



# **Jockey Club Racecourse Limited**

Sandown Park Racecourse  
Draft Residential Travel Plan

February 2019



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## **Appendices**

- A Local bus route map

# 1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been appointed by Jockey Club Racecourses Limited to provide transport and travel planning advice for the facilitating residential element of the proposed development at Sandown Park Racecourse.

1.1.2 The proposed residential development is sought in outline and consists of five sites which include the following sites with approximate number of units:

- Site 1: Mews – 15 residential units.
- Site 2: Urban Frontage – 49 residential units.
- Site 3: Villas – 114 residential units.
- Site 4: Crescent – 72 residential units.
- Site 5: Villas– 68 residential units.

1.1.3 The residential element of the Sandown Racecourse Masterplan will provide a total of approximately 318 units with associated car and cycle parking. New access points onto the local highway network are being constructed for sites 1, 3, 4, and 5.

1.1.4 The purpose of this draft Residential Travel Plan is to lay out a strategy for **encouraging a reduction in resident's dependence on private** car use through encouraging the use of public transport, walking and cycling. The Travel Plan's key objective is to promote sustainable modes of transport to reflect current local, regional and national policy objectives in respect of transport.

1.1.5 This Residential Travel Plan has been prepared in draft form to support the Outline Planning Application. A final Residential Travel Plan or Travel Plan Statement will be provided for each residential development site with each Reserved Matters Application.

1.1.6 The remainder of the document is set out as follows:

- **Section 2: Site assessment** – Describes the accessibility of the site by a range of different transport modes.

- **Section 3: Proposed development** – sets out the facilitating residential development proposals and their accessibility to local amenities
- **Section 4: Travel Plan Aims and Objectives** – Sets out aims and objectives of the Travel Plan.
- **Section 5: Travel Plan Management** – Outlines how travel planning for the site will be managed by the Travel Plan Coordinator and how the Travel Plan will be secured.
- **Section 6: Travel Plan Measures for Residents** – Sets out the proposed measures to encourage future residents to travel using sustainable modes.
- **Section 7: Travel Plan Measures for Visitor and Deliveries** – Sets out the proposed measures to encourage future visitors and delivery companies serving the site to travel more sustainably.
- **Section 8: Indicative Baseline Mode Share** – Sets out the indicative modal split for residential units.
- **Section 9: Targets and Monitoring** – Outlines the method for setting targets and monitoring the progress of the Travel Plan.
- **Section 10: Securing the Travel Plan and Funding** – Sets out how the Travel Plan will be secured and funded.
- **Section 11: Action Plan** – Provides an Action Plan for implementing measures within the Travel Plan.

## **2 SITE ASSESSMENT**

### **2.1 Site Locations and Use**

- 2.1.1 The site is Sandown Park Racecourse, located in the town of Esher, within the county of Surrey. The Racecourse currently is made up of a mix of uses including horse racing facilities, leisure facilities including gym, golf course and ski centre, and conference/business events.
- 2.1.2 Sandown Park requires significant upgrades and enhancements of the existing Racecourse infrastructure, facilities and venues to secure premier Racecourse status. A review of the potential enhancements and rationalisation of the Racecourse facilities has led to the identification of potential sites for residential development on a small proportion of the Sandown Park site.
- 2.1.3 The proposed Racecourse enhancements and the facilitating residential development sites are to be delivered through a single Masterplan planning application. The proposed residential site locations are shown on Figure 1.

### **2.2 Walking and cycling**

- 2.2.1 The Racecourse site is well located for pedestrian access to Esher town centre **which is an approximately 5 to 6 minutes' walk (walking time = 100/80m a minute)** from the main Grandstand. In addition, the Racecourse is within a reasonable walking distance of public transport nodes with footways linking to them.
- 2.2.2 There are a number of bus stops which are located on the A307 Portsmouth Road, Esher Green, More Lane and Lower Green Road which surround the Racecourse. The Racecourse Grandstand is approximately a 13 – 16 minute walk from Esher Station via the A307 Portsmouth Road and B3379 Station Road.
- 2.2.3 Intermittent advisory cycle lanes run along the A307 Portsmouth Road to the south of the Racecourse which helps to prevent cars passing too close to cyclists. Figure 2 displays local cycle routes around the Racecourse.

### **2.3 Bus Network**

- 2.3.1 The nearest bus stops to the Racecourse are located on the A307 Portsmouth Road, Esher Green and More Lane. Appendix A contains a plan of the local bus

services. Table 2.1 displays a summary of the local bus services stopping at those stops.

