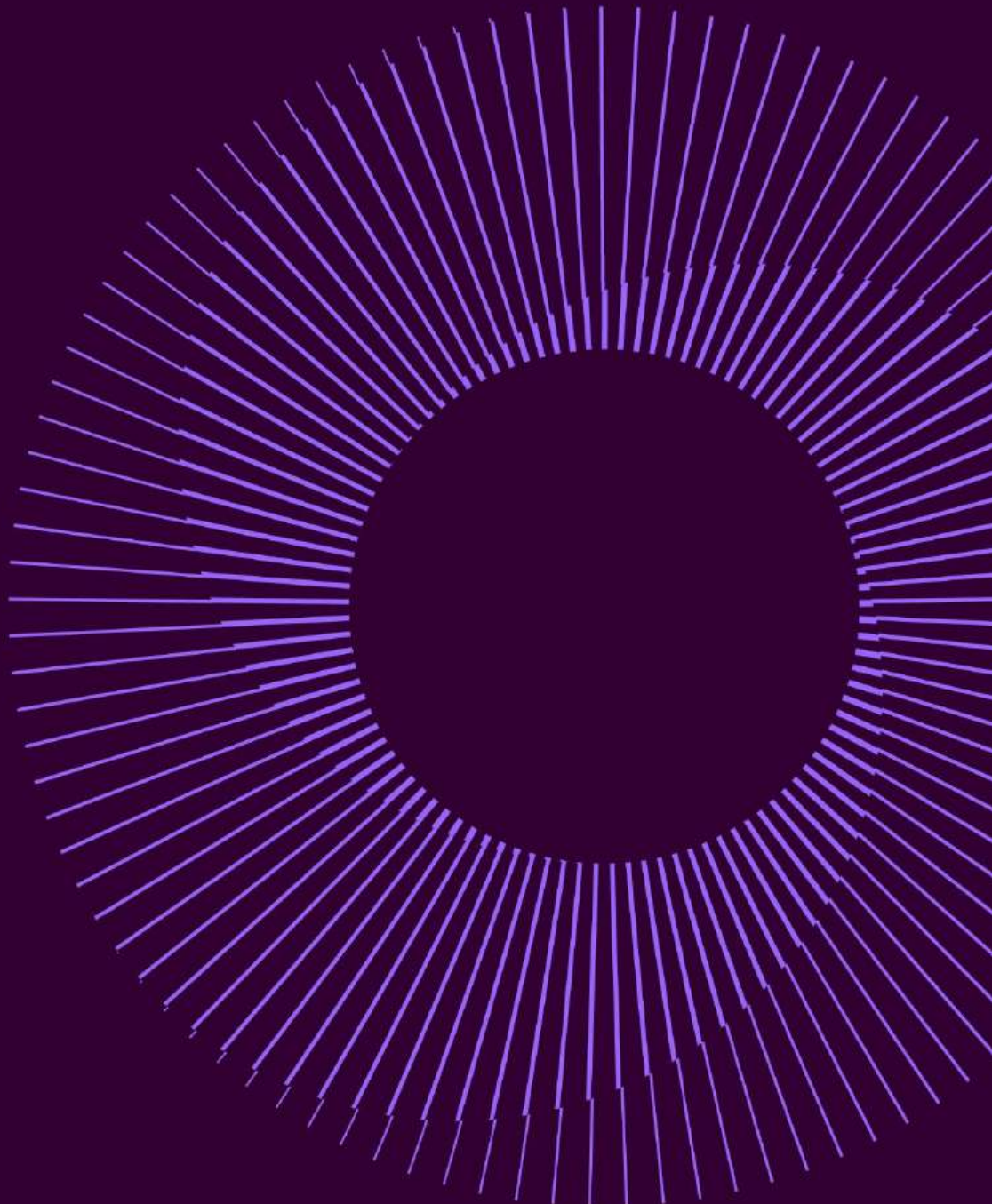


Farm View, Langley Vale Road, Epsom



Project Reference

Ref: PH/DF/MK/ITB200788-009C R

Date: 31 July 2026

Client: Fairfax Aspire Ltd

Quality Management

Report	Comment	Date	Author	Authorised
ITB200788-009C R	Final / Signed	31/07/2026	Marcus Kingman / Duncan Findlay	Duncan Findlay

File Ref: T:\Projects\200000 Series\200788ITB - Langley Bottom Farm (Field)\Admin\Report and Tech Notes\ITB200788-009C R Transport Statement of Common Ground [FINAL].docx

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ITB200788-GA-102	Potential Off-Site Improvements (Sheet 2)
ITB200788-GA-103	Potential Off-Site Improvements (Sheet 3)
ITB200788-GA-104	Potential Off-Site Improvements (Sheet 4)

Appendices

APPENDIX A.	Technical Notes
APPENDIX B.	Epsom and Ewell Cycle Map

1 Introduction

1.1 Background and Scope of Statement

1.1.1 This Transport Statement of Common Ground (TSoCG) sets out the transport/highways matters that are agreed between Surrey County Council (SCC) and the Appellant, Fairfax Aspire Ltd (Fairfax), to assist the Appeal against Epsom and Ewell Borough Council's (EEBC) refusal to grant outline planning permission for the development of Farm View, Langley Vale, to provide up to 110 dwellings.

1.1.2 The outline planning application (*application reference: 25/00846/OUT*) was submitted to EEBC in July 2026 with the following description of development:

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

1.1.3 The application was presented to the EEBC Planning Committee on 26 February 2026 with a recommendation for approval as detailed in the Committee Report. Whilst the application was recommended for approval, Members resolved to refuse planning permission and the Decision Notice outlining this refusal was published on 2 March 2026. Four Reasons for Refusal (RfR) were cited, of which the first and fourth RfRs (RfR1 and RfR4) related to transport:

- ***RfR 1 Unsustainable Development – “The proposal is sited in an unsustainable location with a lack of access to public transport and walking and cycling options, resulting in excessive reliance upon private car usage and a lack of alternative travel options, contrary to Sections 9 and 13 of the National Planning Policy Framework 2024, Policy CS16 of the Core Strategy 2007 and Policy DM10 of the Development Management Policies Document 2015.”***
- ***RfR 4 Impact on Horse Racing Industry – “The proposal will lead to an increased conflict with existing movements of horses on Langley Vale Road, posing unacceptable conflict and impediment to vehicular traffic and risks to horses, trainers and riders, contrary to Section 9 of the National Planning Policy Framework 2024, Policy CS16 of the Core Strategy 2007 and Policy DM10 of the Development Management Policies Document 2015.”***

1.1.4 SCC is the relevant statutory consultee for transport and highways matters, which includes the sustainability of the proposed development in transport terms. This TSoGC solely relates to highways and transport matters relevant to the Appeal.

1.1.5 Technical documents and drawings were submitted as part of the application and were subject to ongoing dialogue with officers at SCC (via email and at a meeting on 15 September 2026). The list of submitted documents and drawings is detailed in **Table 1.1**. Technical Notes ITB200788-007 TN and ITB200788-008 TN were prepared at the request of EEBC to inform the Planning Committee report and are included at **Appendix A** of this TSoCG for reference.

Table 1.1: List of Submitted Transport Documents and Drawings

Type	Reference	Name	Date	Stage	Notes
Drawing	ITB200788-GA-002E	Proposed Site Access Arrangement	10/07/2025	Application Submission	Details site access arrangements for vehicles, pedestrians, and cyclists
Report	ITB200788-001A R	Transport Assessment	11/07/2025	Application Submission	Assesses the impacts of the development proposal on the safety and operation of the transport network
Report	ITB200788-002A R	Framework Travel Plan	11/07/2025	Application Submission	Details the measures to prioritise and encourage sustainable travel amongst future site users
Technical Note	ITB200788-003 TN	Walking and Cycling Audit	11/07/2025	Application Submission	Reviews the conditions of the existing walking and cycle routes between the site and key destinations
Technical Note	ITB200788-004 TN	Design Team Response	03/07/2025	Application Submission	Details the design response to the Stage 1 RSA
Technical Note	ITB200788-005 TN	Forward Visibility Review	23/09/2025	Post-Application	Responds to SCC's first reason for refusal regarding forward visibility at the site access
Technical Note	ITB200788-006 TN	Enhanced Sustainable Transport Strategy	09/10/2025	Post Application	Responds to SCC's second reason for refusal regarding site sustainability
Drawing	ITB200788-GA-101	Potential Off-Site Pedestrian Improvements (Sheet 1)	29/09/2025	Post Application	Details the pedestrian improvements on Langley Vale Road, Grosvenor Road, and Beaconsfield Road
Drawing	ITB200788-GA-102	Potential Off-Site Pedestrian Improvements (Sheet 2)	29/09/2025	Post Application	Details the pedestrian improvements on Langley Vale Road, Grosvenor Road, and Beaconsfield Road
Drawing	ITB200788-GA-103	Potential Off-Site Pedestrian Improvements (Sheet 3)	29/09/2025	Post Application	Details the pedestrian improvements on Langley Vale Road, Grosvenor Road, and Beaconsfield Road
Drawing	ITB200788-GA-104	Potential Off-Site Pedestrian Improvements (Sheet 4)	29/09/2025	Post Application	Details the pedestrian improvements on Langley Vale Road, Grosvenor Road, and Beaconsfield Road
Technical Note	ITB200788-007 TN	Response to Transport Review (RTR)	04/02/2026	Post Application	Responds to comments raised by transport consultant appointed on behalf of The Langley Vale Action Group
Technical Note	ITB200788-008 TN	Response to Transport Review (Junction Assessments)	09/04/2026	Post Application	Responds to comments raised by transport consultant appointed on behalf of The Langley Vale Action Group

Source: iTransport and Application 25/00846/OUT

1.1.6 In conjunction with the documents and reports detailed above, officers at SCC published the following three consultation responses on the application:

- Consultation Response 1 – Dated 18 August 2025
- Consultation Response 2 – Dated 10 November 2025
- Consultation Response 3 – Dated 5 December 2025

1.2 Structure of Statement

1.2.1 This TSoCG is structured as follows:

- Section 2 – Existing Transport Conditions and Locality
- Section 3 – Proposed Development and Site Access
- Section 4 – Trip Generation and Traffic Impact
- Section 5 – Sustainable Transport Package
- Section 6 – Planning Conditions and Obligations
- Section 7 – Summary

1.3 Agreement

1.3.1 This TSoGC is agreed by:

Phil Hamshaw, i-Transport (on behalf of Fairfax Aspire Ltd)

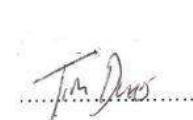
Signed:



Date: 31/07/2026

Tim Dukes (on behalf of Surrey County Council)

Signed:



Date: 31/07/2026

2 Existing Transport Conditions / Locality

2.1 Overview

2.1.1 Sections 4 and 5 of the TA set out the existing transport conditions in the vicinity of the site comprising:

- Access to sustainable modes and key local facilities – detailed in Section 4 of the TA.
- Existing highway conditions including traffic flows and highway safety – detailed in Section 5 of the TA.

2.1.2 This Section of the TSoCG re-summarises the existing conditions presented in Sections 4 and 5 of the TA for agreement with SCC. It also provides necessary updates where appropriate, for example detailing updated road safety information.

2.1.3 The existing transport conditions summarised in this section are agreed with SCC.

2.2 Active Travel

Walking

2.2.1 Within the vicinity of the site, Langley Vale Road has a 1.0m-1.5m wide footway on the eastern side.

2.2.2 This footway routes northward from the site, providing pedestrian access to Langley Vale as well as connections to Beaconsfield Road, Grosvenor Road and Roseberry Road. Grosvenor Road and Roseberry Road provide walking routes through the village of Langley Vale, with both routes being lined with streetlighting. Langley Vale is a residential area, meaning that there is good natural surveillance and active frontages.

2.2.3 To the south of the site, the footway continues along Langley Vale Road until Ebbisham Lane. At this point, Bridleway 146 provides a segregated route towards the south. A Pegasus crossing is in place on Langley Vale Road, some 350m southwest of the site frontage, providing a controlled crossing point for equestrians, cyclists and pedestrians to access towards Ashted.

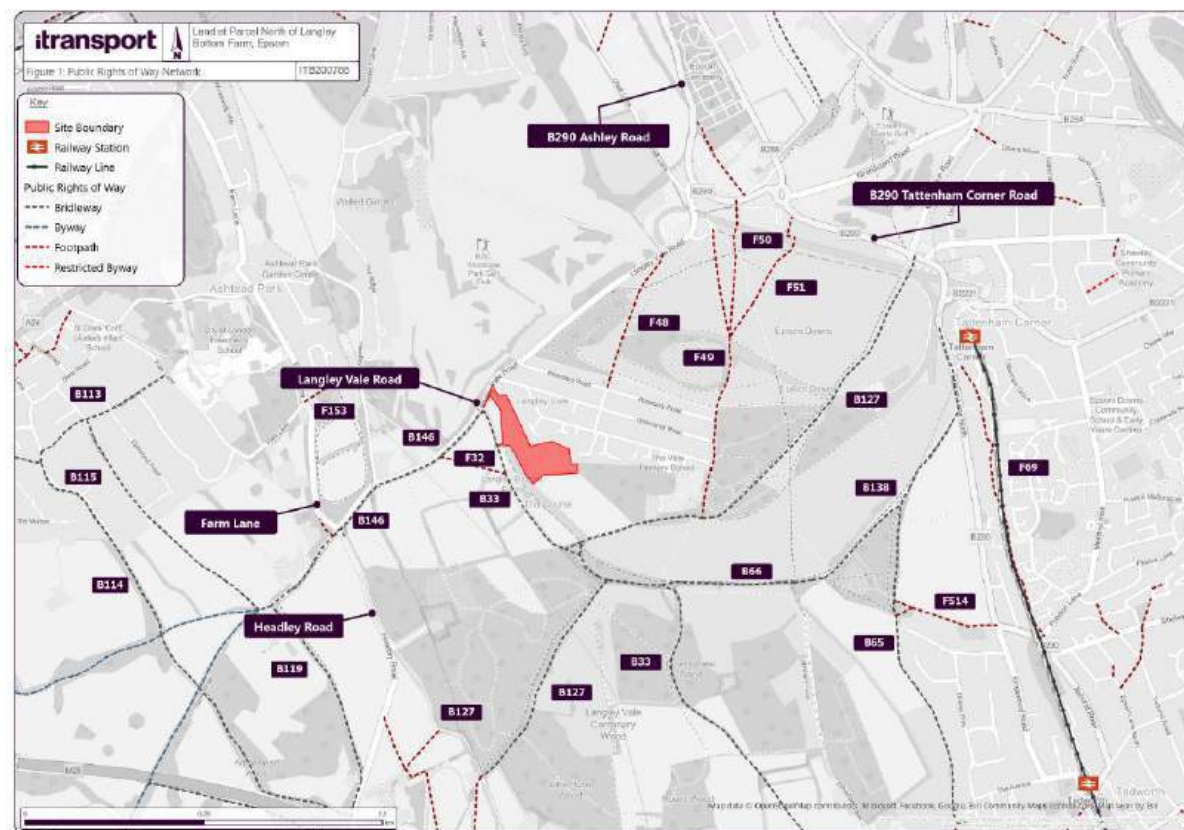
Public Rights of Way (PROWs)

2.2.4 Given the site's proximity to Epsom Downs Racecourse, it benefits from connectivity to a PROW network. The PROW network provides a traffic-free route with direct access to key facilities such as Langley Vale Primary School, Tattenham Corner Railway Station, and the local centres of Tattenham Corner and Tadworth.

2.2.5 It is acknowledged that the use of PROW routes is not ideal for all scenarios when considering weather conditions and daylight during the winter months, however, it does present an additional opportunity in which active travel modes can be utilised to and from the site.

- 2.2.6 The PROW network has been walked during site visits undertaken on 16 January 2025 and 12 June 2025. This identified that key surrounding bridleways (33 and 127) which includes the connection to Tattenham Corner railway station and national cycle route (NCR) 22 generally comprise of paved surfacing, with small sections where no surfacing is present. The bridleways also provide adequate width, and provide a route across Epsom Downs, free from motorised vehicles.
- 2.2.7 The wider PROW network is shown on **Figure 1** with an extract included at **Image 2.1**.

Image 2.1: PROW Network



Bridleway Route 33

- 2.2.8 Route 33 extends from Langley Vale Road towards Langley Bottom Farm, via Ebbisham Lane and is approximately 700m in length. To the south, BW Route 33 connects with BW Route 127 and 47.
- 2.2.9 It is generally well-surfaced with tarmac on approach to Langley Bottom Farm. To the east of Langley Bottom Farm the route becomes more rural in nature but it is still surfaced.
- 2.2.10 Photos of Route 33 taken during the site visit are shown in **Photo 1**.

Photo 1: Bridleway Route 33



Source: Site Visit (16 January 2025)

Bridleway Route 127 / National Cycle Route (NCR) 22

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

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

Photo 2: Bridleway Route 127 / NCR22



Source: Site Visit (16 January 2025)

Bridleway Route 65

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

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

Photo 3: Bridleway Route 65



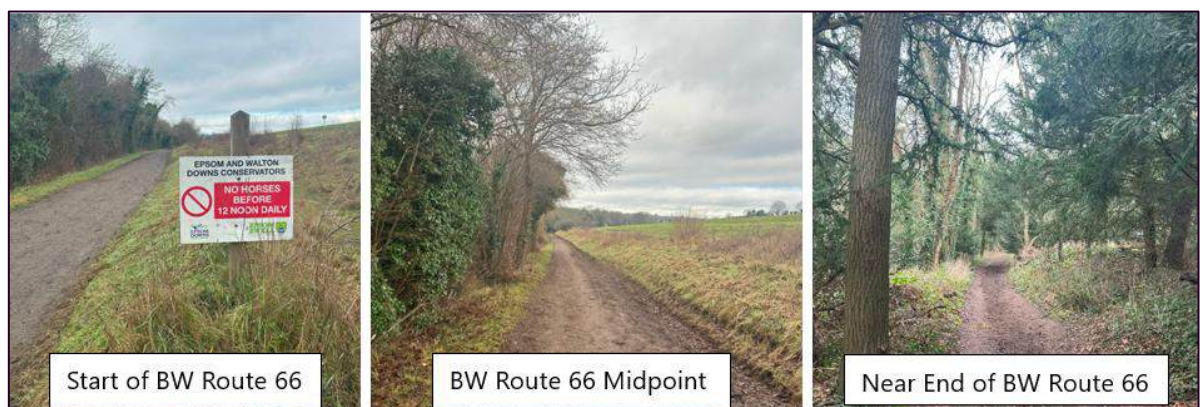
Source: Site Visit (16 January 2025)

Bridleway Route 66

2.2.15 Route 66 connects with Route 65 and continues around the eastern edge of Walton Downs. To the west, it connects with Route 33 to the south of the site. Signage is in place along this section to restrict equestrian use of this route before 1200 each day.

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

Photo 4: Bridleway Route 66



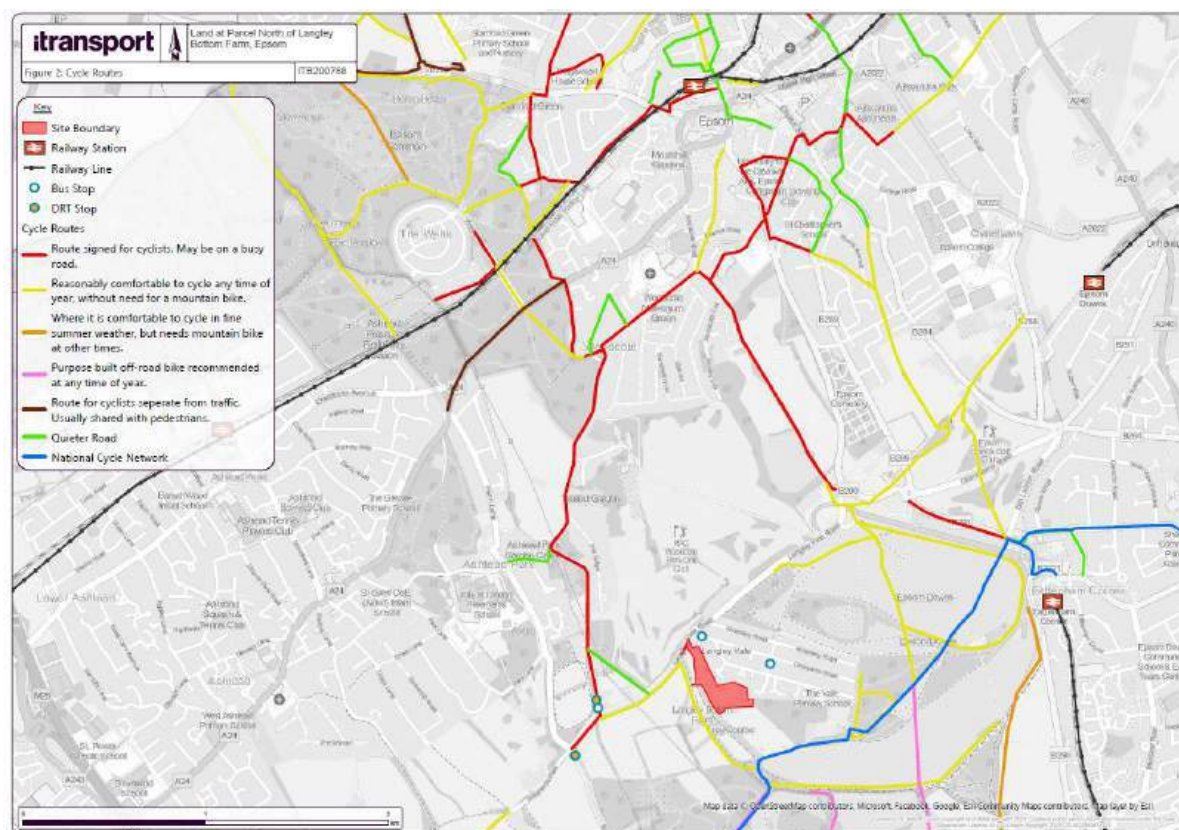
Source: Site Visit (16 January 2025)

Cycling

2.2.17 There are no dedicated cycle facilities along Langley Vale Road, however it is subject to a 30mph speed limit within Langley Vale and can therefore accommodate on-street cycling at this point. Alternative routes are available, with National Cycle Route (NCR) 22 located approximately 500m southeast of the site, along BW Route 127. NCR22 can therefore be accessed from the site, providing an off-carriageway route towards Tattenham Corner (and the railway station) and Tadworth, which is a 7 to 12-minute cycle journey.

2.2.18 **Figure 2** (extracted at **Image 2.2**) provides a description of cycle routes within Epsom Downs, demonstrating that designated cycle routes are available. The designations of the cycle routes have been informed by the Epsom and Ewell cycle map prepared by EEBC which is included as **Appendix B** of this TSoCG for reference. These routes and their associated designations are agreed with officers at SCC.

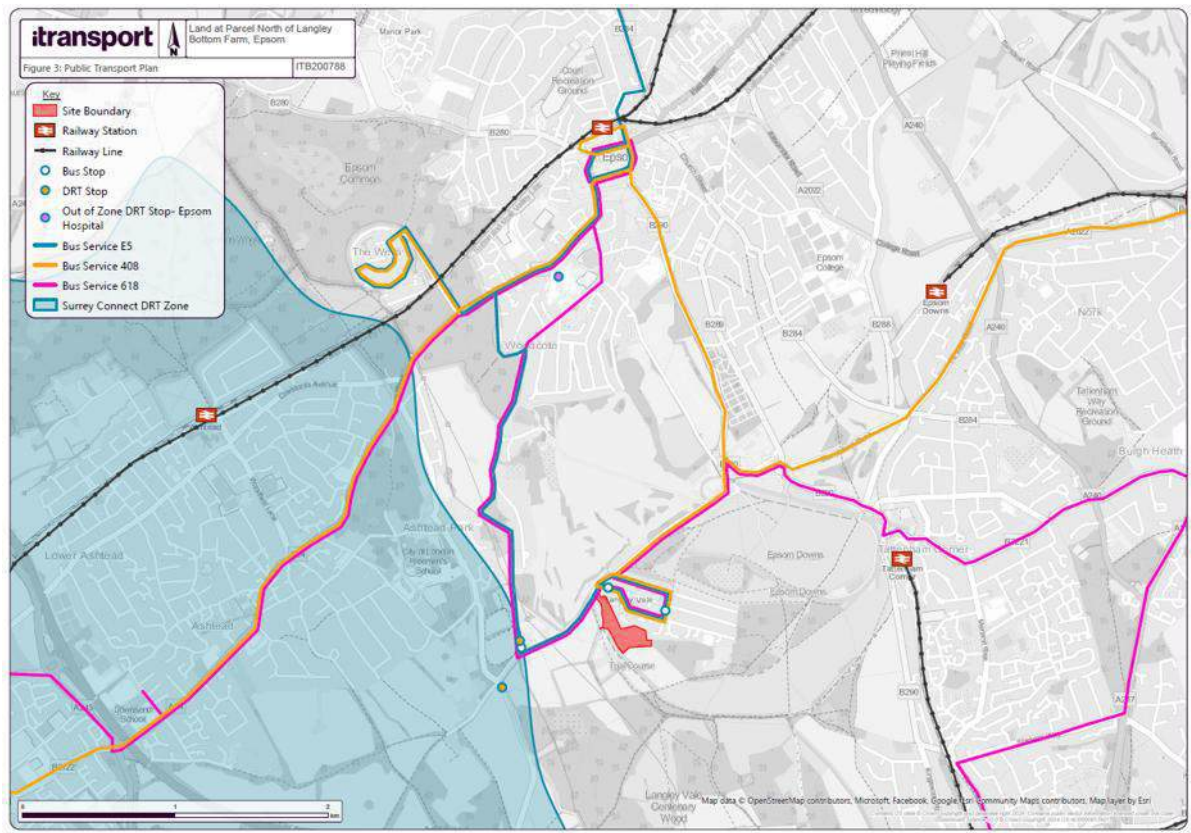
Image 2.2: Cycle Routes within Epsom Downs



2.3 Public Transport

2.3.1 The public transport facilities in the vicinity of the are summarised on **Figure 3** with an extract included in **Image 2.3**. Further information on buses, the Surrey Connect service and rail services are set out in the following paragraphs.

Image 2.3: Public Transport Plan



Bus

2.3.2 The closest bus stops to the site are located on Grosvenor Road, which can be accessed via a 5-minute walk (410m) from the centre of the developable area proposed within the site, based on walking speeds used within the TA and within the Healthy Street for Surrey (HSfS) guidance. An additional stop is located on Roseberry Road, which can be accessed via a 7 to 8-minute walk (610m) from the centre of the site. Both stops are equipped with a flag and pole and timetable information and are served by the E5 and 408 bus services.

2.3.3 A summary of the E5 and 408 bus services is provided in **Table 2.1**.

Table 2.1: Summary of Local Bus Services

Service	Route	Frequency		
		Weekday	Saturday	Sunday
408	Grosvenor Road > Epsom Racecourse > Banstead Railway Station > Marks and Spencer, Banstead > Chipstead Rectory Lane	16:17	No Service	No Service
E5	Grosvenor Road > The Greenway (The Wells) > Epsom Hospital > Clock Tower, Epsom > Tomlin Close, Ewell > Cherry Way, West Ewell	06:32, 07:40, 09:50, 11:50, 13:45, 16:05, 18:05, and 19:15	06:35, 07:40, 09:40, 11:40, 13:40 15:40, 17:45, and 19:00	No Service

Service	Route	Frequency		
		Weekday	Saturday	Sunday
618	Walton on the Hill – Tadworth Railway Station – Tattenham Corner Railway Station – Epsom Hospital – Ashted - Leatherhead	07:31, 15:51	No Service	No Service

Source: BusTimes.org

Digital Demand Responsive Transport (DDRT) – Surrey Connect

- 2.3.4 Surrey Connect is an on-demand bus service, known as Digital Demand Responsive Transport (DDRT), which operates across parts of Surrey.
- 2.3.5 The service uses accessible minibuses, with journey bookings made on a first-come, first-served basis, which groups together passengers based on real-time data. The service operates 07:00 to 19:00 Monday to Friday, and 08:00 to 18:00 on Saturdays. Passengers are able to book up to seven days in advance or on the same day, as long as a minimum of 30 minutes is provided before booking a trip.
- 2.3.6 Fares are priced based on distance and age, as set out below:

Adult Single Fare

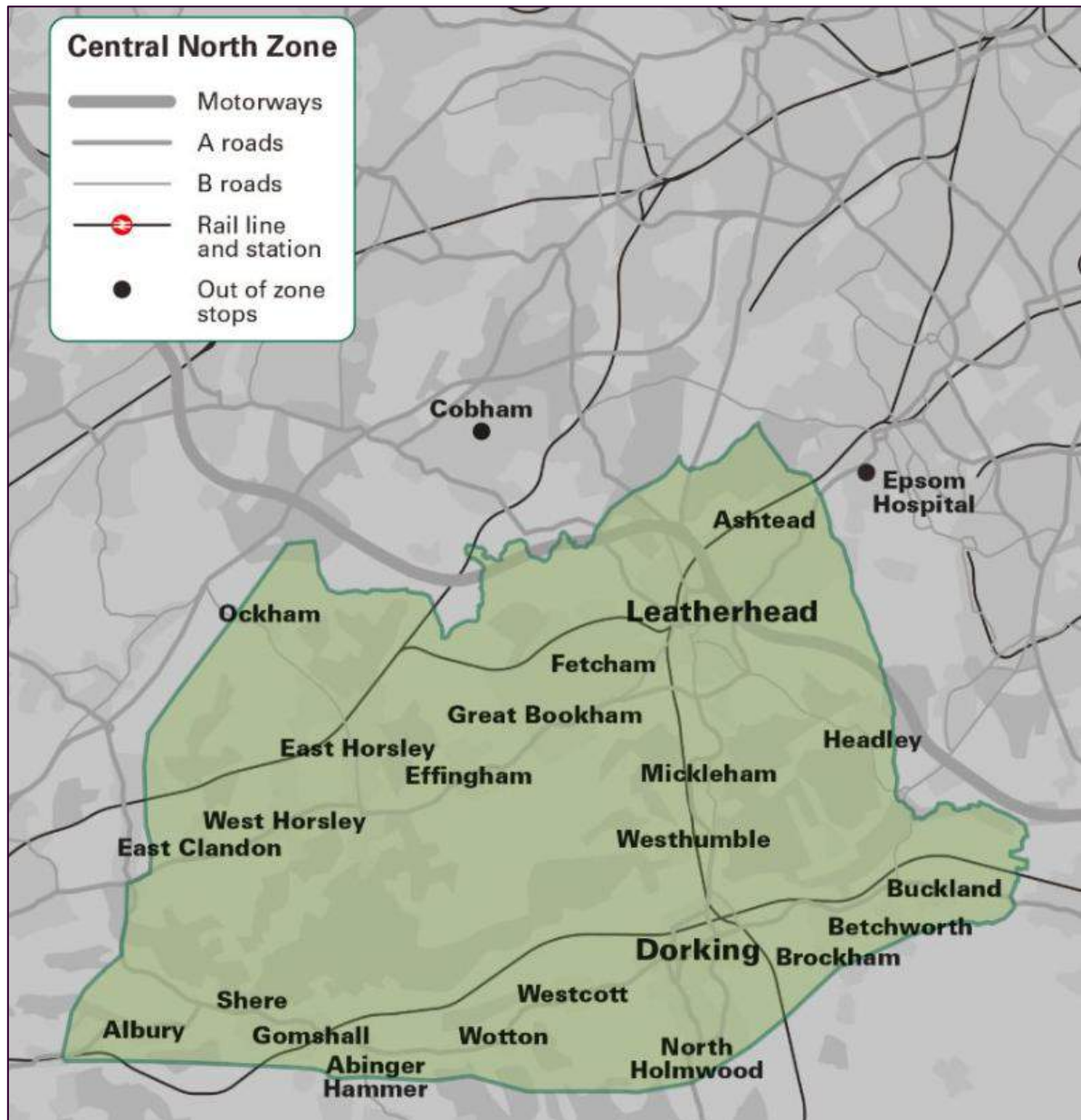
- Under 5 miles - £2
- 5 to 7 miles - £4
- 7 to 10 miles - £6
- 10 to 12 miles - £8

20 and Under Single Fare

- Under 5 miles - £1
- 5 to 7 miles - £2
- 7 to 10 miles - £3
- 10 to 12 miles - £4

- 2.3.7 The area of operation closest to the site is the Central North area, which is illustrated in **Image 2.4**.

Image 2.4 Surrey Connect – Central North Zone



Source: SCC – Surrey Connect

2.3.7.1 The Central North area covers key locations such as Dorking and Leatherhead, with Ashted being the closest location area of operation to Langley Vale. An out of zone stop is also provided at Epsom Hospital.

Rail

2.3.8 Several railway stations are located near the site, which can be accessed via a cycle journey or a short car-based journey.

2.3.9 All stations are equipped with cycle parking, which is covered and monitored by CCTV. Having several local railway stations with car and cycle parking provision facilitates sustainable multimodal journeys being made to and from the site, in addition to short car-based trips in which the majority proportion of the journey will be made sustainably.

2.3.10 **Table 2.2** summarises the accessibility of local Railway Stations to the site.

Table 2.2: Summary of Local Rail Services

Railway Station	Distance from Centre of Site (m) ¹	Destination	Journey Time (mins)	Frequency
Tattenham Corner	2,900m	London Bridge (via Kingswood, Chipstead and South Croydon)	26-minutes	2 per hour
		Dorking	10-minutes	3 per hour
		Guildford	30-minutes	2 per hour
Ashted	4,200m	Horsham	33-minutes	2 per hour
		London Waterloo (via Clapham Junction)	44-minutes	3 per hour
		London Victoria (via Epsom)	46-minutes	3 per hour
Epsom Downs	3,800m	London Victoria (via Clapham Junction)	62-minutes	3 per hour
		Dorking	15-minutes	3 per hour
		Guildford	37-minutes	2 per hour
Epsom	4,000m	London Waterloo (via Clapham Junction)	37-minutes	4 per hour
		Horsham	38-minutes	3 per hour
		London Bridge (via Sutton)	43-minutes	2 per hour
		London Victoria (via Clapham Junction)	46-minutes	3 per hour

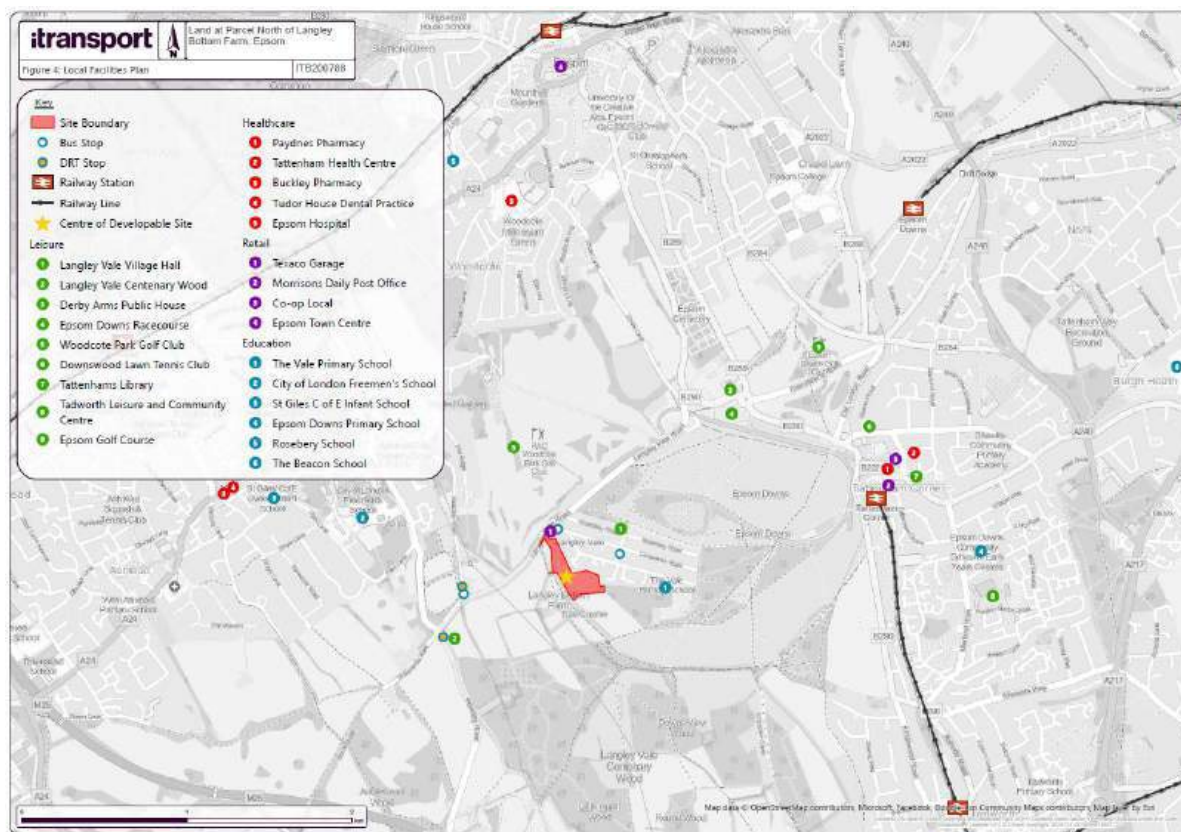
Source: National Rail

2.4 **Local Facilities**

2.4.1 **Figure 4** (extract provided in **Image 2.5**) illustrates the key local facilities in the vicinity of the site which would be used for the everyday needs of future site users.

¹ Measured to the nearest 10m from the centre of the developable area of the site.

Image 2.5: Local Facilities



2.4.2 Table 2.3 sets out the distance (in metres) to the local facilities identified in **Image 2.4**. All distances have been measured using the Google Maps distance measuring tool to the nearest 10m from the centre of the developable area of the site via the shortest feasible route using the local highway, pedestrian or cycle networks (including PROWs). The point within the centre of the site where the distances have been measured from is detailed on **Figure 4** and **Image 2.5**.

Table 2.3: Distance to Facilities

Facility Type	Destination	Distance from Centre of Site (m)
Education	The Vale Primary School	1,180
	City of London Freeman's School	2,470
	St Giles C of E Infant School	2,730
	Epsom Down Primary School	3,640
	Rosebury School	3,720
	The Beacon School	5,070
Retail	Texaco Garage	330
	Morrisons Daily Post Office	2,880
	Co-Op Local	3,000
	Epsom Town Centre	3,700
Leisure	Langley Vale Village Hall	820
	Langley Vale Centenary Wood	1,200

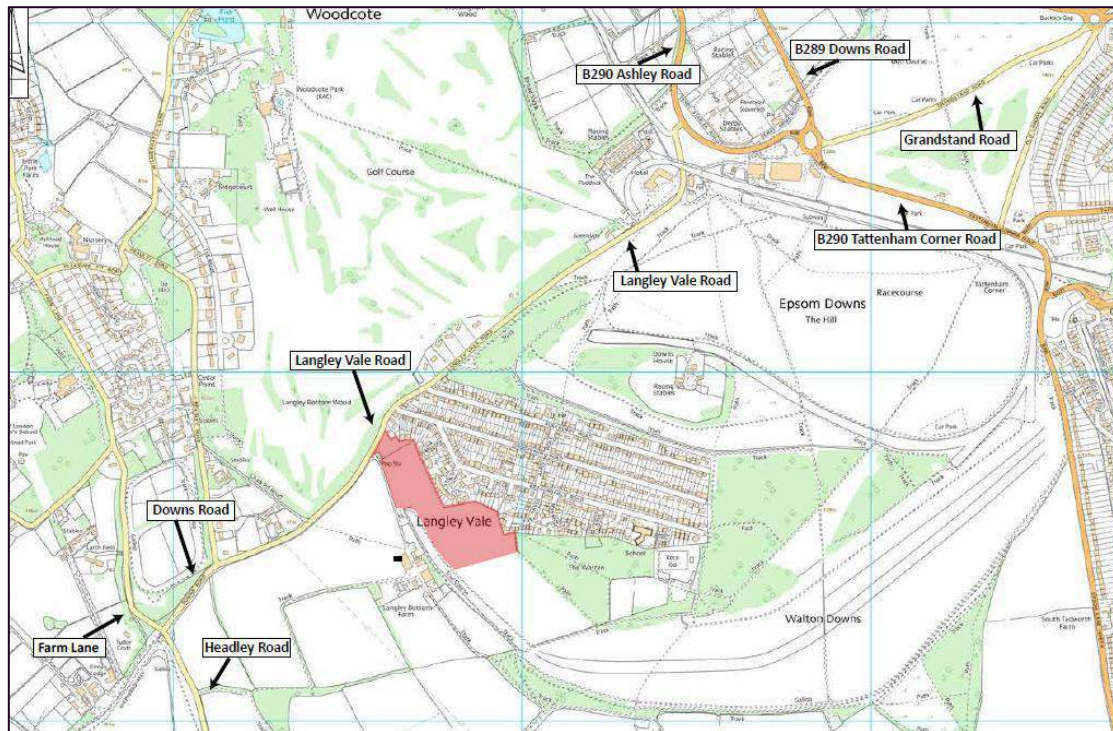
Facility Type	Destination	Distance from Centre of Site (m)
	Derby Arms Public House	1,850
	Epsom Downs Racecourse	1,890
	Woodcote Park Golf Club	2,400
	Downswood Lawn Tennis Club	2,650
	Tattenhams Library	2,960
	Tadworth Leisure and Community Centre	3,500
	Epsom Golf Course	3,650
Healthcare	Paydnes Pharmacy	2,880
	Tattenham Health Centre	3,000
	Buckley Pharmacy	3,000
	Tudor House Dental Practice	3,050
	Epsom Hospital	3,300
Transport	Grosvenor Road Bus Stop	410
	Roseberry Road Bus Stop	610
	DDRT Stop (Headley Road)	940
	Tattenham Corner Railway Station	2,900
	Epsom Downs Railway Station	3,800
	Epsom Railway Station	4,000
	Ashtead Railway Station	4,200

Source: Consultant's Estimates

2.5 Local Highway Network

2.5.1 An overview of the local highway network is provided in **Image 2.6**.

Image 2.6: Local Highway Network



- 2.5.2 Langley Vale Road is a two-way single carriageway which is subject to a 30mph speed limit. It measures 6.0m in width and runs for approximately 1.9Km, forming a signalised junction with the B290 Ashley Road to the east, a priority-controlled junction with Hedley Road and Downs Road to the west. The speed limit increases to 40mph approximately 350m and 850m east and west of the site, respectively.
- 2.5.3 Adjacent the site frontage, there are speed humps in place on Langley Vale Road as a traffic calming feature, which are located intermittently in addition to 'slow' road markings. This assists in reinforcing the 30mph speed limit at this section of Langley Vale Road.
- 2.5.4 To the northwest of the site, the B290 Ashley Road provides routes to Epsom Town Centre. To the southeast, the B290 Ashley Road provides routes to Tattenham Corner and connects with the B289 Downs Road, Grandstand Road, B290 Tattenham Corner and Epsom Downs Racecourse via a five-arm roundabout.
- 2.5.5 A suite of traffic surveys was undertaken in March 2025 on the local highway network to establish existing traffic conditions (volumes and speeds). This information was presented at Section 5.2 of the TA.
- 2.5.6 The local highway network and existing traffic conditions have been agreed with officers at SCC.