**Table 2.1: Summary of bus services**

| Bus route                           | Bus Stop Names                             | Direction towards    | Hourly frequency |            |    |     |     |
|-------------------------------------|--|----------------------|------------------|------------|----|-----|-----|
|                                     |  |                      | Mon – Fri        |            |    | Sat | Sun |
|                                     |  |                      | AM               | Inter-peak | PM |     |     |
| <b>515</b>                          | Esher Green<br>Lower Green                 | Kingston             | 1                | 1          | 1  | 1   | 0   |
|                                     | Esher High Street                          | Addleston            | 1                | 1          | 1  | 1   | 0   |
| <b>715 (Portsmouth Road Branch)</b> | Littleworth Common                         | Kingston upon Thames | 1                | 1          | 1  | 1   | 0   |
|                                     | Esher Sandown Park<br>Esher Council Office | Guildford            | 0                | 1          | 1  | 1   | 0   |
| <b>715 (More Lane Branch)</b>       | Lower Green                                | Kingston upon Thames | 0                | 0          | 0  | 0   | 1   |
|                                     | Esher Green<br>High School                 | Guildford            | 0                | 0          | 0  | 0   | 1   |
| <b>458</b>                          | Esher Sandown Park                         | Staines              | 1                | 1          | 1  | 1   | 1   |
|                                     | Littleworth Common<br>Esher Council Office | Kingston upon Thames | 1                | 1          | 1  | 1   | 1   |

## 2.4 National Rail

2.4.1 Esher station is approximately 13 – 16 minutes walking distance from the Racecourse Grandstand via the A307 Portsmouth Road and the B3379 Station Road. The station is serviced by South Western Railway and links to London Waterloo and Clapham Junction Stations to the east and Woking to the west. Table 2.2 summarises the rail services stopping at Esher Station.



**Table 2.2: Rail Network Summary**

| Direction                   | Hourly frequency |            |    |     |     | Journey times |
|-----------------------------|------------------|------------|----|-----|-----|---------------|
|                             | Mon – Fri        |            |    | Sat | Sun |               |
|                             | AM               | Inter-peak | PM |     |     |               |
| <b>To London Waterloo</b>   | 6                | 2          | 2  | 2   | 2   | 23 - 30 mins  |
| <b>From London Waterloo</b> | 2                | 2          | 4  | 2   | 2   | 20 - 28 mins  |
| <b>To Woking</b>            | 2                | 2          | 4  | 2   | 2   | 20 - 25 mins  |
| <b>From Woking</b>          | 5                | 2          | 2  | 2   | 2   | 19 - 25 mins  |

## 2.5 Local Highway network

2.5.1 The proposed development sites will be accessed from the following roads:

- Site 1: Mews– More Lane.
- Site 2: Urban Frontage– Portsmouth Road via existing Racecourse secondary access.
- Site 3: Villas– Lower Green Road.
- Site 4: Crescent– Station Road.
- Site 5: Villas– Portsmouth Road.

2.5.2 The main Racecourse site access is located on the A307 Portsmouth Road. To the west of the access, Portsmouth Road links to Esher town centre and the A3 Esher Bypass via the A244. The A3 then links to the M25 via junction 10. To the east of the access, Portsmouth Road links to the B3379 Station Road via a signalled controlled junction and to the A309 Kingston Bypass via the ‘Scilly Isles’ junction which links the A3 to central London.

2.5.3 At the ‘Scilly Isles’ junction, the A309 Hampton Court Way links to the Racecourse to the M3 via the A308. The M3 provides access to the M25 north via junction 12. Locally, the A307 Portsmouth Road links to Kingston upon Thames to the East. Figure 3 displays the local highway network linking to the Racecourse.

### 3 PROPOSED DEVELOPMENT SITE CONTEXT AND ACCESSIBILITY

3.1.1 This section of the Travel Plan sets out the proposed residential development and each site's accessibility to local transport nodes and amenities.

#### 3.2 Site 1: Mews

3.2.1 The site has an area of circa 2,400m<sup>2</sup> and currently consists of a proportion of the Racecourse overflow stables and associated facilities. The site is currently accessed from the Racecourse's main site access on the A307 Portsmouth Road via the Sandown Park Lodge car park. There is an emergency vehicle access directly onto More Lane.

3.2.2 The demolition of the existing stables which will be relocated within Site A as part of the enhancement of the operational facilities will facilitate residential development on Site 1. The proposals are to provide approximately 15 residential units and 21 car parking spaces. The proposals comprise:

**Table 3.1: Site 1 – Mews development proposals**

| Unit type    | Number of units |
|--------------|-----------------|
| 1 bedroom    | 5               |
| 2 bedroom    | 10              |
| 3 bedroom    | 0               |
| <b>Total</b> | <b>15</b>       |

3.2.3 Access to Site 1 would be relocated to More Lane as shown on drawing 30918/AC/026\_A. This access junction is currently used as an emergency access to and from the Racecourse, the facility of which would be retained while also providing access to the proposed residential development. To accommodate the residential development the existing junction would be improved to enhance visibility.