2.6 Existing Equestrian Demands

2.6.1 Equestrian surveys were undertaken at the Langley Vale Road / Ebbisham Lane junction² on Tuesday 4 March 2025 for the morning peak period (07:00-10:00) and evening peak period (16:00-19:00). This identified the number of individual equestrian movements and the number of 'strings' (a group of two or more equestrians travelling together).

2.6.2 **Table 2.4** summarises the surveyed individual equestrian movements in the morning peak period. No equestrian movements were recorded in the evening peak period. **Image 2.7** details the origin/destination points for equestrians which are as follows:

- A – Langley Vale Road (N)
- B – Langley Vale Road (S)
- C – Bridleway 146
- D – Ebbisham Lane (Bridleway 33 / Langley Bottom Farm access)
- E – Field Entrance

² (The site access to Langley Bottom Farm which includes Bridleway 146 and 33)

Image 2.7: Equestrian Origin/Destination Points

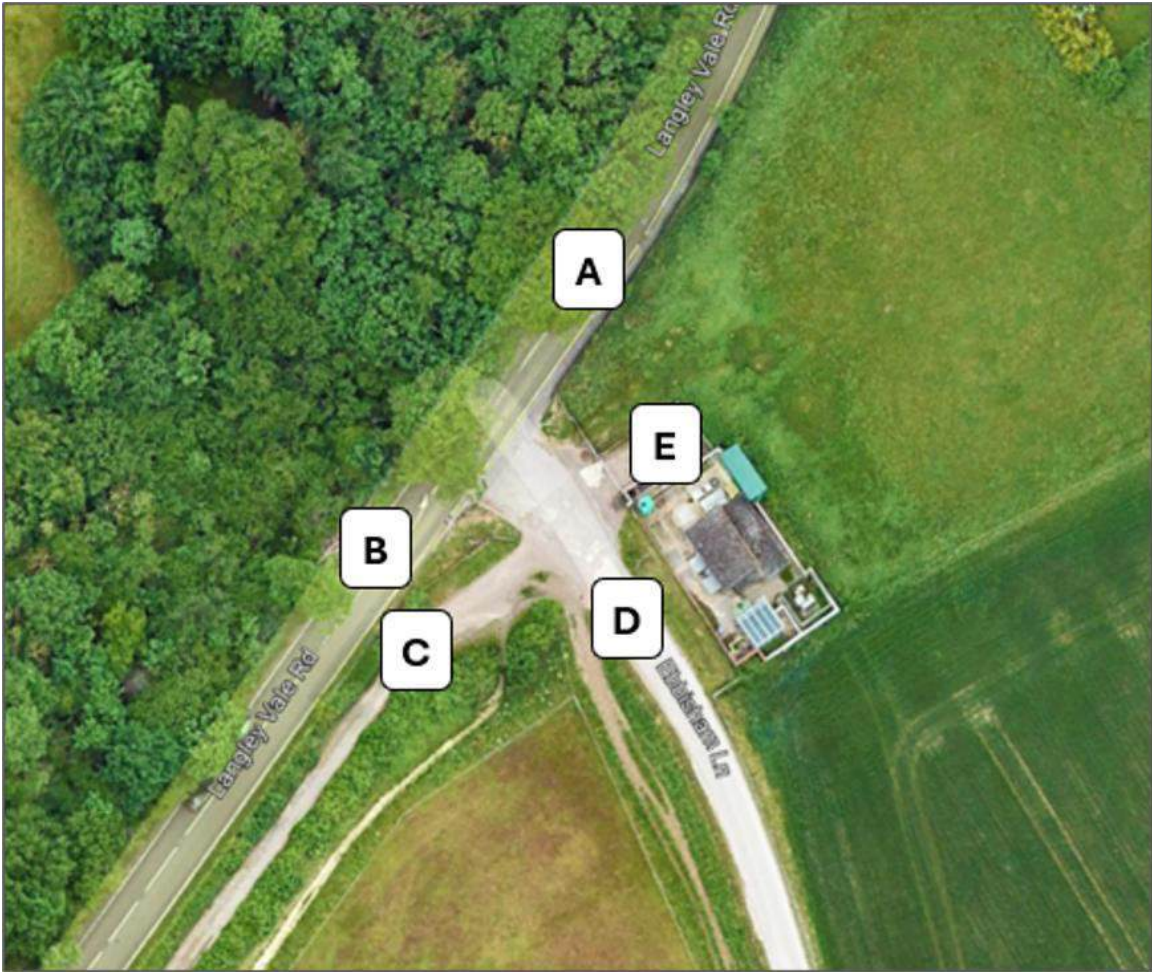


Table 2.4: Observed Equestrian Data (Individual)

Morning (0700 – 0800)						
From/To	A	B	C	D	E	Total
A	0	0	6	0	0	6
B	0	0	0	0	0	0
C	7	0	0	2	0	9
D	0	0	1	0	0	1
E	0	0	0	0	0	0
Total	7	0	7	2	0	16
Morning (0800 – 0900)						
From/To	A	B	C	D	E	Total
A	0	0	11	0	0	11
B	0	0	0	0	0	0
C	9	0	0	4	0	13
D	0	0	0	0	0	0
E	0	0	0	0	0	0
Total	9	0	11	4	0	24

Morning (0900 – 1000)						
From/To	A	B	C	D	E	Total
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	0	0	4	0	0	4
E	0	0	0	0	0	0
Total	0	0	0	0	0	0

Source: Surveys (March 2025)

2.6.3 Table 2.5 summarises the recorded number of equestrian ‘strings’.

Table 2.5: Observed Equestrian Data (Strings)

Morning (0700 – 0800)						
From/To	A	B	C	D	E	Total
A	0	0	2	0	0	2
B	0	0	0	0	0	0
C	2	0	0	0	0	2
D	0	0	0	0	0	0
E	0	0	0	0	0	0
Total	2	0	2	0	0	4

Morning (0800 – 0900)						
From/To	A	B	C	D	E	Total
A	0	0	2	0	0	2
B	0	0	0	0	0	0
C	3	0	0	2	0	5
D	0	0	0	0	0	0
E	0	0	0	0	0	0
Total	3	0	2	2	0	7

Morning (0900 – 1000)						
From/To	A	B	C	D	E	Total
A	0	0	0	0	0	0
B	0	0	0	0	0	0
C	0	0	0	0	0	0
D	0	0	2	0	0	2
E	0	0	0	0	0	0
Total	0	0	2	0	0	2

Source: Surveys (March 2025)

-
- 2.6.4 As set out in the TA, the interaction between motor vehicles and equestrians has been further analysed through a review of video footage at this location. This identifies that some localised delay does occur on Langley Vale Road whilst motor vehicles give way to equestrians entering the carriageway, however, the delay on average lasts for approximately 1-minute before conditions return to free flowing as equestrians leave the carriageway. In the context of the morning peak hour and period, the occurrences where there is vehicular delay are minimal.
- 2.6.5 The existing equestrian demands and situation is agreed with SCC. Although it should be noted that the equestrian demands and situation was assessed by SCC only in the wider context of Highway safety for all highway users.

3 Road Safety and Equestrian Impact

3.1 Road Safety Analysis

5-Year PIC Assessment – Presented in the TA

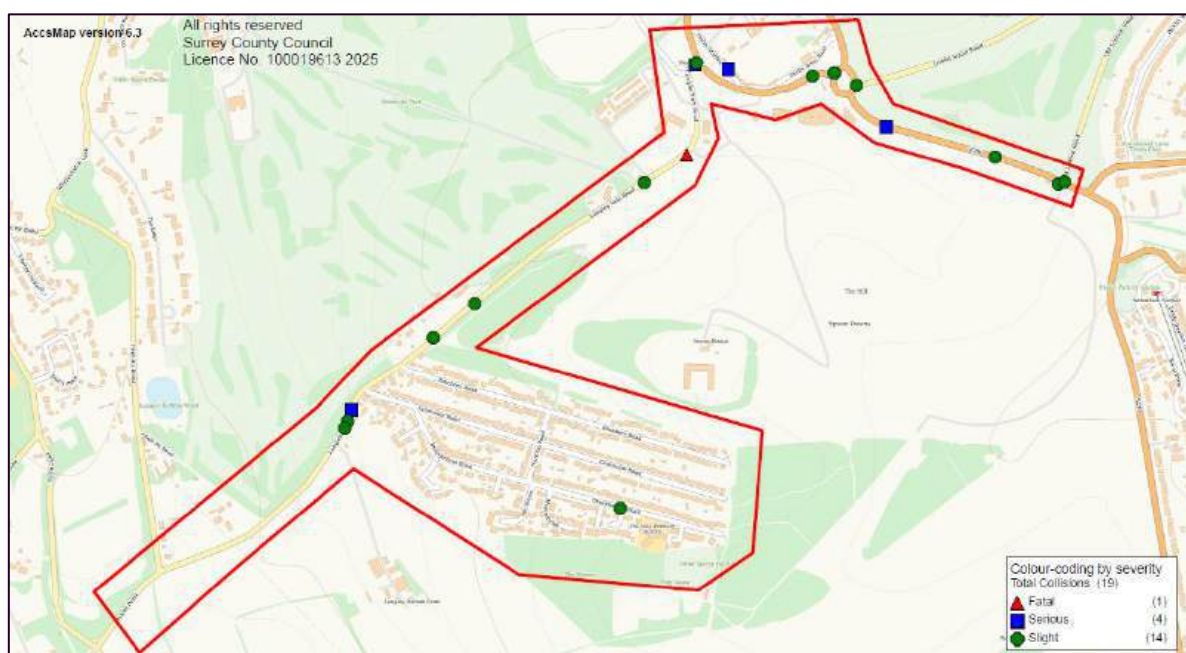
3.1.1 The TA presented analysis of Personal Injury Collision (PIC) data obtained from SCC for the latest available five-year period at the time of writing, covering 1 November 2019 to 31 October 2024.

3.1.2 Collisions are classified into three separate categories based on severity: Slight, Serious and Fatal. The definitions of which are as follows:

- **Slight:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring roadside attention (medical treatment is not a prerequisite for an injury to be defined as 'slight');
- **Serious:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The 'serious' category therefore covers a very broad range of injuries; and
- **Fatal:** Injuries which cause death either immediately or up to 30 days after the collision.

3.1.3 The study area for the analysis of the five-year PIC data is provided in **Image 3.1**.

Image 3.1: Study Area for Five-Year PIC Analysis Undertaken in the TA



3.1.4 The data was analysed for each year as detailed in **Table 3.1**.

Table 3.1: PIC Assessment – Summary of Casualties (Five-Year Period)

Casualty Mode	Injury Severity	Year 1 01 Nov 2019 to 31 Oct 2020	Year 2 01 Nov 2020 to 31 Oct 2021	Year 3 01 Nov 2021 to 31 Oct 2022	Year 4 01 Nov 2022 to 31 Oct 2023	Year 5 01 Nov 2023 to 31 Oct 2024	Total
Pedestrians	Slight	1	0	0	0	0	1
	Serious	1	0	0	0	0	1
	Fatal	0	0	0	0	0	0
	Total	2	0	0	0	0	2
Equestrians	Slight	0	0	0	0	0	0
	Serious	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Cyclists	Slight	0	0	0	3	0	3
	Serious	2	0	0	0	0	2
	Fatal	0	1	0	0	0	1
	Total	2	1	0	3	0	6
Mobility Scooter	Slight	0	0	0	0	0	0
	Serious	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Motor Vehicles	Slight	2	1	9	5	0	17
	Serious	0	0	2	0	0	2
	Fatal	0	0	0	0	0	0
	Total	2	1	11	5	0	19
Total for All Modes	Slight	3	1	9	8	0	21
	Serious	3	0	2	0	0	5
	Fatal	0	1	0	0	0	1
	Total	6	2	11	8	0	27

Source: SCC

3.1.5 Table 3.1 demonstrates that over the five-year study period, there were a total of 27 casualties. The analysis presented within the TA demonstrated that there were no pre-existing highway safety issues on the local highway network that the proposed development would exacerbate. Notably, there were no collisions involving equestrians. This position has been agreed with officers at SCC.

10-Year Updated PIC Assessment

3.1.6 Updated analysis of PIC data obtained from SCC for the latest available ten-year period, covering 01 May 2016 to 30 April 2026. The study area for this assessment has been reduced compared to that of the five-year assessment in **Image 3.1** to focus primarily on equestrian safety in the immediate vicinity of the site.

3.1.7 The study area for the ten-year PIC assessment is provided in **Image 3.2**.

Image 3.2: Study Area for Updated Ten-Year PIC Analysis



3.1.8 The data has been analysed for each year as detailed in **Table 3.2**.

Table 3.2: PIC Assessment – Summary of Casualties (Ten-Year Period)

Casualty Mode	Injury Severity	Year 1 1 May 2016 to 30 April 2017	Year 2 1 May 2017 to 30 April 2018	Year 3 1 May 2018 to 30 April 2019	Year 4 1 May 2019 to 30 April 2020	Year 5 1 May 2020 to 30 April 2021	Year 6 1 May 2021 to 30 April 2022	Year 7 1 May 2022 to 30 April 2023	Year 8 1 May 2023 to 30 April 2024	Year 9 1 May 2024 to 30 April 2025	Year 10 1 May 2025 to 30 April 2026	Total
Pedestrians	Slight	0	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0
Equestrians	Slight	0	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0
Cyclists	Slight	1	0	2	0	0	0	0	1	1	1	6
	Serious	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	2	0	0	0	0	1	1	1	6
Mobility Scooter	Slight	0	0	0	0	0	0	0	0	0	0	0
	Serious	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0
	Total	2	2	1	2	3	0	1	2	0	1	14

Casualty Mode	Injury Severity	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
		1 May 2016 to 30 April 2017	1 May 2017 to 30 April 2018	1 May 2018 to 30 April 2019	1 May 2019 to 30 April 2020	1 May 2020 to 30 April 2021	1 May 2021 to 30 April 2022	1 May 2022 to 30 April 2023	1 May 2023 to 30 April 2024	1 May 2024 to 30 April 2025	1 May 2025 to 30 April 2026	
Motor Vehicles	Serious	1	0	2	0	2	0	0	0	0	0	5
	Fatal	0	0	0	0	0	0	0	0	0	0	0
	Total	3	2	3	2	5	0	1	2	0	1	19
Total for All Modes	Slight	3	2	3	2	3	0	1	3	1	2	20
	Serious	1	0	2	0	2	0	0	0	0	0	5
	Fatal	0	0	0	0	0	0	0	0	0	0	0
	Total	4	2	5	2	5	0	1	3	1	2	25

Source: SCC

3.1.9 **Table 3.2** demonstrates that over the 10-year study period and study area there were a total of 25 casualties. It also demonstrates that collisions between motor vehicles collisions made up the majority (80%) of the casualties. Notably, there were no recorded injuries involving equestrians or pedestrians during the ten-year study period.

3.1.10 A review of the data demonstrates that no incidents occurred that directly involved equestrian users or horses. It is noted that one incident did indirectly involve a horse, but in this instance a motor vehicle braked to allow the horse to pass and subsequently the motor vehicle was then hit by a cyclist.

3.1.11 Based on the current traffic conditions and a review of the latest data, there are no existing highway safety issues related to horses/equestrians on Langley Vale that the proposed development could exacerbate. This position is agreed with officers at SCC.

3.2 Equestrian Impact

3.2.1 It is agreed with officers at SCC that there are no existing highway safety issues related to horses/equestrians on Langley Vale that the proposed development could exacerbate.

3.2.2 Analysis of the existing equestrian movements and the expected traffic generation of the development presented in the TA demonstrates that the increases in traffic generation because of the development will not generate a material additional safety risk to horses and equestrian users in comparison to the existing situation. This position was also set out in the Committee Report

3.2.3 It is agreed with SCC that the proposed development will not result in an adverse impact on the equestrian use on Langley Vale Road in terms of highway safety.

4 Proposed Development and Site Access

4.1 Proposed Development

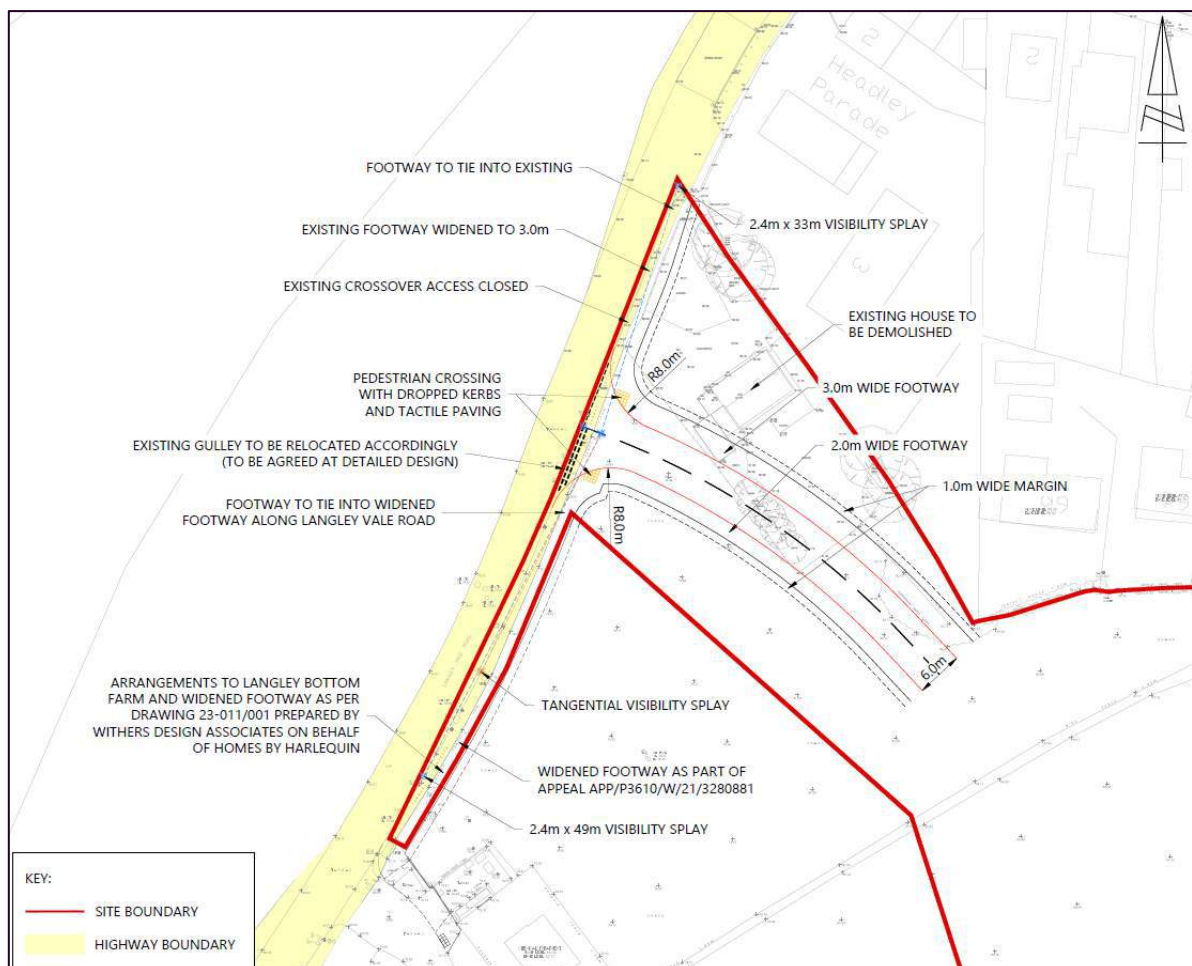
- 4.1.1 It is proposed to develop the site for up to 110 dwellings with a new access from Langley Vale Road. The application is in outline.