3.2.4 The accessibility of Site 1 to the town centre, nearest bus stop, Esher Station and local schools is set out in Table 3.2.

**Table 3.2: Site 1 - Accessibility**

| <b>Location</b>          | <b>Distance (m)</b> | <b>Walking Time (80m/min)</b> | <b>Walking Time (100m/min)</b> | <b>Details</b>                             |
|--------------------------|---------------------|-------------------------------|--------------------------------|--|
| Town centre              | 424                 | 5                             | 4                              | Via Esher Green / Church Street            |
| Nearest bus stop         | 228                 | 3                             | 2                              | Esher Green Stops E and F                  |
| Esher Station            | 1,870               | 23                            | 19                             | Via Lower Green Road / Racecourse footpath |
| Nearest Primary School   | 1,370               | 17                            | 14                             | Cranmere Primary School                    |
| Nearest Secondary School | 538                 | 7                             | 5                              | Esher C of E School                        |
| Nearest convenience shop | 563                 | 7                             | 6                              | McColls on Portsmouth Road                 |

### 3.3 Site 2: Urban Frontage

3.3.1 The site has an area of circa 4,600m<sup>2</sup> and currently comprises a proportion of the Racecourse stables and associated facilities and two car parks. The proposals are to provide approximately 49 residential units and 72 car parking spaces. The proposals comprise:

**Table 3.3: Site 2 – Urban Frontage development proposals**

| <b>Unit type</b> | <b>Number of units</b> |
|------------------|------------------------|
| 1 bedroom        | 4                      |
| 2 bedroom        | 26                     |
| 3 bedroom        | 19                     |
| <b>Total</b>     | <b>49</b>              |

3.3.2 Access to Site 2 would continue to be from Portsmouth Road via the secondary Racecourse entrance as per the existing situation. The proposed access into the residential development is shown on drawing 30918/AC/027\_A.

3.3.3 The accessibility of Site 2 to the town centre, nearest bus stop, Esher Station and local schools is set out in Table 3.4.

**Table 3.4: Site 2 - Accessibility**

| <b>Location</b>          | <b>Distance (m)</b> | <b>Walking Time (80m/min)</b> | <b>Walking Time (100m/min)</b> | <b>Details</b>                                 |
|--------------------------|---------------------|-------------------------------|--------------------------------|--|
| Town centre              | 608                 | 8                             | 6                              | Via Portsmouth Road                            |
| Nearest bus stop         | 282                 | 4                             | 3                              | Council Office Stop A and B on Portsmouth Road |
| Esher Station            | 1,250               | 16                            | 13                             | Via Station Road into the main entrance        |
| Nearest Primary School   | 1,660               | 21                            | 17                             | Esher Church School                            |
| Nearest Secondary School | 1,210               | 15                            | 12                             | Esher C of E School                            |
| Nearest convenience shop | 447                 | 6                             | 4                              | McColls on Portsmouth Road                     |

### 3.4 Site 3: Villas

3.4.1 Site 3 is located in the northwest corner of Sandown Park Racecourse and has an area of circa 17,600m<sup>2</sup>. It is currently developed with eight residential units that provide Racecourse staff accommodation.

3.4.2 Access to Site 3 is from Lower Green Road. The site is connected to the rest of the Racecourse via an internal road that runs from the Centre of Course access on More Lane through to the turnstiles located next to the railway bridge that crosses Lower Green Road.

3.4.3 Reconfiguration of the maintenance compounds and facilities provides an opportunity to develop a linear arrangement of south facing apartments, the majority of which will have excellent views over the Racecourse. The proposals are to provide approximately 114 residential units and 158 car parking spaces. The proposals comprise:

**Table 3.5: Site 3 - Villas development proposals**

| <b>Unit type</b> | <b>Number of units</b> |
|------------------|------------------------|
| 1 bedroom        | 27                     |
| 2 bedroom        | 87                     |
| 3 bedroom        | 0                      |
| <b>Total</b>     | <b>114</b>             |

3.4.4 With the development proposals access to Site 3 would continue to be from Lower Green Road. However, as shown on drawing 30918/AC/028\_A a new

access junction would be constructed approximately 45m to the east of the existing access which would be removed. The new access would provide improved visibility compared with the existing situation by locating it away from the bend on More Lane so that the entire junction visibility splay falls within a straight section of carriageway. In addition, locating the new access junction further east increases the distance between the site access and the More Lane junctions.

- 3.4.5 As well as providing access to the proposed residential development the relocated junction would continue to provide emergency access to the racecourse and an exit for cars leaving the racecourse at peak times on race days and other event days.
- 3.4.6 The accessibility of Site 3 to the town centre, nearest bus stop, Esher Station and local schools is set out in Table 3.6.