4.2 Site Access Arrangements

Vehicular Access

- 4.2.1 Vehicular access to the site will be achieved via a new priority junction with Langley Vale Road. The principles of the access design are in accordance with the HSfS and the Surrey Design Guide.
- 4.2.2 **i-Transport Drawing ITB200788-GA-002** illustrates the proposed access design, with an extract provided in **Image 4.1**.

Image 4.1: Proposed Access



-
- 4.2.3 As acknowledged in the Committee Report, SCC initially raised concerns regarding visibility for right turning traffic into the site, for those travelling northbound on Langley Vale Road. To address this, iTransport submitted a Forward Visibility Review (FVR) technical note (*reference: PH/DF/ITB200788-005TN*) dated 23 September 2025, highlighting that the illustrated visibility splays were informed through March 2025 traffic survey data and accurately plotted onto the drawing using topographical information.
- 4.2.4 The FVR maintained that adequate forward visibility can be achieved for northbound vehicles on Langley Vale Road to right turners into the site.
- 4.2.5 The Committee Report acknowledged that having reviewed the FVR prepared by iTransport, officers at SCC are satisfied that sufficient forward visibility can be achieved, and a safe and suitable access provided.
- 4.2.6 The proposed site access junction as shown on **Drawing ITB200788-GA-002** is agreed with officers at SCC.

Pedestrian and Cycle Access

- 4.2.7 The proposed access with Langley Vale Road will also accommodate pedestrian and cyclists through the provision of a 2.0m footway on the southern side of the access road and a 3.0m shared foot/cycleway on the northern side. The footway/cycleway will tie into the footway on the eastern side of Langley Vale Road, which is currently subject to Section 278 works delivered through *Planning Ref. 20/00475/FUL*.
- 4.2.8 An additional direct pedestrian/cycle connection to the surrounding PROW network is also proposed via a connection point located at the southwestern corner of the site. This will connect directly with Bridleway 33.
- 4.2.9 The proposed pedestrian and cycle access arrangements for the development are agreed with SCC.

Road Safety Audit

- 4.3.1 The TA included a Stage 1 Road Safety Audit (RSA), which was supported by a Stage 1 RSA Brief and Designer's Response. This concluded that the design of the site access is acceptable in road safety terms, and that minor points (such as street lighting) would be addressed at the detail design stage.
- 4.3.2 The conclusions of the Stage 1 RSA and the subsequent Designer's Response are agreed with officers at SCC. The arrangements detailed at **Drawing ITB200788-GA-002** incorporate the recommendations of the Stage 1 RSA.

5 Trip Generation and Traffic Impact

5.1 Overview

- 5.1.1 The trip generation and traffic impact of the proposed development has been agreed with SCC. The remainder of this section details assessment parameters and conclusions of the traffic impact assessment that have been agreed with SCC.

5.2 Trip and Traffic Generation

- 5.2.1 The Trip Rate Information Computer System (TRICS) database was used to establish multimodal trip rates for the proposed residential use, based on edge of town and suburban location sites.
- 5.2.2 This information is presented at Section 8.2 of the TA and is agreed with officers at SCC.

5.3 Scenario Testing and Assessment Parameters

- 5.3.1 The following assessment scenarios were presented within the TA for a future year of 2030:
- **Vision-Led Scenario** – Allows for the effect of the development vision to deliver a 10% modal shift away from private car to sustainable travel modes.
 - **Sensitivity Scenario** – Provides an alternative scenario that doesn't allow for modal shift.
- 5.3.2 The above assessment scenarios are agreed with SCC, along with the TEMPRO factors used to derive background traffic growth (detailed at Table 8.6 of the TA) and the traffic distribution/assignment methodology using a combined analysis of 2011 Census Journey to Work (JtW) data and a Gravity Model (detailed at Section 8.3 of the TA).

5.4 Traffic Impact Assessment

- 5.4.1 The traffic impact on Langley Vale Road was assessed via a link impact assessment. The impact assessment concluded that the additional traffic generated by the development proposal would not result in a material impact on the safety and operation of Langley Vale Road. This is agreed with SCC.
- 5.4.2 Junction capacity assessments were undertaken of:
- The proposed site access with Langley Vale Road (using Junctions 11).
 - The Langley Vale Road / B290 Ashley Road signalised junction (using LinSig).
- 5.4.3 The capacity assessments confirmed that both junctions would operate well within their respective capacities with the additional of traffic generated by the development, in both the vision-led and sensitivity scenarios. This is agreed with SCC.
- 5.4.4 No junction capacity assessment was undertaken for the Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction as the traffic generated by the development proposal would have a negligible impact at this junction. Officers at SCC have confirmed agreement to this position.

5.4.5 It is agreed with officers at SCC that the additional traffic generation resulting from the proposed development would not have a severe impact on the local highway network considering all reasonable future scenarios and that the highway network would continue to operate acceptably.

5.5 Comparison with ITP Haskoning Analysis

5.5.1 It is noted that the Langley Vale Action Group commissioned a review of the traffic generation analysis undertaken by ITP Haskoning Ltd (ITP) (*reference PC8097-RHD-XX-RP-R-0001*) which provided an alternative traffic generation scenario.

5.5.2 **Table 5.1** provides a comparison between the agreed traffic generation numbers presented in the TA and those presented by ITP. Whilst the ITP analysis outlined an increased number of vehicle trips, these increases are minimal and do not affect the conclusions of the wider traffic analysis (i.e. that the proposed development will have an acceptable impact on the local highway network). This position is agreed with SCC.

Table 5.1: Comparison of Vehicular Trip Generation Impact

Vision-Led Scenario						
Trip Rate Scenario	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
iTransport	14	35	48	30	14	44
ITP	18	45	63	42	20	63
Additional Vehicle Trips	+4	+10	+15	+12	+6	+18
Sensitivity Scenario						
Trip Rate Scenario	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
iTransport	15	38	53	34	16	50
ITP	17	45	62	42	20	62
Additional Vehicle Trips	+2	+7	+9	+8	+4	+12

Source: Table 1 of the RTR (*reference: ITB200788-007 TN*) and ITP Haskoning Ltd (ITP) (*reference: PC8097-RHD-XX-RP-R-0001*)

6 Sustainable Transport Package

6.1 Overview

6.1.1 This section of the TSoCG details the package of measures to promote sustainable transport for the proposed development that is agreed with SCC. This comprises:

- Active travel enhancements.
- Public transport improvements.
- The provision of a car club.
- Electric vehicle and e-bike charging points.
- The implementation of a Travel Plan.

6.2 Active Travel

6.2.1 It is agreed with SCC that the following measures are to be provided to promote active travel:

- New direct footways and a shared footway/cycleway onto Langley Vale Road as part of the site access arrangements (shown on **Drawing ITB200788-GA-002E**).
- A new direct connection at the southwest corner of the site to Bridleway 33.
- A site layout designed to prioritise active travel modes in line with HSfS as set out in Section 3.3 of this TSoCG.
- Improved pedestrian facilities within Langley Vale comprising new surfacing and crossing facilities as shown on **Drawings ITB200788-GA-101, ITB200788-GA-102, ITB200788-GA-103 & ITB200788-GA-104**. These improvements are to be secured via a pre-occupation condition (see Section 7 of this TSoCG).
- The site layout will be designed to prioritise active travel over the private car. This will be addressed at the reserved matters stage.
- All homes will be provided with secure cycle parking and e-bike charging facilities (to be secured via a planning condition as detailed at Section 6 of this TSoCG).
- Soft measures will be set out within the Travel Plan (see Section 5.6) to promote walking and cycling (e.g. the promotion of local cycle routes). Information on local active travel routes will be provided to all occupiers of new homes.
- Cycle vouchers of a value of £150 per occupant will be provided for all occupiers of the new development that can be used to purchase cycles, e-bikes or cycling equipment. This will be secured via a planning obligation (see Section 7 of this TSoCG and will be detailed within the Travel Plan).

6.3 Public Transport

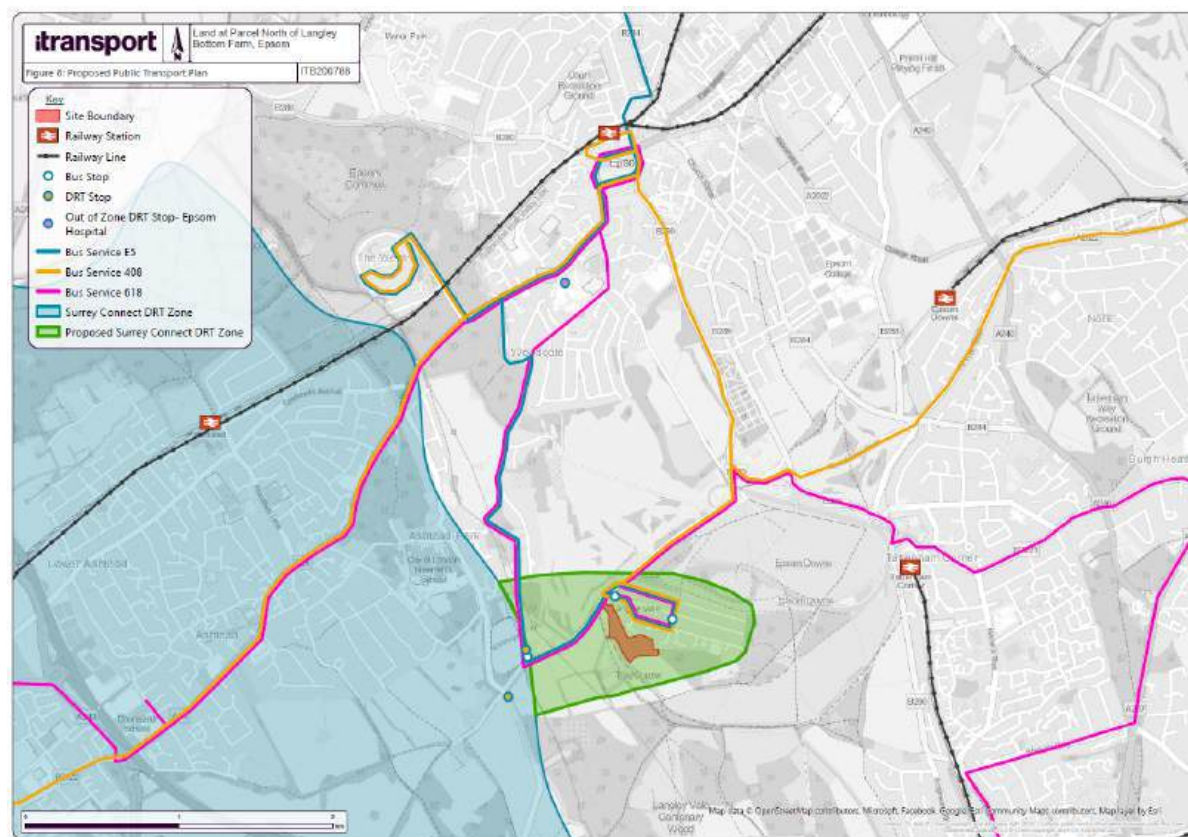
6.3.1 It is agreed with SCC that the following measures are to be provided to promote the use of public transport:

- The provision of a financial contribution of £200,000 per annum for five years to provide an enhanced bus service provision to the site, either through the extension of the Surrey Connect DDRT (Digital Demand Response Transport) service or securing/improving the existing E5 bus service to Langley Vale. The first payment will prior to or on occupation of the development and will be secured via a planning obligation (see Section 7 of this TSoCG).
- The £200,000 would be used to secure an additional bus to operate either an extended DDRT service to Langley Vale, or to improve the frequency and or operational timings of the existing bus service. This will be dependent on the build out times of the development and the trigger points for the contribution. However, it is envisaged that the frequency of services operating from the Grosvenor Road bus stop could be increased to an hourly or 45-minute service and/or the starting/finishing times extended from 0600 – 2000 with an additional Sunday service.
- The existing bus stops located at Grosvenor Road and Harding Road will be improved to include provision of shelter, seating, lighting, accessible kerbing and Real Time Passenger Information (RTPI). This will be secured via a planning condition (see Section 6 of this TSoCG).
- Measures will be set out within the Travel Plan (see Section 5.6) to promote public transport (e.g. the promotion of the Surrey Connect DDRT service). Information on local public transport will be provided to all occupiers of new homes.

6.3.2 For information, the proposed extension to the Surrey Connect DDRT service is shown on **Image 6.1** (full figure provided in **Figure 5**). This extension would cover both the proposed development and the village of Langley Vale with the service 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. It is agreed that an extended Surrey Connect DDRT service could provide:

- Improved public transport connections to the key destinations of Ashted and Leatherhead.
- Improved connections to Ashted railway station which offers fast and frequent rail services to London Waterloo, London Victoria, Guildford, Epsom and Dorking for greater connectivity further afield.
- Significant connectivity benefits to the existing households in Langley Vale.

Image 6.1: Proposed DDRT Extension



6.3.3 The Committee Report acknowledged that SCC is ***“satisfied that the proposed financial contribution for a period of 5 years to provide an enhanced bus service to the site is appropriate and can be considered an improvement to the level of public transport currently available.”***

6.4 Car Club

6.4.1 It is agreed with SCC that the proposed development will bring forward two car club spaces with associated electric vehicle charging points. Two car club electric vehicles will be provided for a minimum of three years with three years free membership and £50 worth of driving credit provided to new residents.

6.4.2 It is agreed that this will be secured via a suitably worded planning obligation (see Section 7 of this TSoCG).

6.5 Electric Vehicle and E-Bike Charging Points

6.5.1 Whilst the details of electric vehicle and e-bike charging points are a reserved matter, it is agreed with SCC that this infrastructure be provided in line with SCC's adopted guidance. As a minimum:

- Each new home will be provided with one 'fast' electric vehicle charging point (min 7kW).
- 50% of any communal parking spaces will be provided with active vehicle electric charging points and 50% will be provided with passive electric vehicle charging points.
- Each new home will be provided with one e-bike charging point (or the equivalent infrastructure to charge e-bikes).
- 5% of all communal cycle parking spaces will be provided with the ability to charge e-bikes.

6.5.2 It is agreed with SCC that the provision of electric vehicle and e-bike charging points will be secured via a planning condition (see Section 7 of this TSoCG).

6.6 Travel Plan

6.6.1 It is agreed with SCC that a Travel Plan will be implemented at the development from first occupation. This Travel Plan will be in accordance with the Framework Travel Plan (*report reference: report ITB200788-002a*) that was submitted alongside the outline application and agreed with officers at SCC.

6.6.2 It is agreed with SCC that this Travel Plan will be secured via a planning condition (see Section 7 of this TSoCG) and that it will need to be submitted and approved prior to first occupation of the development.

7 Planning Conditions and Obligations

7.1 Overview

- 7.1.1 The Committee Report published by EEBC outlined a of recommended planning conditions and obligations that were informed following discussions with relevant Consultees and Fairfax. The transport related conditions and obligations are agreed between Fairfax and SCC and are summarised in the remainder of this section.

7.2 Planning Conditions

- 7.2.1 The following transport-related planning conditions as detailed in the Committee Report are agreed between SCC and Fairfax:

- **Condition 4 – Construction Transport Management Plan**

No development shall commence unless and until a Construction Transport Management Plan has been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- a) parking for vehicles of site personnel, operatives and visitors*
- b) loading and unloading of plant and materials*
- c) storage of plant and materials*
- d) programme of works (including measures for traffic management)*
- e) provision of boundary hoarding behind any visibility zones*
- f) HGV deliveries and hours of operation*
- g) vehicle routing*
- h) measures to prevent the deposit of materials on the highway*
- i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused*
- j) on-site turning for construction vehicles*

The approved details shall be implemented during the construction of the development.

Reason: For the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the NPPF 2024, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

- **Condition 13 – New Access**

No part of the development shall be first occupied until the proposed vehicular, pedestrian and cycle accesses to Langley Vale Road has been constructed and provided with visibility zones in general accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: For the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the NPPF 2024, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

- **Condition 14 – Vehicle Parking, Loading/Unloading and Turning Areas**

The development hereby approved shall not be first occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles / cycles to be parked and for the loading and unloading of vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / loading and unloading / turning areas shall be retained and maintained for their designated purposes.

Reason: For the development not to prejudice highway safety nor cause inconvenience to other highway users in accordance with the objectives of the NPPF 2024, and to satisfy policies DM35 and DM36 of the Development Management Policies 2015 and Policy CS16 of the Core Strategy 2007.

- **Condition 15 – Provision for Sustainable Modes**

The development hereby approved shall not be first occupied until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

a) The improvement of the bus stops located at Grosvenor Road and Harding Road to include provision of shelter, seating, lighting, accessible kerbing and Real Time Passenger Information (RTPI).

b) Information to be provided to residents regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs /car clubs.

c) Provision of pedestrian improvements to allow for access to local bus stops and facilities in broad accordance with Drawings ITB200788-GA-101, ITB200788-GA-102, ITB200788-GA-103 & ITB200788-GA-104 set out in Section 3 of the Enhanced Sustainable Transport Strategy.

Thereafter, the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 of the NPPF 2024 and in meeting its objectives as well as and to satisfy policies DM35.

- **Condition 16 – Cycle Parking**

The development hereby approved shall not be first occupied until details of cycle facilities have been submitted to and approved in writing by the Local Planning Authority. Details shall include:

- (i) High quality, secure, lit and covered cycle parking for each dwelling.*
- (ii) Charging points with timers for e-bikes within said facilities;*
- (iii) Clear hardstanding routes between the cycle stores and the site access*

Thereafter, the approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 of the NPPF 2024 and in meeting its objectives as well as and to satisfy policies DM35 and DM36 of the Development Management Policies Document 2015.

- **Condition 17 – Electric Vehicle Charging Points**

The development hereby approved shall not be occupied until details of EV charging points are submitted and approved in writing by the Local Planning Authority. Details shall include each of the proposed dwellings being provided with a fully operational fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply).

Thereafter, the approved spaces shall be retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 of the NPPF 2024 and in meeting its objectives as well as and to satisfy policies DM35 and DM36 of the Development Management Policies Document 2015.

- **Condition 21 – Travel Plan**

The development permitted shall not be first occupied until a Travel Plan is submitted to and approved in writing by the Local Planning Authority in accordance with the submitted and approved Framework Travel Plan dated June 2025 (report ITB200788-002a). The Travel Plan shall broadly be in line with the sustainable development aims and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide". The approved Travel Plan shall be implemented upon first occupation and for each and every subsequent occupation of the development thereafter, maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason: In recognition of Section 9 of the NPPF 2024 and in meeting its objectives as well as and to satisfy policies DM35 and DM36 of the Development Management Policies Document 2015.

7.3 Planning Obligations

7.3.1 The following transport-related planning obligations as detailed in the Committee Report are agreed between SCC and Fairfax:

- Payment of a financial contribution of £200,000 per annum for five years to provide an enhanced bus service provision to the site, either through DDRT (Digital Demand Response Transport) or securing/improving the existing E5 bus service to Langley Vale. The first payment will prior to or on occupation of the development.
- Provision of two car club spaces and vehicles prior to occupation of the development, alongside electric vehicle charging points for the use of these vehicles, for a minimum period of three years, with three years free membership and £50 worth of driving time credit for occupiers of the new development.
- Provision of cycle vouchers³ for occupiers of the new development.

7.3.2 The above obligations are agreed to be secured through an appropriately worded Section 106 agreement.

³ Agreed to be a value of £150 per household.