**Table 3.6: Site 3 - Accessibility**

| <b>Location</b>          | <b>Distance (m)</b> | <b>Walking Time (80m/min)</b> | <b>Walking Time (100m/min)</b> | <b>Details</b>                                   |
|--------------------------|---------------------|-------------------------------|--------------------------------|--|
| Town centre              | 1,250               | 16                            | 13                             | Via Lower Green Road and Esher Green             |
| Nearest bus stop         | 181                 | 2                             | 2                              | Lower Green stop on More Lane                    |
| Esher Station            | 921                 | 12                            | 9                              | Via Lower Green Road and the Racecourse Footpath |
| Nearest Primary School   | 417                 | 5                             | 4                              | Cranmere Primary School                          |
| Nearest Secondary School | 690                 | 9                             | 7                              | Esher C of E School                              |
| Nearest convenience shop | 300                 | 4                             | 3                              | The Corner Shop on Farm Lane                     |

### **3.5 Site 4: Crescent**

- 3.5.1 The site has an area of circa 5,700m<sup>2</sup> and is currently an infill site to the north of Café Rouge on Station Road. The site is currently accessed from Station Road via a large gated access. The proposals are to provide approximately 72 residential units and 117 car parking spaces. The proposals comprise:

**Table 3.7: Site 4 - Crescent development proposals**

| Unit type    | Number of units |
|--------------|-----------------|
| 1 bedroom    | 2 (studios)     |
| 2 bedroom    | 39              |
| 3 bedroom    | 31              |
| <b>Total</b> | <b>72</b>       |

3.5.2 A new access located to the north of the existing site access would be provided from Station Road for Site 4 as shown on drawing 30918/AC/029\_A. The proposed access would be located approximately 15m further from the signal controlled junction with Portsmouth Road than the existing site access.

3.5.3 The accessibility of Site 4 to the town centre, nearest bus stop, Esher Station and local schools is set out in Table 3.8.

**Table 3.8: Site 4 - Accessibility**

| Location                 | Distance (m) | Walking Time (80m/min) | Walking Time (100m/min) | Details                                    |
|--------------------------|--------------|------------------------|-------------------------|--|
| Town centre              | 1,370        | 17                     | 14                      | Via Station Road and Portsmouth Road       |
| Nearest bus stop         | 177          | 2                      | 2                       | Littleworth Common Stop on Portsmouth Road |
| Esher Station            | 292          | 4                      | 3                       | Via Station Road into the main entrance    |
| Nearest Primary School   | 1,320        | 17                     | 13                      | Weston Green School                        |
| Nearest Secondary School | 1,960        | 25                     | 20                      | Esher C of E school                        |
| Nearest convenience shop | 1,200        | 15                     | 12                      | McColls on Portsmouth Road                 |

### 3.6 Site 5: Villas

3.6.1 This site is currently developed with two buildings that are used as a Nursery. The site has an area of 7,700m<sup>2</sup> and is accessed from the Racecourse's main site access on the A307 Portsmouth Road. There is a Grade II Listed post located on the highway near the south east corner of the site.

3.6.2 Demolition of the existing nursery buildings provides the opportunity for new high quality apartments as a continuation of the existing streetscape from the

east. Furthermore, respecting the existing landscape and mature trees will allow the development of new apartment blocks overlooking the Racecourse to the north. The proposals are to provide approximately 68 residential units and 87 car parking spaces. The proposed residential development would comprise:

**Table 3.9: Site 5 – Villas and Nursery site development proposals**

| <b>Unit type</b> | <b>Number of units</b> |
|------------------|------------------------|
| 1 bedroom        | 36                     |
| 2 bedroom        | 24                     |
| 3 bedroom        | 8                      |
| <b>Total</b>     | <b>68</b>              |

3.6.3 Access to Site 5 would be from a new purpose built junction on Portsmouth Road as shown on drawing 30918/AC/030\_A.

3.6.4 The accessibility of Site 5 to the town centre, nearest bus stop, Esher Station and local schools is set out in Table 3.10.

**Table 3.10: Site 5 - Accessibility**

| <b>Location</b>          | <b>Distance (m)</b> | <b>Walking Time (80m/min)</b> | <b>Walking Time (100m/min)</b> | <b>Details</b>  |
|--------------------------|---------------------|-------------------------------|--------------------------------|---|
| Town centre              | 932                 | 12                            | 9                              | Via Portsmouth Road   |
| Nearest bus stop         | 197                 | 2                             | 2                              | Sandown Park on Portsmouth Road                             |
| Esher Station            | 983                 | 12                            | 10                             | Station Road into the main entrance                         |
| Nearest Primary School   | 2,020               | 25                            | 20                             | Esher Church School, Via Portsmouth Road and Claremont Lane |
| Nearest Secondary School | 1,520               | 19                            | 15                             | Esher C of E School   |
| Nearest convenience shop | 766                 | 10                            | 8                              | McColls on Portsmouth Road                                  |

## **4 TRAVEL PLAN AIMS AND OBJECTIVES**

4.1.1 This section outlines the proposed aims and objectives of the Travel Plan.

### **4.2 Purpose**

4.2.1 The purpose of this Residential Travel Plan is to encourage more sustainable travel patterns by residents and their visitors. The main aim is to reduce the residents and their visitor's reliance on the forms of travel which cause the most impact on the environment. These mainly comprise private car use.

### **4.3 Aims**

4.3.1 According to Surrey's 'Travel Plans – a good practice guide for developers (2018 Draft)' the aims of a Travel Plan are to:

*'Reduce the amount of vehicular traffic generated by the site, which in turn will improve local air quality and site users health, as well as reduce safety issues associated with higher levels of traffic'*

4.3.2 The Travel Plan should:

- Comply with associated planning conditions or legal agreements.
- Address any issues in the associated Transport Assessment.
- Be relevant to the site and site users.
- Reinforce the objectives of Surrey's Transport Plan.

4.3.3 Other aims of this Residential Travel Plan include:

- Achieve and maintain the predicted sustainable travel patterns to and from the development and increase the sustainable transport mode share.
- Ensure residents and visitors are aware of the range of transport options available to them.
- Encourage healthy lifestyles and sustainable vibrant communities by promoting the health benefits of walking and cycling, and raising awareness of the impacts of each transport mode on the environment.



## **5 TRAVEL PLAN MANAGEMENT**

5.1.1 This chapter sets out how the Travel Plan will be managed by the Travel Plan Coordinator (TPC). It also sets out how the Travel Plan will be secured.

### **5.2 Travel Plan coordinator**

5.2.1 An initial TPC will be appointed with the responsibility for implementing, managing and promoting the Travel Plan for residents.

5.2.2 It is likely the **TPC's day**-to-day activities will be funded through service charges for each of the developments where the level of development triggers the need for a TPC. The TPC will be responsible for coordinating the Travel Plan initiatives for the residential sites. The responsibilities of the TPC include:

- Be available as the first point of contact for residents to discuss transport issues.
- To promote the Travel Plan to new and existing residents.
- To discuss any relevant problems with Surrey Country Council.
- To facilitate and be responsible for the monitoring of the Residential Travel Plan which will include undertaking questionnaire travel surveys and preparing monitoring reports.

5.2.3 The time required to undertake the duties associated with the Residential Travel Plan will vary depending on the specific task. The TPC should allow sufficient time to carry out the measures outlined in the Action Plan and to undertake the maintenance of any necessary systems, paperwork and data.

5.2.4 Contact details of the TPC will be provided to all residents when the TPC is appointed. The TPC for the residential aspect of the development should not be a resident and may be appointed from a transport monitoring specialist.

## **6 TRAVEL PLAN MEASURES FOR RESIDENTS**

6.1.1 This section sets out a range of measures that are proposed for the development, and describes a number of initiatives proposed with a focus on ensuring that residents are made aware of all sustainable modes of transport available to them.

### **6.2 Travel Information pack**

6.2.1 The Travel Information Pack (TIP) will be provided to every household upon occupation. Providing this information at the outset ensures that residents will be aware of the various modes of transport and existing services available to them at the earliest opportunity. An electronic version of the TIP will also be made available for new residents. The packs will contain the following:

- An explanation of the Travel Plan, its purpose, aims and objectives.
- Contact details of the TPC.
- Information of the health benefits of walking and information on how to plan walking routes.
- Information of the health benefits of cycling and information on how to plan cycling routes.
- Surrey Country Council cycle maps relevant to Sandown Park Racecourse.
- Information on cycle training available for residents.
- Information on travel planning website services such as Google and AA journey planners, which also include access to real time information to raise awareness of transport options and alternatives in case of delays.
- Information on bus services including timetables and travel planning websites such as Google journey planner.
- Information on train services including timetables and late night travel advice, and travel planning websites such as National Rail Enquiries.

## **6.3 Initiatives to encourage walking**

6.3.1 To further encourage walking as a main mode of transport for local trips, the following measures could be implemented by the TPC.

### ***Promotional material***

6.3.2 Walking will be promoted within the Travel Packs which will be issued to each household. This could include health benefits of walking and highlight the network of walking routes in the local area.

### ***Walking events***

6.3.3 The TIP will provide information and promote Surrey County Councils 'Walking for Healthy Groups' scheme. The scheme promotes cross country walking routes through Surrey, allowing for journeys to be made on foot rather than by car. The scheme reinforces that walking provides lots of health benefits such as '*making you feel good, reducing stress, reducing blood pressure, help you sleep better and many more*'. The walks are free and available to people of all ages. There are a number of walks available across Surrey on varying days, times and durations.