FIGURES

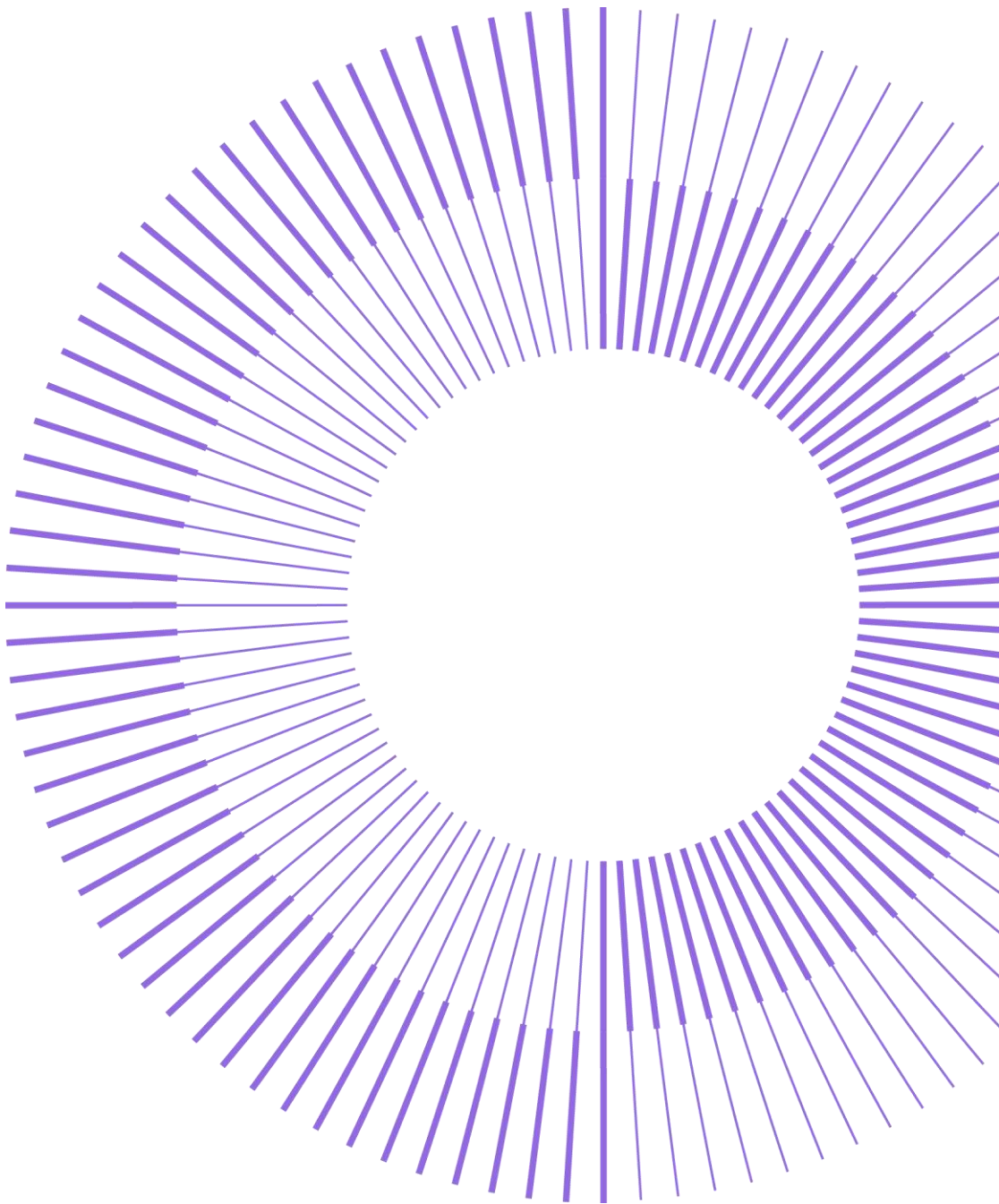


Figure 1: Public Rights of Way Network

ITB200788

Key

 Site Boundary

 Railway Station

 Railway Line

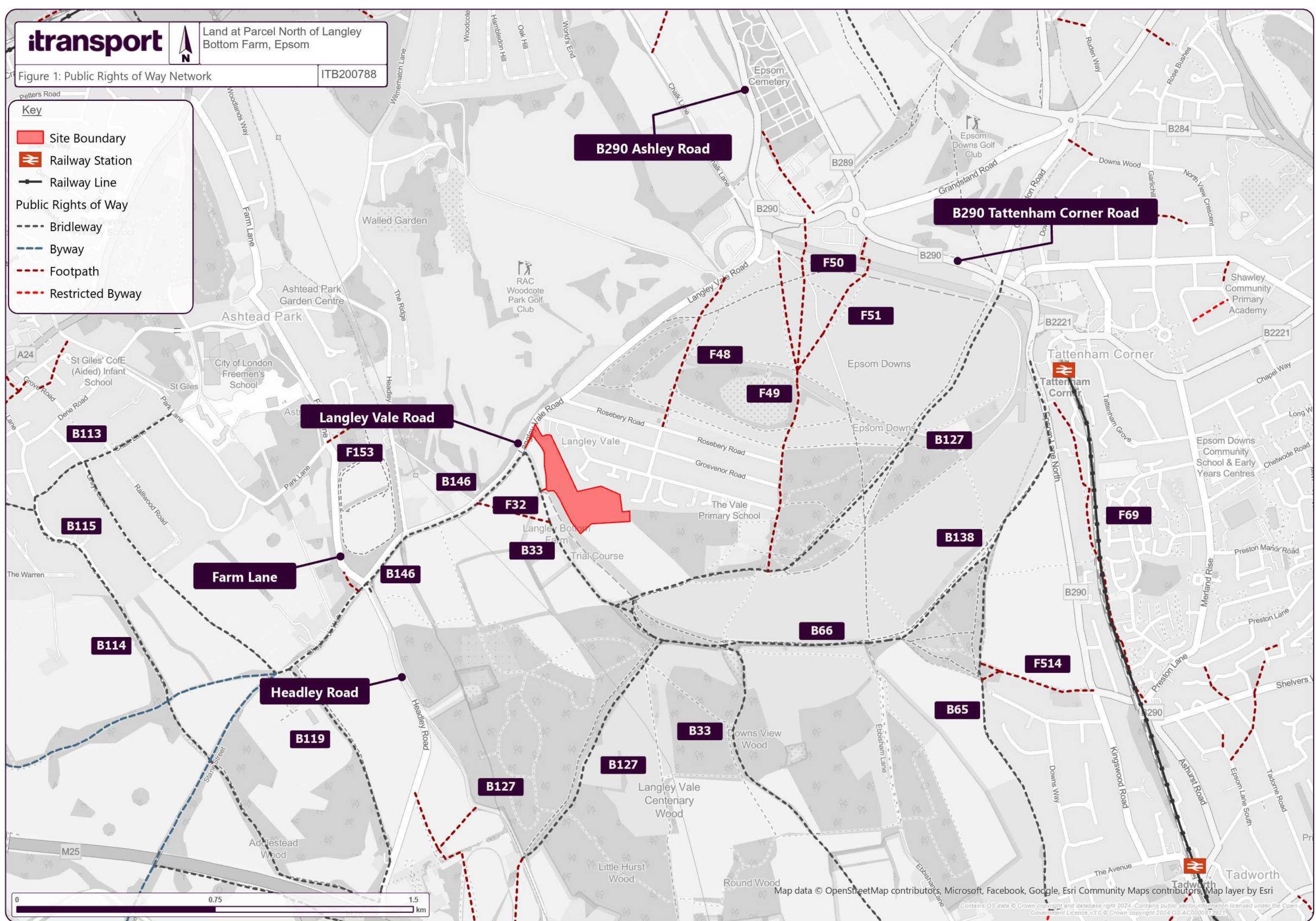
Public Rights of Way

 Bridleway

 Byway

 Footpath

 Restricted Byway



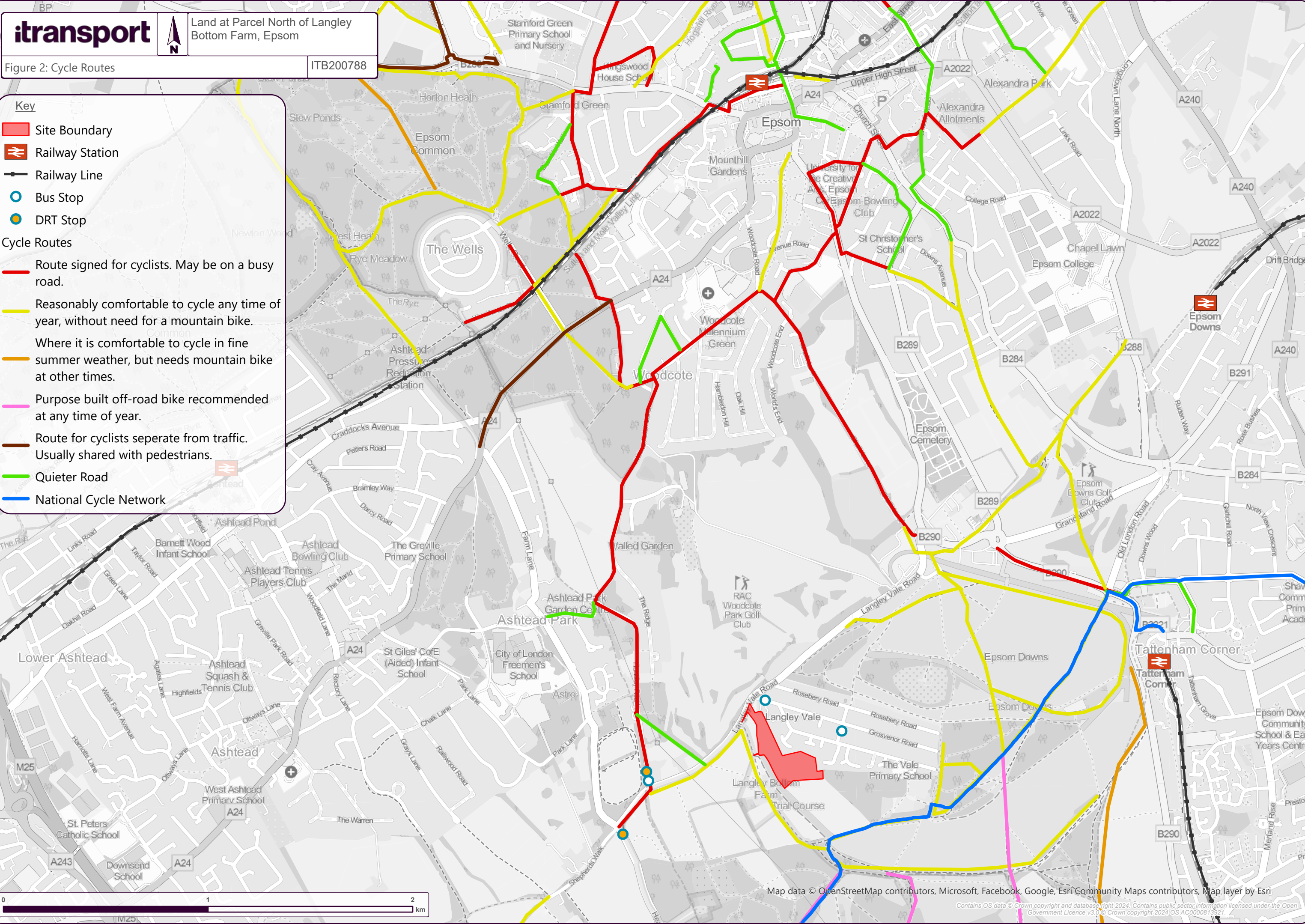


Figure 2: Cycle Routes

ITB200788

Key

- Site Boundary
- Railway Station
- Railway Line
- Bus Stop
- DRT Stop

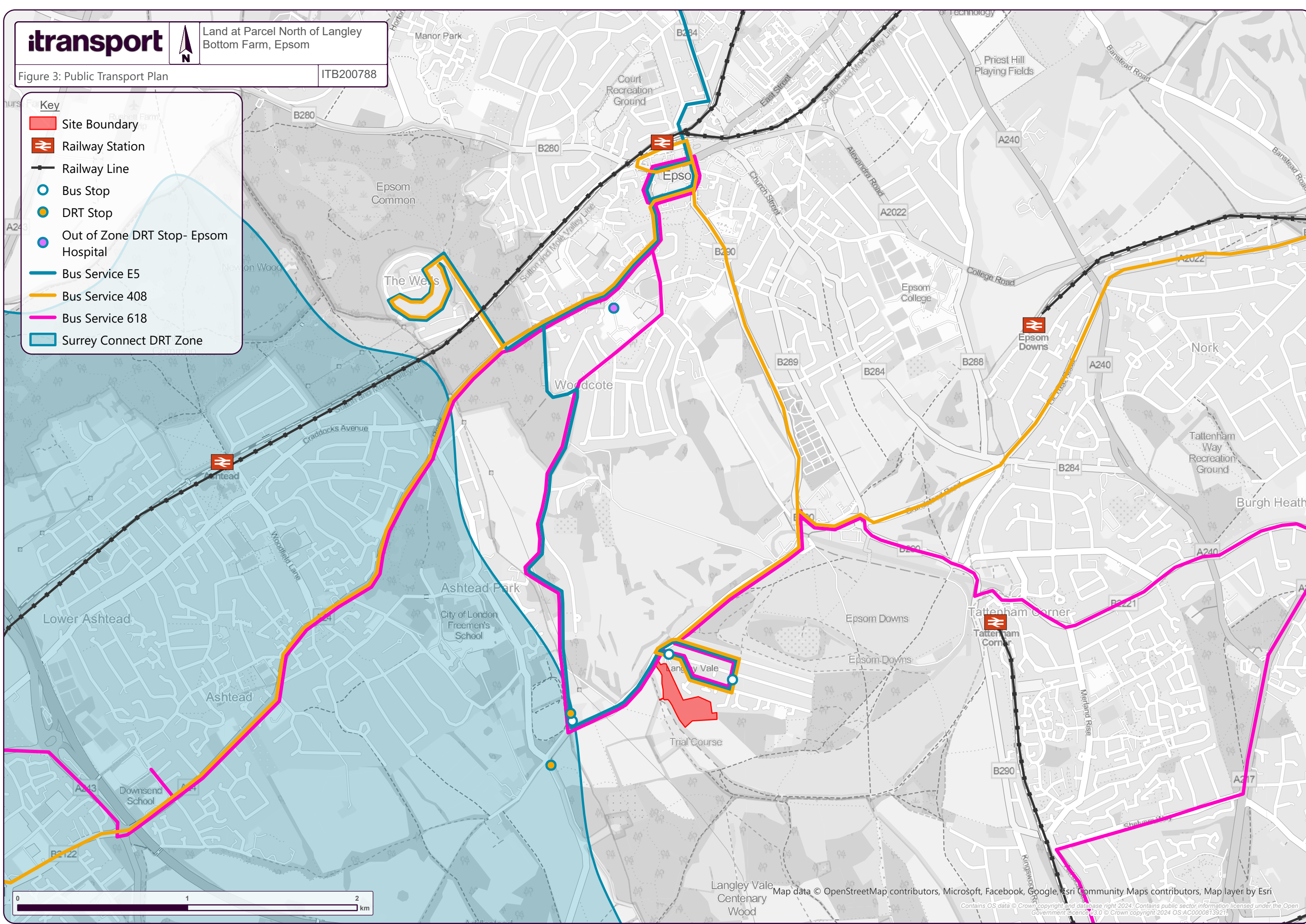
Cycle Routes

- Route signed for cyclists. May be on a busy road.
- Reasonably comfortable to cycle any time of year, without need for a mountain bike.
- Where it is comfortable to cycle in fine summer weather, but needs mountain bike at other times.
- Purpose built off-road bike recommended at any time of year.
- Route for cyclists separate from traffic. Usually shared with pedestrians.
- Quieter Road
- National Cycle Network



Key

- Site Boundary
- Railway Station
- Railway Line
- Bus Stop
- DRT Stop
- Out of Zone DRT Stop- Epsom Hospital
- Bus Service E5
- Bus Service 408
- Bus Service 618
- Surrey Connect DRT Zone



Key

- Site Boundary
- Bus Stop
- DRT Stop
- Railway Station
- Railway Line
- Centre of Developable Site

Healthcare

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

Leisure

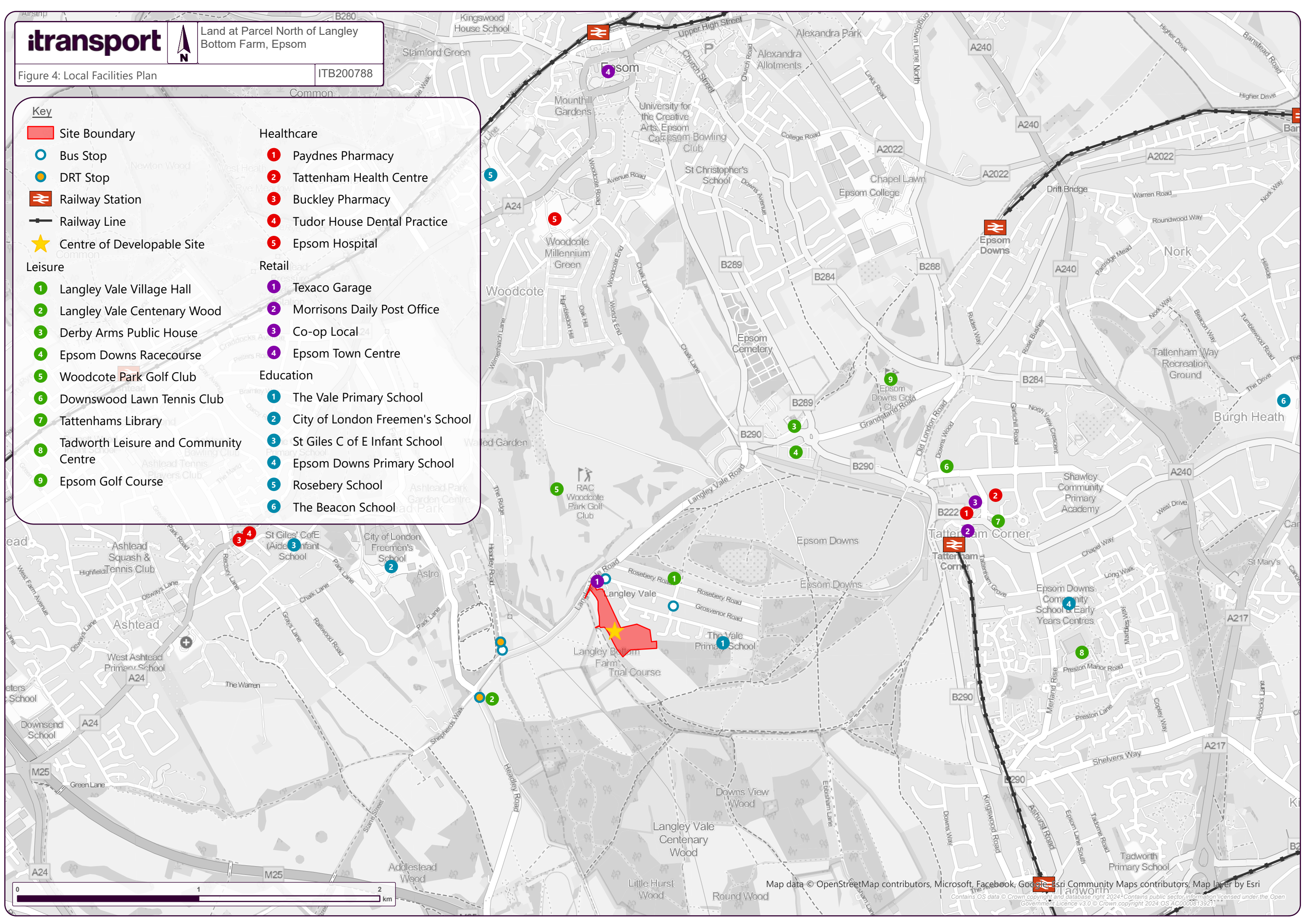
- 1 Langley Vale Village Hall
- 2 Langley Vale Centenary Wood
- 3 Derby Arms Public House
- 4 Epsom Downs Racecourse
- 5 Woodcote Park Golf Club
- 6 Downswood Lawn Tennis Club
- 7 Tattenhams Library
- 8 Tadworth Leisure and Community Centre
- 9 Epsom Golf Course

Retail

- 1 Texaco Garage
- 2 Morrisons Daily Post Office
- 3 Co-op Local
- 4 Epsom Town Centre