6.3.4 More information on 'Walking for Health Groups' can be found at:

<https://www.surreycc.gov.uk/culture-and-leisure/countryside/walking/health-groups>

## **6.4 Encourage Cycling**

### ***Cycle Parking***

6.4.1 There will be a circa 300 secure and covered cycle parking spaces provided for the residential units. This would be in line with minimum cycle parking standards set out in the Surrey Core Policy. Residential units with a garage do not need to provide cycle parking.

### ***Cycle to Work Scheme***

6.4.2 Information can be provided to indicate that some resident's employers may offer a Cycle to Work Scheme whereby residents can purchase a bicycle up to

the cap of £1,000 with up to a 32% discount and paid for over a 12 month period interest free.

### ***Cycle maps and routes***

- 6.4.3 Cycle information, including cycle maps showing key routes and other facilities such as local cycle parking locations and cycle shops would be provided in the TIP.

### ***Cycle Training***

- 6.4.4 Surrey Country Council offers cycle training to everyone that lives within the county. This helps them know the fastest and safest routes to cycle. The sessions are tailor made so that appropriate training can be provided for all ages and levels of skill. These cycle training sessions can be promoted within the TIP and by the TPC.
- 6.4.5 The TPC could organise annual cycle training sessions for residents and these sessions will be promoted in the TIP. In order to improve participation, residents will be notified prior to these sessions by post and email, encouraging participation in the sessions. The sessions will improve cycling skills and will be delivered by qualified instructors.

## **6.5 Initiatives to reduce the need to travel**

### ***Provision of internet access at homes***

- 6.5.1 All residential units within the development will be served by internet/broadband infrastructure. Residents will be able to access the internet if they sign up with an internet service provider. This enables residents to consider working from home, undertake web based shopping and provide access to travel information.

## **6.6 Initiatives to encourage the use of public transport**

- 6.6.1 Future residents will be made aware of the full range of bus and National Rail services available to them through the following measures.

### ***Journey Planner***

- 6.6.2 Links to the National Rail journey planner, live bus stop tracking websites and smart phone applications would be promoted in the Travel Plan. Such applications include Citi-mapper and Google journey planner.

### ***Live Travel Times***

- 6.6.3 Real time information is easily accessible for all public transport from mobile phone applications. These allow residents to tailor the information they receive to specific journeys or to specific destinations. Such applications include Citi-mapper and Google journey planner.

### ***Interest free season ticket loans***

- 6.6.4 Information can be provided to indicate that some residents' employers may offer annual season ticket loans for buses and rail. These loans work by the employer loaning the cost of the season ticket to the employee interest free which is paid back over a 12 month period and is taken directly out of the employee's salary each month.

## **6.7 Reducing private car use**

### ***National Clean Air Day***

- 6.7.1 National Clean Air Day (20<sup>th</sup> of June) could be promoted within the Travel Plan to encourage residents to travel by all means but private car. Participation and engagement in this event could encourage sustainable transport use on other days.

### ***Car Sharing***

- 6.7.2 Car sharing can reduce congestion, provide cost savings to users, encourage staff interaction and offer personal security benefits by travelling together.
- 6.7.3 One example of a car sharing scheme is Liftshare. Car sharing and the use of Liftshare would be promoted as part of the Travel Information Packs.

## **7 TRAVEL PLAN MEASURES FOR VISITORS AND DELIVERIES**

### ***Websites***

7.1.1 It is important to ensure that visitors are aware of the travel choices available to them. A suggestion of Smartphone journey planners would be useful for visitors to plan their journey by public transport. Such applications include Citi-mapper and Google journey planner.

### ***Delivery promotional material***

7.1.2 It is envisaged that promotional material for the following could encourage more sustainable transport modes.

- Consolidating deliveries: The site management and occupants could consider the feasibility of consolidating deliveries which would involve combining and reducing the amount of trips.
- Green vehicles: Hybrid, electric and other low carbon emission vehicles are less harmful for the environment. Residents could consider using deliveries and collection companies with green vehicles
- Eco-driving: Delivery personnel could be made aware of the benefits of driving techniques which use less fuel, CO<sub>2</sub> emissions and pollution. Eco-driving techniques include changing up a gear as soon as possible, decelerating smoothly, turning off the engine while waiting in traffic, and cutting down the use of air conditioning and other electrical equipment. It is also important to regularly maintain and service vehicles.