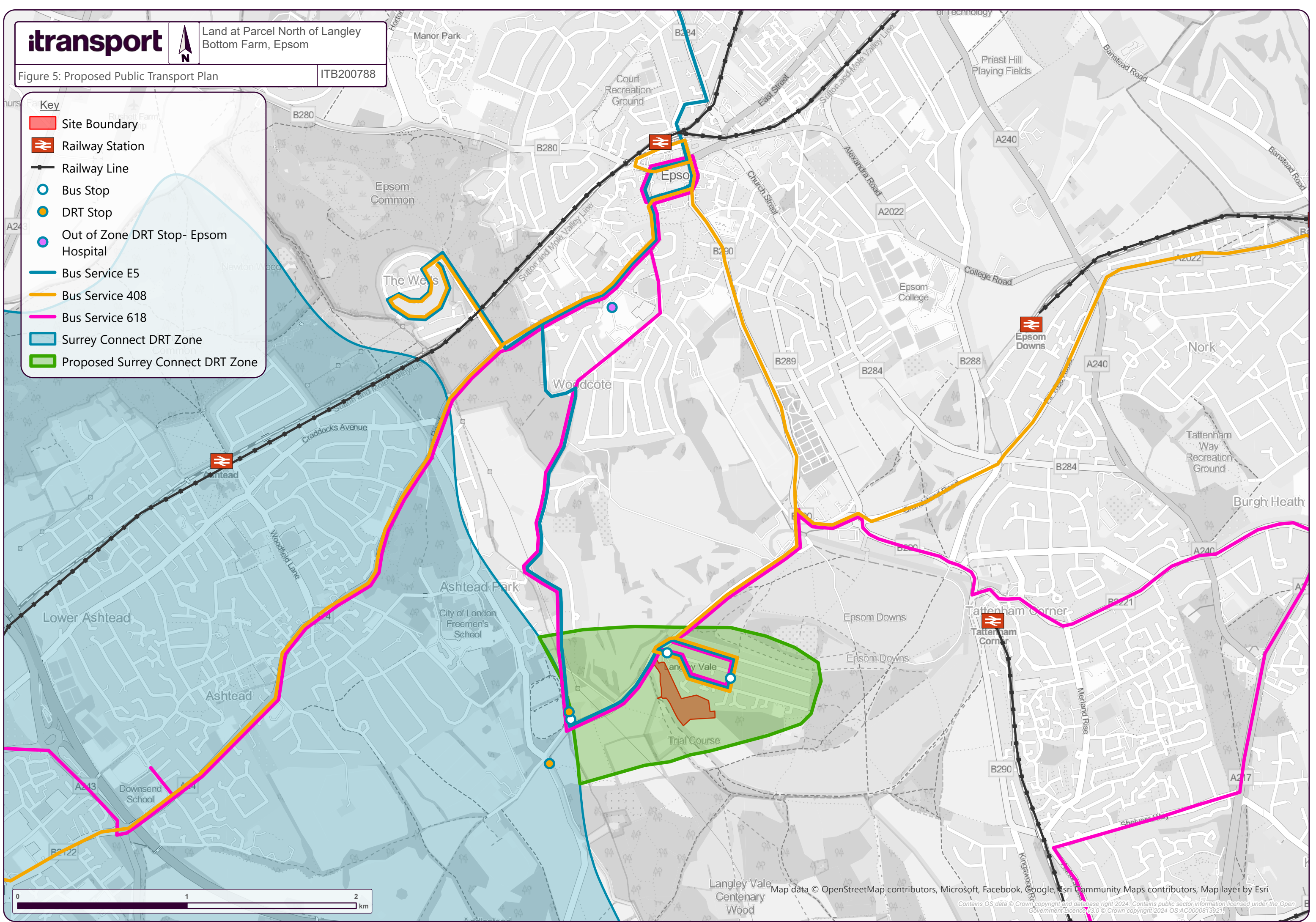
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- 2 City of London Freeman's School
- 3 St Giles C of E Infant School
- 4 Epsom Downs Primary School
- 5 Rosebery School
- 6 The Beacon School

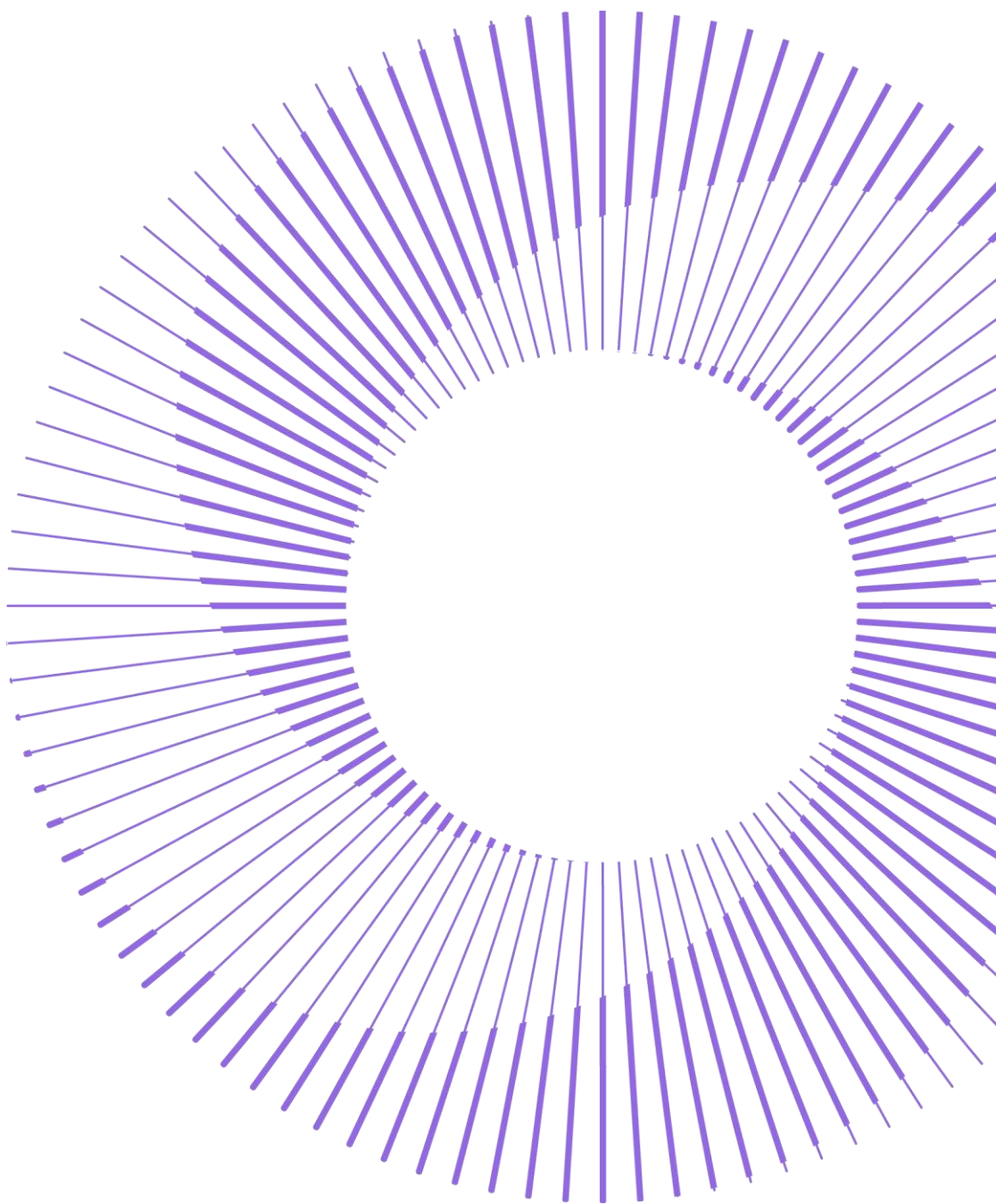


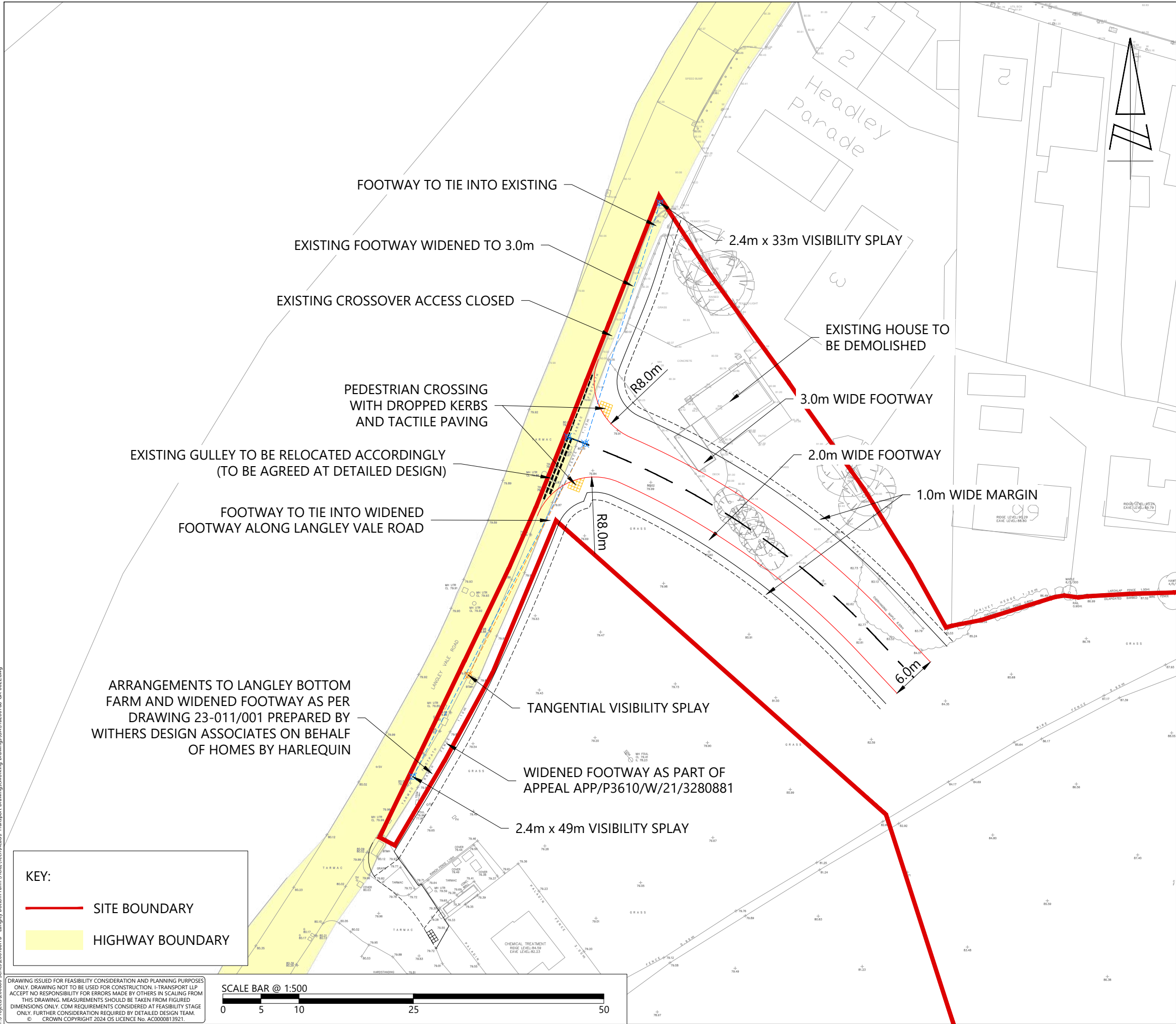
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- Railway Station
- Railway Line
- Bus Stop
- DRT Stop
- Out of Zone DRT Stop- Epsom Hospital
- Bus Service E5
- Bus Service 408
- Bus Service 618
- Surrey Connect DRT Zone
- Proposed Surrey Connect DRT Zone



DRAWINGS





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

STATUS: FOR INFORMATION



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Basingstoke, Hampshire, RG21 4EB
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TITLE: PROPOSED SITE ACCESS ARRANGEMENT

PROJECT: LANGLEY BOTTOM FARM (FIELD)

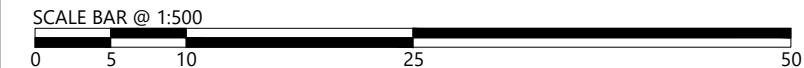
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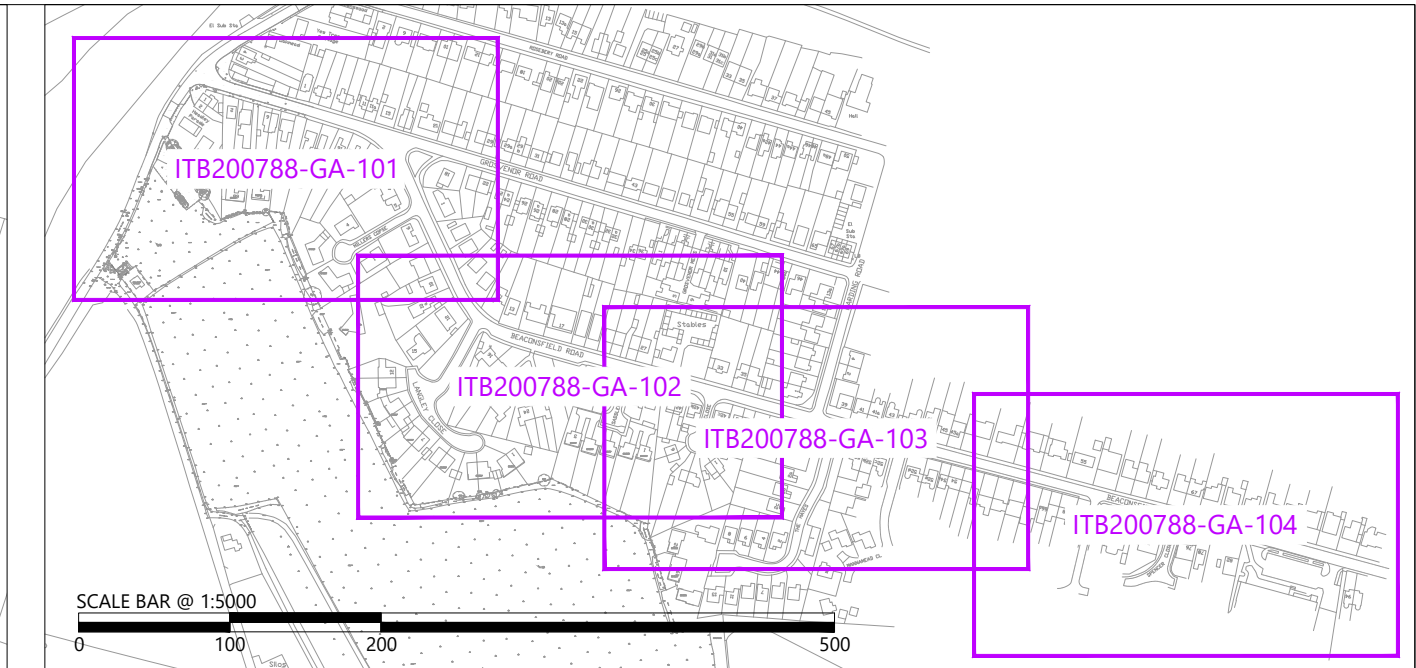
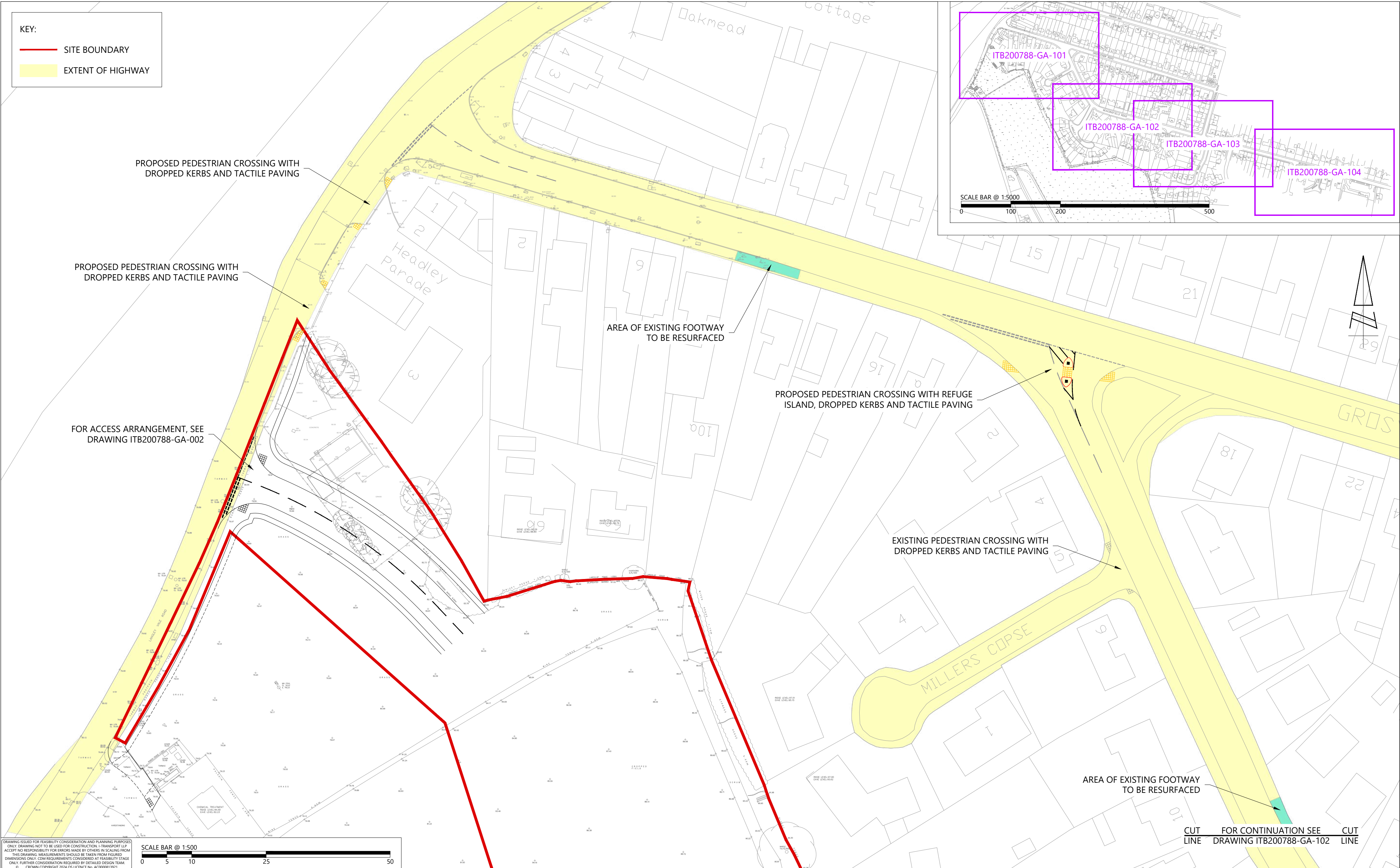
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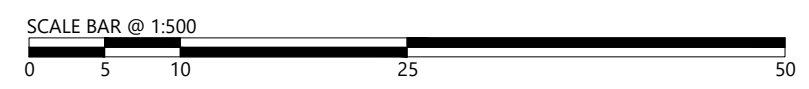
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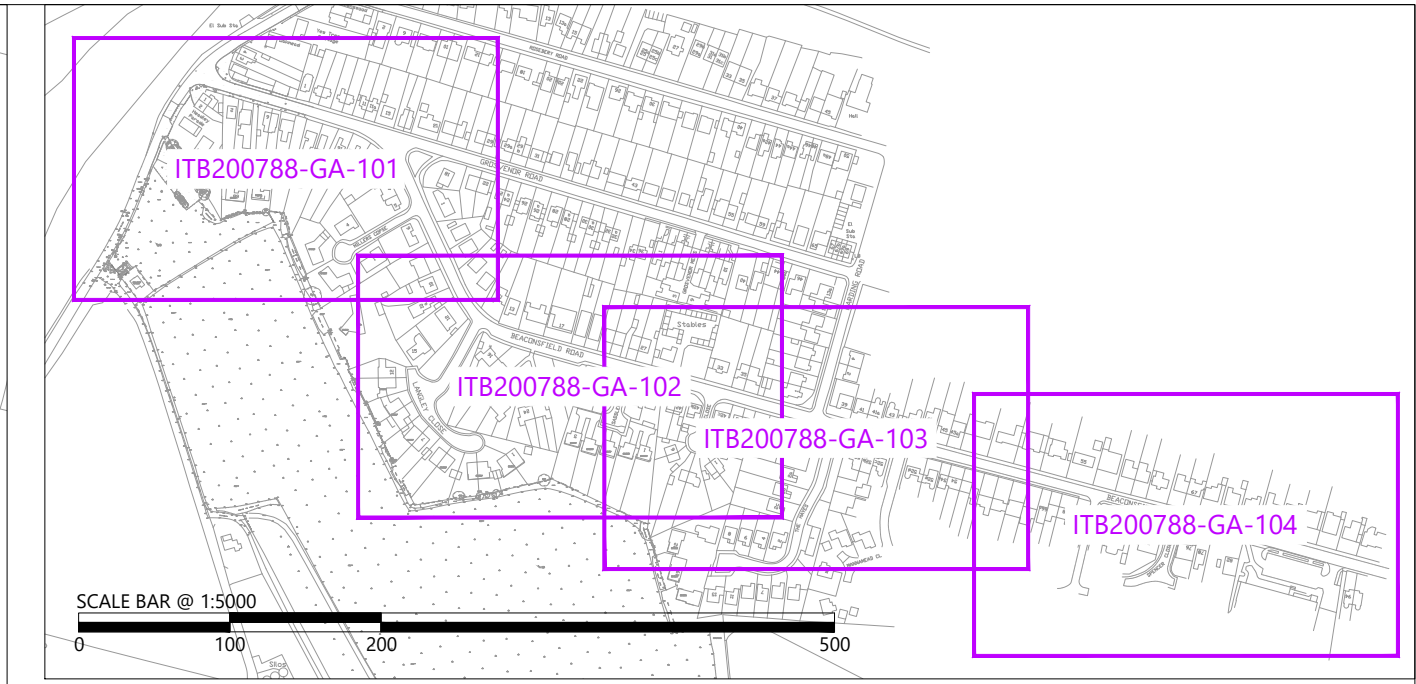
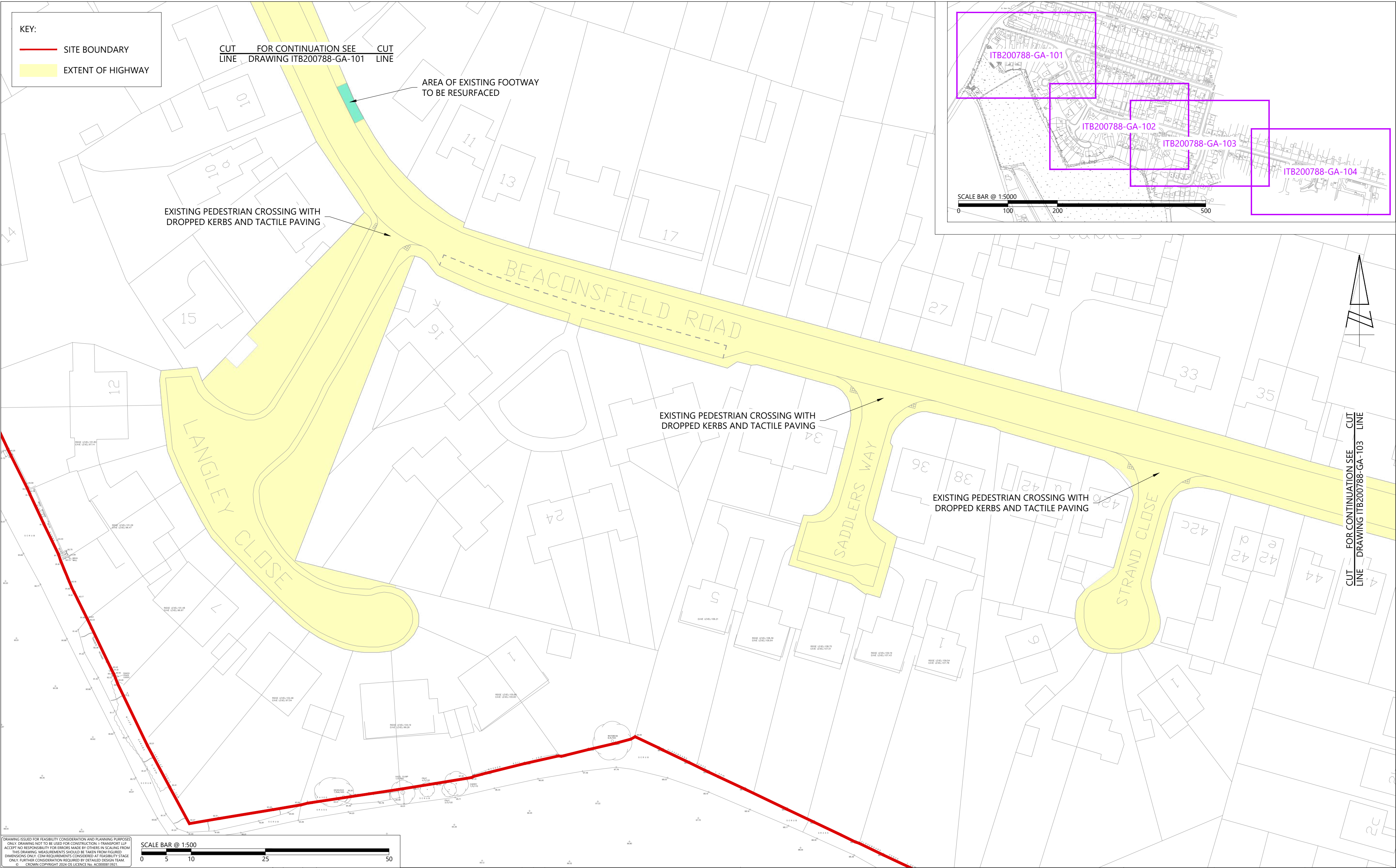


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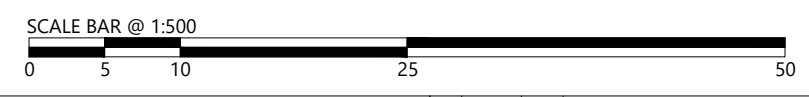
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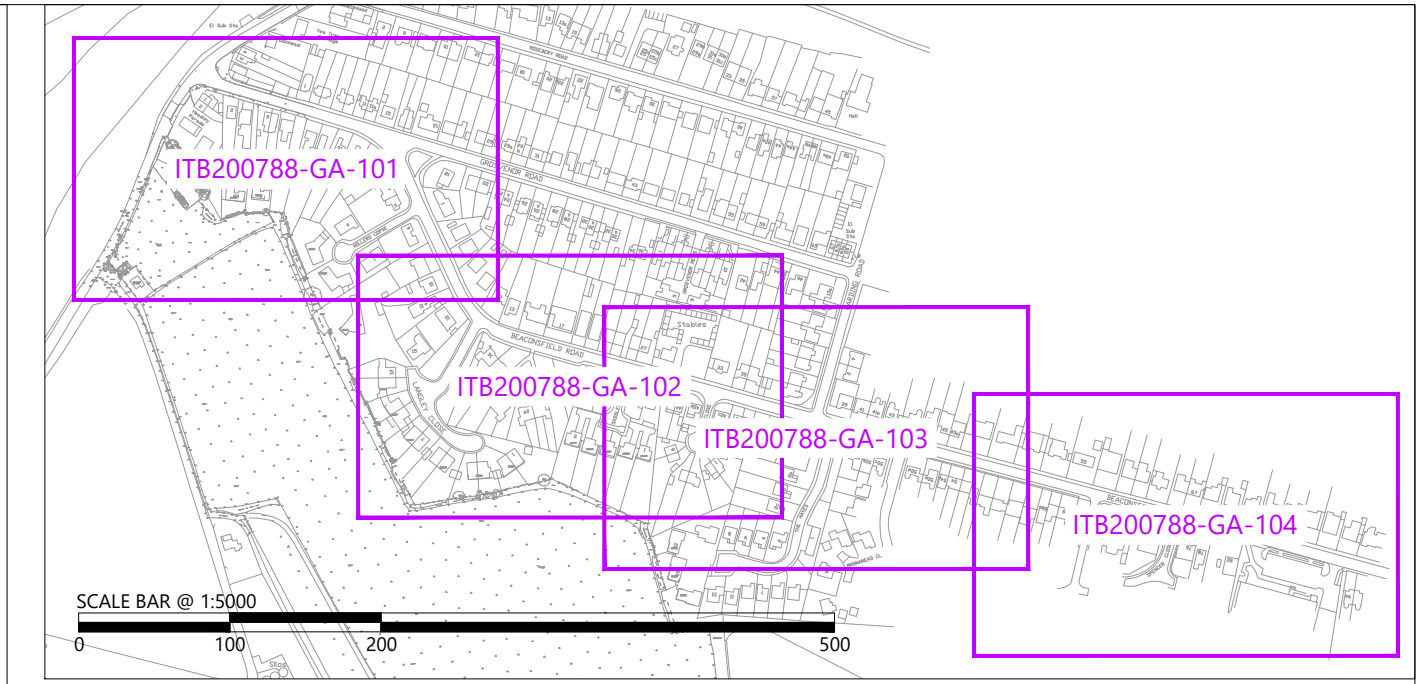
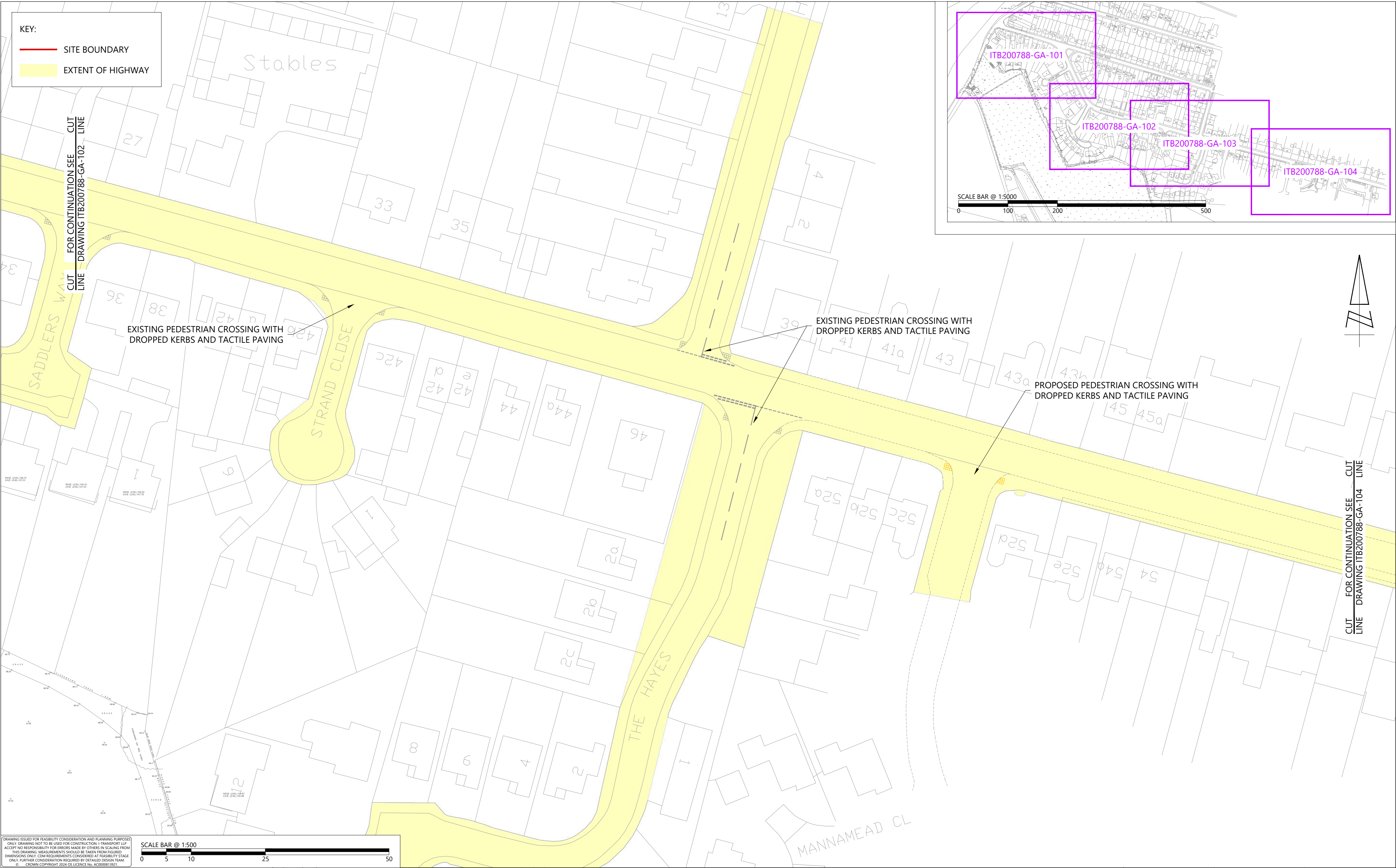
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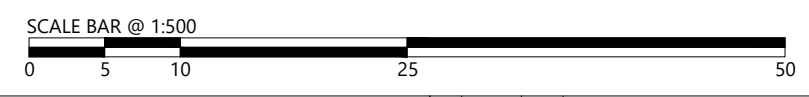
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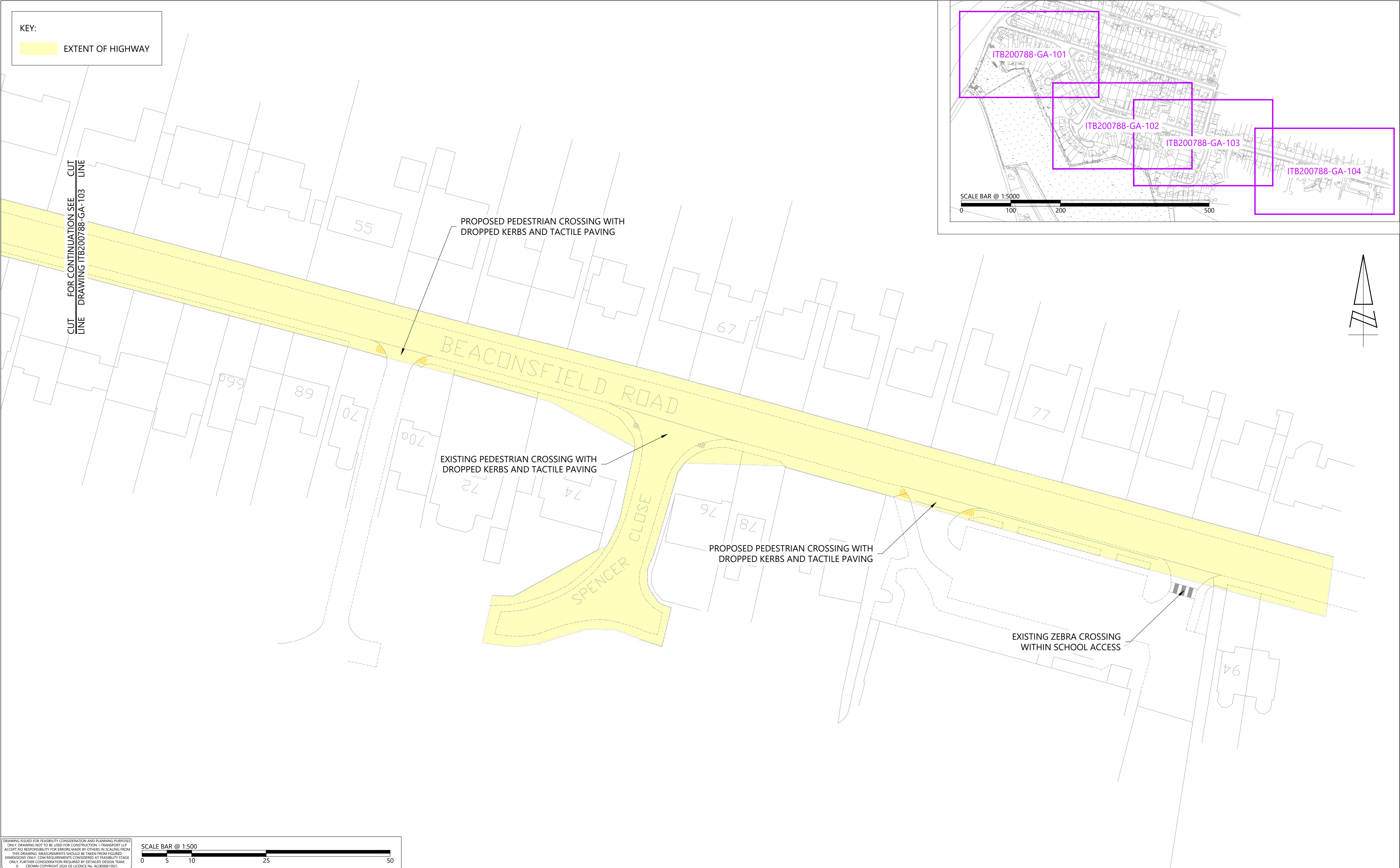
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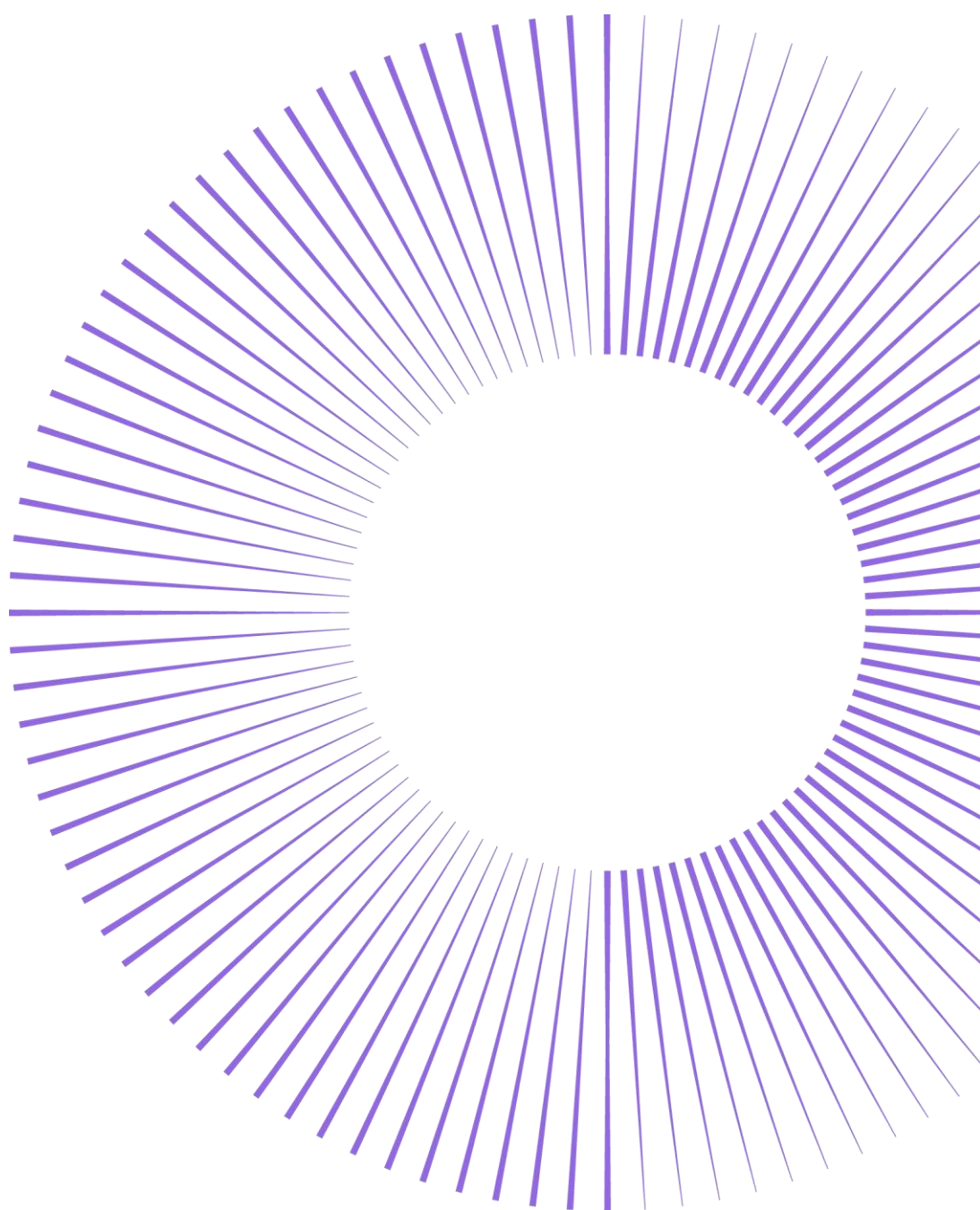
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REV DATE BY CHK APD STATUS: FOR INFORMATION	TITLE POTENTIAL OFF-SITE PEDESTRIAN IMPROVEMENTS SHEET 4 PROJECT: LANGLEY BOTTOM FARM (FIELD) CLIENT: FAIRFAX PROPERTIES	DRAWN: JD PROJECT No: ITB200788 DRAWING No: ITB200788-GA-104	CHECKED: MK SCALE @ A2: 1:500	APPROVED: DF DATE: 02.07.25 REV: -
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APPENDICES



APPENDIX A. Technical Notes

Farm View, Langley Vale Road, Epsom: Response to Transport Review

Ref: DF/MK/ITB200788-007 TN
Date: 4 February 2026

SECTION 1 Response to Transport Review

- 1.1.1** i-Transport has reviewed the Transport Review (Ref. PC8097-RHD-XX-ZZ-RP-R-0001) undertaken by ITP by Haskoning on behalf of the Langley Vale Action Group dated 29th October 2025. ITP have raised comments regarding the TRICS assessment and subsequent highway impacts, presented in the Transport Assessment (TA) prepared by i-Transport (Ref. ITB200788-001a). It is important to note however, that SCC did not raise any objection on this matter and confirmed agreement to the TRICS assessment undertaken within the i-Transport TA – these trip rates have been confirmed to be valid through a thorough and robust interrogation of the TRICS database.
- 1.1.2** ITP have conducted an alternative TRICS assessment which concluded that the vehicular trip generation presented within the i-Transport TA underestimates the estimated traffic impacts of the proposed development. It identifies that in the sensitivity scenario (i.e. no vision) the i-Transport TA underestimates the vehicular trip generation by 9 two-way movements in the morning peak hour (08:00-09:00) and 12 two-way movements in the evening peak hour (17:00-18:00). For the vision-led scenario, ITP suggest that the i-Transport TA underestimates the vehicular trip generation by 15 two-way movements in the morning peak hour and 18 two-way movements in the evening peak hour.
- 1.1.3** **Table 1.1** provides a comparison between the vehicular trip generation by i-Transport and that proposed by ITP for the sensitivity and vision-led scenarios.