## 8 INDICATIVE BASELINE MODE SHARE

8.1.1 This chapter sets out the indicative mode share for the residential development allowing for targets to be set.

8.1.2 The indicative modal share of trips associated with the residential element of the development has been derived from 2011 Census data '*Method of travel to work*' for the Elmbridge 013 Middle Layer Super Output Area' (MSOA). The mode share is summarised in Table 8.1

**Table 8.1: Provisional residential mode split**

| <b>Mode</b>                   | <b>Modal Split</b> |
|-------------------------------|--------------------|
| Underground                   | 1%                 |
| Train                         | 29%                |
| Bus                           | 2%                 |
| Taxi                          | 0%                 |
| Motorcycle, Scooter and Moped | 1%                 |
| Driving Car or Van            | 54%                |
| Passenger in a Car or Van     | 2%                 |
| Bicycle                       | 3%                 |
| On Foot                       | 6%                 |
| Other                         | 2%                 |
| Total                         | 100%               |

8.1.3 The 2011 Census '*Method of travel to work*' data indicates that 54% of journeys are by private car and 29% are by rail. This indicative mode share has been used to set interim targets within this Travel Plan. However, following the baseline travel surveys a new residential development site mode share will be calculated and new targets will be set.

## 9 TARGETS AND MONITORING

9.1.1 The Travel Plan requires monitoring, review and revisions to ensure that it remains relevant to those using the site and provides continuous improvements throughout its duration. This chapter sets out how the targets of the Travel Plan will be monitored and reviewed. Monitoring and reviewing will be the responsibility of the TPC.

9.1.2 The Surrey '*Travel Plan - a good practice guide for developers*' recommends the following with regard to the setting of targets:

- Link targets directly to the objectives of the Travel Plan.
- Set targets over a minimum of five years, with interim targets at one and three years.
- Targets should be SMART (specific, measurable, attainable, realistic and time bound).
- Be clear what journeys are being assessed.
- Targets should be focused on reducing the amount of single occupancy vehicles generated from the development.

### ***Residential Targets***

9.1.3 The targets set out below are based on the mode split derived from the 2011 Census data. The baseline travel surveys will be used to calculate the new residential development site mode share. From this mode share, new targets will be set. These targets will be agreed with Elmbridge Borough Council and Surrey County Council. The targets are set over a minimum of 5 years.

9.1.4 Given the objective and nature of the Travel Plan and the locations of each of the residential sites, it is anticipated that the use of sustainable modes of transport will increase. The indicative targets for the proposed development over five years are:

- 10% increase in walking over 5 years.
- 10% increase in cycling over 5 years.



- 10% increasing in bus use.
- 5% increase in rail use.

9.1.5 The modal split targets above are indicative and will therefore require refinement once the results of the baseline travel surveys have been undertaken.

## **9.2 Monitoring**

9.2.1 The monitoring regime has been determined by the requirements sets out in Surrey's '*Travel Plans - a good practice guide for developers*'. This recommends **that Travel Plan's be monitored by means of a TRICS compliant survey**. Similarly questionnaires could be used to assess the baseline modal split after 50% of residential units are occupied.

9.2.2 The TPC will arrange for the initial travel survey to be undertaken for the development after 50% of the residential units are occupied. A TRICS complaint travel survey will be undertaken within the same month as the baseline survey in the first, third and fifth anniversaries of first occupation of the development. The TPC is responsible for arranging the surveys. The results from the survey should be used to update the Travel Plan which should then be sent to the local planning authority and Surrey County Council within 3 months of the surveys.

## **9.3 Remedial measures**

9.3.1 In the event that the targets are not met, remedial measures should be implemented as soon as possible to help get the Travel Plan back on track. Remedial measures may mean an additional expense to the developer as a commitment to making the Travel Plan a success. These measures could include:

- Further funding to provide support for the TPC.
- Public transport taster tickets provided to residents free of charge.

## **10 SECURING THE TRAVEL PLAN AND FUNDING**

10.1.1 The Travel Plan will be secured through condition. All measures implemented prior to the development being occupied will be funded by the developer, including the appointment of a TPC and the preparation of marketing material where appropriate. The developer will also fund the costs associated with ongoing monitoring reports where appropriate. The Travel Plan measures will be implemented through the developer, with responsibility being passed to the site management company after occupation of the residential units.