Table 1.1: Comparison of Vehicular Trip Generation

	Sensitivity Scenario					
	08:00-09:00			17:00-18:00		
	In	Out	Two-Way	In	Out	Two-Way
i-Transport	15	38	53	34	16	50
ITP Increase	+2	+7	+9	+8	+4	+12
Total	17	45	62	42	20	62

	Vision-Led Scenario					
	08:00-09:00			17:00-18:00		
	In	Out	Two-Way	In	Out	Two-Way
i-Transport	14	35	49	30	14	44
ITP Increase	+4	+10	+14	+12	+6	+18
Total	18	45	63	42	20	62

1.1.4 Whilst the i-Transport assessment has been agreed with SCC, and in no way has been determined as invalid, **Table 1.1** identifies that even with the inclusion additional vehicular trips suggested by ITP:

- The proposal would generate circa one two-way movement per minute in both the morning and evening peaks in both scenarios (similar to the conclusions in the i-Transport TA) – the additional 9 and 12 two-way vehicular movements suggested by ITP for the sensitivity scenario would equate to one additional two-way movements every 5-minutes in both the morning and evening peak hour. This increase is immaterial and would not be noticeable.
- The additional 14 and 18 two-way vehicular movements proposed by ITP for the vision-led scenario would equate to between 1 – 2 additional two-way movements every 5-minutes in both the morning and evening peak hours. These increases are also immaterial and would not be noticeable.

1.1.5 To add further context to the above negligible impact, **Table 1.2** provides a link impact assessment on Langley Vale Road, considering both i-Transport's and ITP's vehicular trip generation numbers.

Table 1.2: Langley Vale Road Link Impact Assessment

		2030 Baseline		2030 Baseline + Development		Increase		Percentage Increase (%)	
		08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
i-Transport	NB	762	857	790	887	+28	+30	+3.7%	+3.5%
	SB	626	538	651	574	+25	+36	+4.0%	+6.7%
	Total	1388	1395	1441	1461	+53	+66	+3.8%	+4.7%
		2030 Baseline		2030 Baseline + Development		Increase		Percentage Increase (%)	
		08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
ITP	NB	762	857	797	896	+35	+39	+4.6%	+4.6%
	SB	626	538	653	577	+27	+39	+4.3%	+7.2%
	Total	1388	1395	1450	1473	+62	+78	+4.5%	+5.6%
		2030 Baseline		2030 Baseline + Development		Increase		Percentage Increase (%)	
		08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
Difference	NB	0	0	7	9	+7	+9	+0.9%	+1.1%
	SB	0	0	2	3	+2	+3	+0.3%	+0.6%
	Total	0	0	9	12	+9	+12	+0.6%	+0.9%

*NB = Northbound

*SB = Southbound

1.1.6 **Table 1.2** shows that even if the marginally greater ITP numbers were to be used, the percentage impact on Langley Vale Road as a result of the development proposal would continue to be imperceptible – overall increases of circa one vehicle per minute (circa 5%). The percentage increases from the ITP numbers over the i-Transport analysis are 0.6% and 0.9% in the morning and evening peak hours. The differences are immaterial and do not change the validity of the i-Transport technical analysis in that the traffic impacts of the development proposal are acceptable.

1.1.7 In conclusion:

- 1 The trip generation and traffic assessment undertaken by i-Transport remains acceptable and has been agreed with highways officers at SCC – it concludes that the traffic impacts of the proposed development are acceptable.
- 2 Even when the increased ITP trip generation exercise is applied to the proposed development the traffic impacts remain acceptable – the increases are immaterial and will not be noticeable.

Farm View, Langley Vale Road, Epsom: Response to Transport Review (Junction Assessments)

Ref: DF/MK/ITB200788-008 TN
Date: 9 February 2026

SECTION 1 Introduction

- 1.1.1 i-Transport has reviewed the Transport Review (*Ref. PC8097-RHD-XX-ZZ-RP-R-0001*) undertaken by ITP by Haskoning (ITP) on behalf of the Langley Vale Action Group dated 29 October 2025. ITP has raised comments relating to the capacity of the Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction and the site access junction on Langley Vale Road.
- 1.1.2 This note has been prepared to respond to these comments. However, it should be noted that Surrey County Council (SCC), as the local highway authority, did not raise any objection to the scope or methodology of the traffic assessment presented within the Transport Assessment (TA) prepared by i-Transport (*Ref. ITB200788-001a*).

SECTION 2 Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction

- 2.1.1 ITP have requested clarification for the omission of this junction from the capacity assessment undertaken within the TA prepared by i-Transport.
- 2.1.2 Analysis of this junction by i-Transport concluded that it was not necessary to assess this junction, given that the traffic generated by the development would have an imperceivable impact at this junction. Multiple peak hour site visits and observations did not identify any existing capacity issues at this junction.
- 2.1.3 Notwithstanding the above, a review of the development's impact at this junction has been undertaken in **Table 1.1** which provides the percentage impact at this junction based on the additional vehicular trips generated by the development (based on the sensitivity scenario presented in the TA for robustness).

Table 1.1: Percentage Impact at Downs Rd / Headley Rd / Farm Ln / Shepherd's Walk Junction
– i-Transport Assessment

2030 Future Baseline											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0	298	2	163	462	A	0	273	2	153	428
B	391	0	0	124	516	B	513	0	2	65	580
C	4	0	0	0	4	C	9	1	0	2	13
D	246	109	2	0	357	D	154	49	0	0	203
Total	642	406	4	287	1339	Total	676	323	4	220	1223
Development Vehicular Trip Generation (Sensitivity Scenario)											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0	11	0	3	14	A	0	0	0	0	0
B	5	0	0	0	5	B	16	0	0	0	16
C	0	0	0	0	0	C	0	0	0	0	0
D	2	0	0	0	2	D	5	0	0	0	5
Total	7	11	0	3	21	Total	21	0	0	0	21
Percentage Impact (%)											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0%	4%	0%	2%	3%	A	0%	0%	0%	0%	0%
B	1%	0%	0%	0%	1%	B	3%	0%	0%	0%	3%
C	0%	0%	0%	0%	0%	C	0%	0%	0%	0%	0%
D	1%	0%	0%	0%	1%	D	3%	0%	0%	0%	2%
Total	1%	3%	0%	1%	2%	Total	3%	0%	0%	0%	2%

Source: Consultant's Calculations. Arms labelled as follows:

*A = Downs Road

*B = Farm Lane

*C = Shepherd's Walk

*D = Headley Road

2.1.4 Table 1.1 identifies that even with the addition of development traffic:

- In the sensitivity scenario, the development proposal would generate an additional 21 two-way vehicular movements through the junction in both the AM and PM peak hour. This equates to less than two two-way movements every 5-minute through the junction.
- As a percentage increase, the traffic generated by the development proposal would result in a 2% increase in the total number of movements through the junction. This would be imperceivable and is well below the accepted 10% daily fluctuations in traffic levels.

2.1.5 In addition, a further comparison has been presented at **Table 1.2** which sets out a review of the development's impact at this junction based on ITP's alternative and unadjusted trip rates.

Table 1.2: Percentage Impact at Downs Rd / Headley Rd / Farm Ln / Shepherd's Walk Junction – ITP Assessment

2030 Future Baseline											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0	298	2	163	462	A	0	273	2	153	428
B	391	0	0	124	516	B	513	0	2	65	580
C	4	0	0	0	4	C	9	1	0	2	13
D	246	109	2	0	357	D	154	49	0	0	203
Total	642	406	4	287	1339	Total	676	323	4	220	1223
Development Vehicular Trip Generation (Sensitivity Scenario)											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0	12	0	4	16	A	0	1	0	0	1
B	6	0	0	0	6	B	19	0	0	0	19
C	0	0	0	0	0	C	0	0	0	0	0
D	3	0	0	0	3	D	6	0	0	0	6
Total	9	12	0	4	25	Total	25	1	0	0	26
Percentage Impact (%)											
AM Peak Hour (08:00-09:00)						PM Peak Hour (17:00-18:00)					
	A	B	C	D	Total		A	B	C	D	Total
A	0%	4%	0%	2%	3%	A	0%	0%	0%	0%	0%
B	2%	0%	0%	0%	1%	B	4%	0%	0%	0%	3%
C	0%	0%	0%	0%	0%	C	0%	0%	0%	0%	0%
D	1%	0%	0%	0%	1%	D	4%	0%	0%	0%	3%
Total	1%	3%	0%	1%	2%	Total	4%	0%	0%	0%	2%

Source: Consultant's Calculations. Arms labelled as follows:

*A = Downs Road

*B = Farm Lane

*C = Shepherd's Walk

*D = Headley Road

2.1.6 **Table 1.2** supports the conclusions of **Table 1.1** with near identical results.

2.1.7 **Tables 1.1** and **1.2** demonstrate that the traffic generated by the development proposal would have a negligible impact at this junction, i.e. an overall 2% increase or less than two two-way vehicular movements every 5-minutes. A junction capacity assessment of this junction is not required.

SECTION 3 Site Access Junction and Langley Vale Road

- 3.1.1 ITP also raised a query in relation to existing queuing on Langley Vale Road in the vicinity of the site access junction and queried why this was not addressed by i-Transport in the capacity testing of the proposed site access junction.
- 3.1.2 Multiple peak hour site visits and video footage obtained from the traffic surveys identified that queuing on Langley Vale Road results from equestrian users existing the adjacent bridleways and entering the carriageway for a short stretch. These conditions relate to the interaction between road users rather than highway capacity constraints (i.e. motor vehicles slowing down to pass horses or waiting behind horses before the equestrians exit the carriageway). This event is clearly shown in the photos in Appendices C and D of the ITP report which show horses in the carriageway. This occurrence also often happens in conjunction with horses crossing Langley Vale Road at the Pegasus crossing to the southwest of the site which can temporarily increase queuing.
- 3.1.3 Analysis of equestrian use was included within the TA which identified that during the highway peak hours (08:00-09:00 and 17:00-18:00) that there are few equestrian movements on Langley Vale Road (11 movements between 08:00-09:00 and zero movements between 17:00-18:00). Given that the equestrians travel in groups, known as 'strings', the actual number of occurrences when interactions between motorised users and equestrians occur during the highway peak hours is low (i.e. queueing occurrences are minimal).
- 3.1.4 In addition, the analysis from the survey footage identified that when equestrians do enter the carriageway and result in queues forming on Langley Vale Road, the delay lasts for approximately 1-minute before the equestrians exit the carriageway and Langley Vale Road returns to free-flowing conditions.
- 3.1.5 In conclusion, whilst equestrian users in the carriageway do result in queuing, these queues only occur a handful of times during the morning peak hour and dissipate quickly. This cannot be replicated in the Junctions 11 model which confirms that the site access will operate acceptably based on highway geometry and expected traffic flows. Any impacts from the equestrian caused queueing are minimal and temporary.

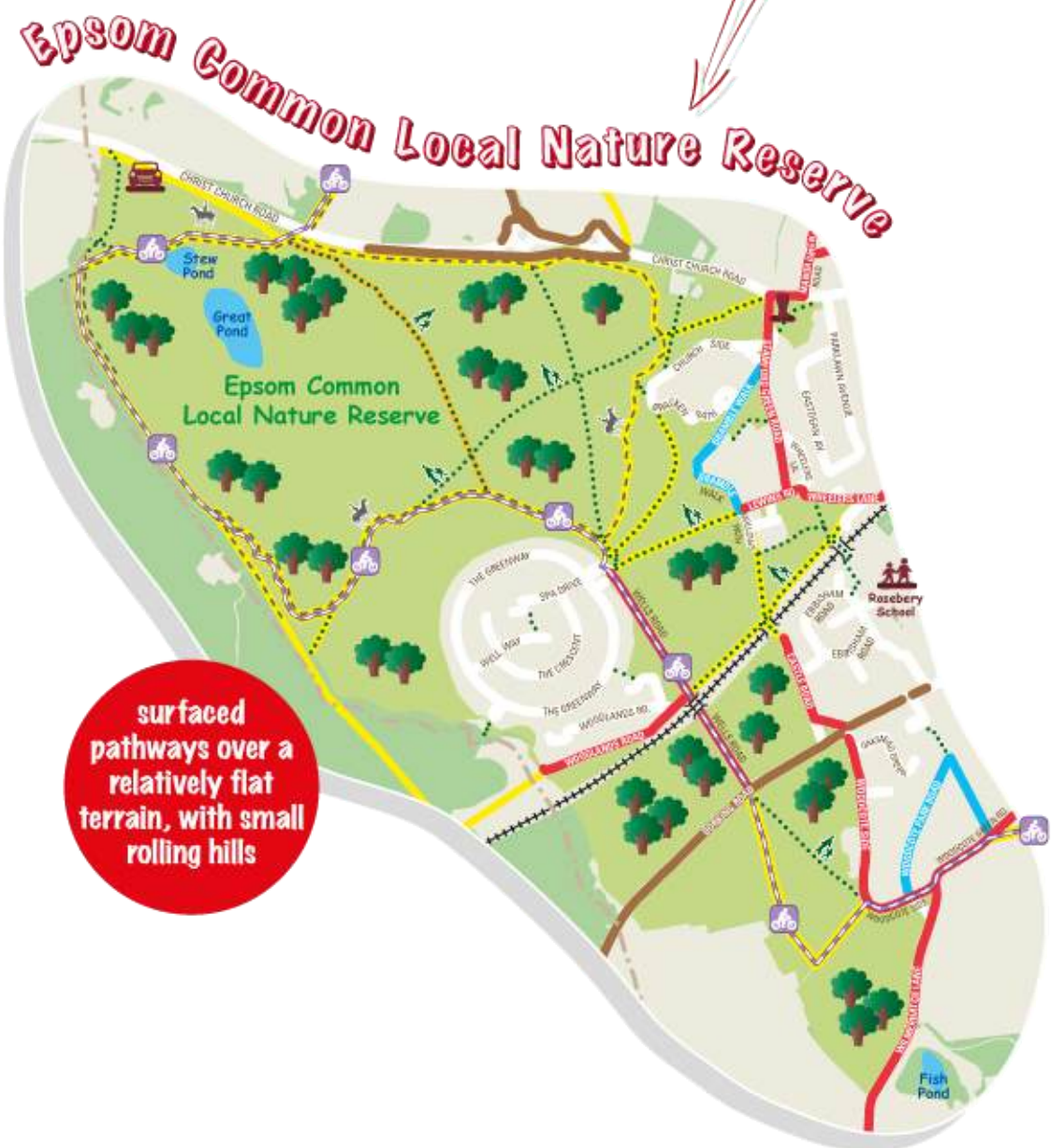
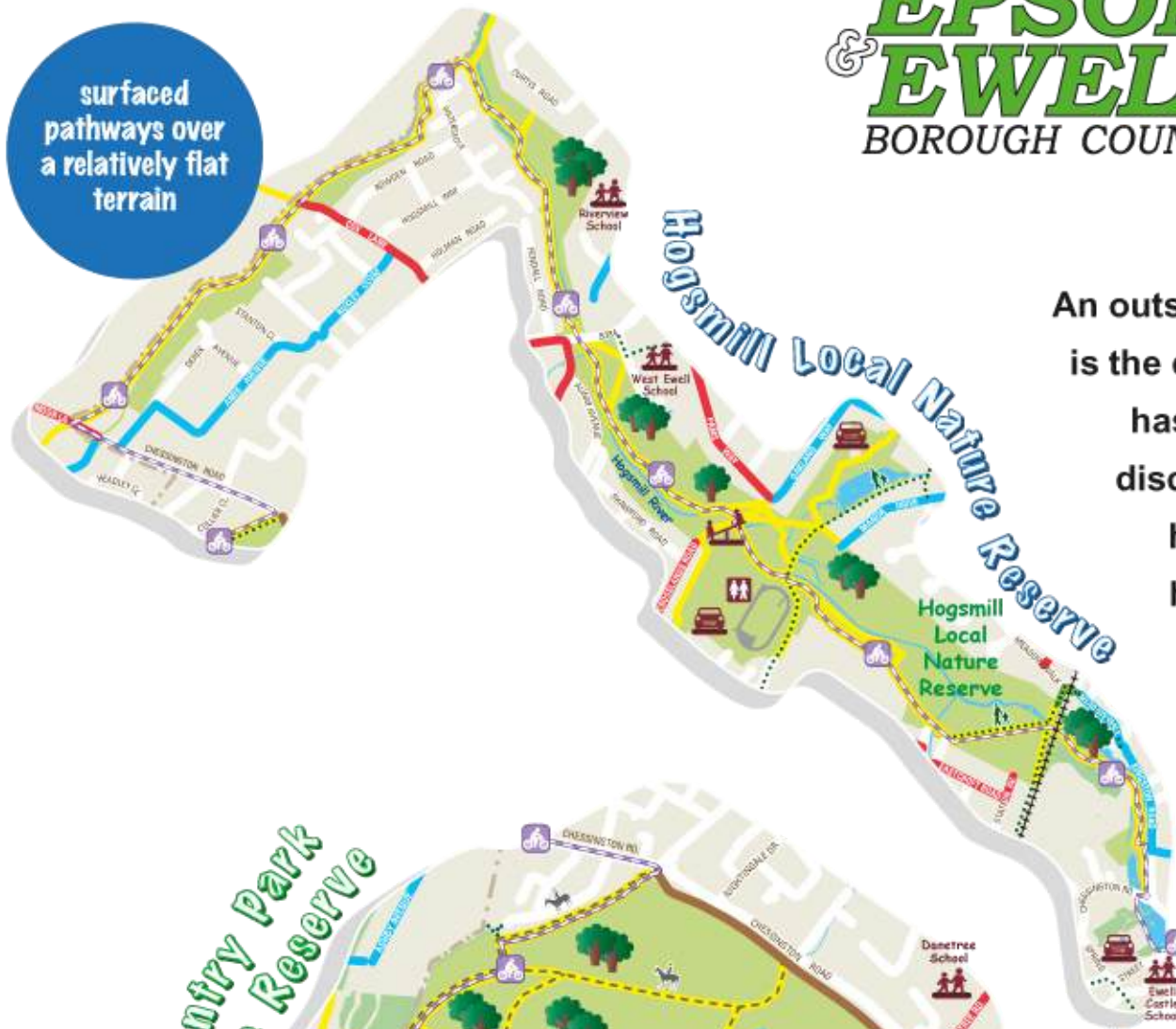
SECTION 4 Conclusion

4.1.1 In conclusion:

- 1 No junction assessments are necessary for the Downs Road / Headley Road / Farm Lane / Shepherd's Walk junction as the traffic generated by the development proposal would have a negligible impact at this junction. The additional flows from the development equate to less than two two-way movements per minute through the junction in both the AM and PM peak hours, or a 2% increase in the total number of movements through the junction. This increase is imperceptible.
- 2 The existing observed queues on Langley Vale Road result from equestrians entering the carriageway and interacting with motorised users. Analysis was undertaken within the TA which shows that there are few occurrences of interaction between users during the highway peaks, and that when such interactions do occur, queues last for short periods before free-flowing conditions on Langley Vale Road return (i.e. they dissipate quickly). The site access junction will operate acceptably with any impacts from the equestrian caused queuing identified to be minimal and temporary.

APPENDIX B. Epsom and Ewell Cycle Map

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.



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

KEY

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