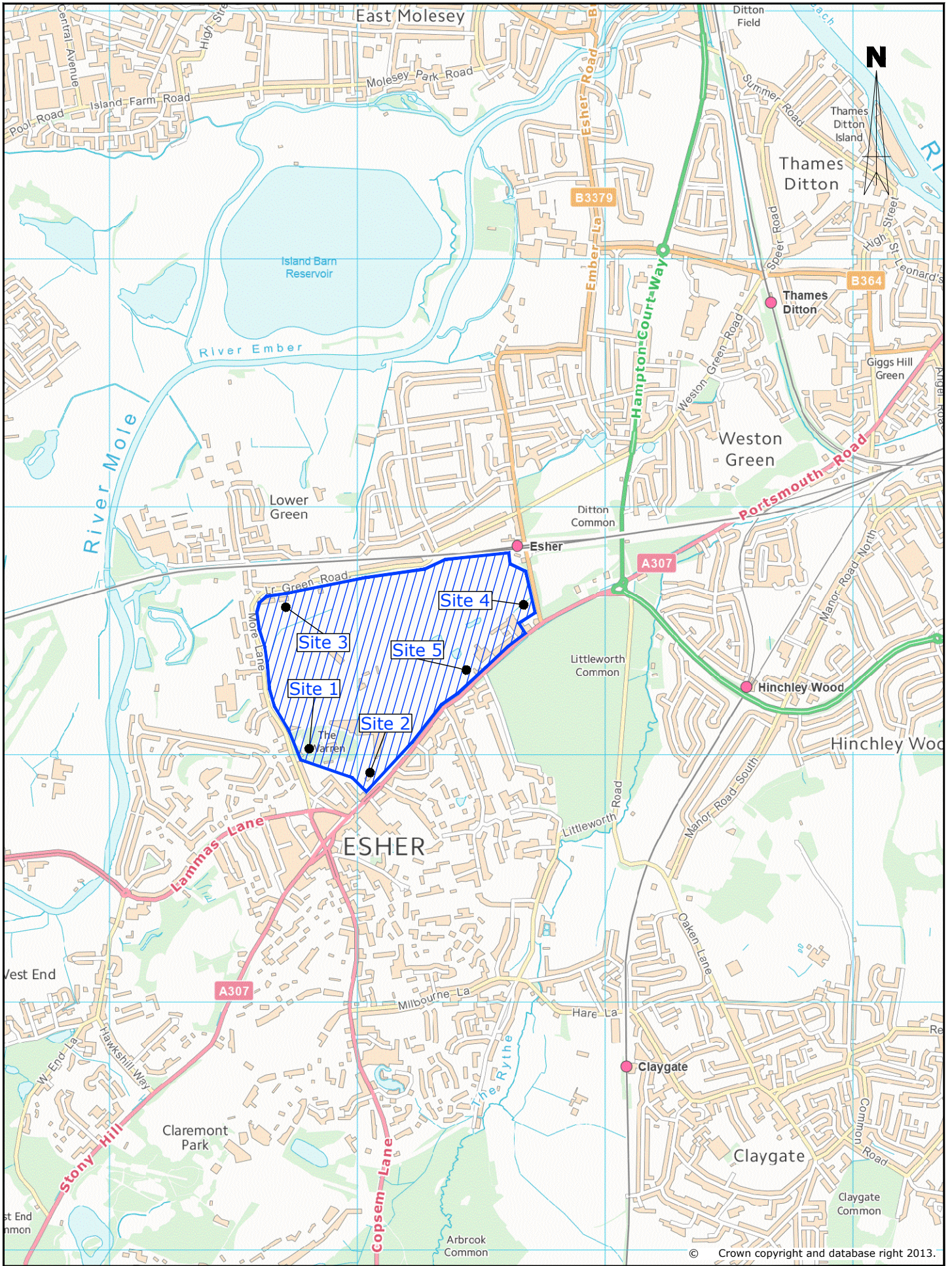
## 11 ACTION PLAN

11.1.1 The Action Plan for the development will set out the tasks, intended implementation dates and funding sources of the Travel Plan. It is intended to be a live document which will up updated by the TPC to reflect the outcome of the baseline surveys and consultation with the local authority once the first multi-modal travel surveys have been completed. The Residential Action Plan can be seen in Table 11.1.

**Table 11.1: Residential Action Plan**

| <b>Objectives</b>  | <b>Measures</b>                        | <b>When</b>  | <b>By Whom</b>  |
|--|--|--|-----------------|
| Achieve sustainable travel patterns to and from the development and increase sustainable transport share     | Minimum cycle Parking Standards        | Prior to occupation                                      | Developer       |
|  | Parking restrictions                   | Already in place   | Local Authority |
| Ensure residents and visitors are aware of the transport options available to them                           | Travel Information Packs               | When residents move in                                   | TPC             |
|  | Access to live bus times               | Following occupation                                     | TPC             |
| Promote health benefits of walking and cycling and raise awareness of the environmental impact of mode share | Travel Information Packs               | Prior to occupation                                      | Developer       |
|  | Encourage Free walking events          | Following occupation                                     | TPC             |
| Monitor the Travel Plan and ensure targets are being met   | Undertake a baseline survey            | Six months following up from occupation                  | Developer /TPC  |
|  | Undertake a survey on years 1, 3 and 5 | Within a month of the anniversary of the baseline survey | Developer /TPC  |

## Figures



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Site location plan

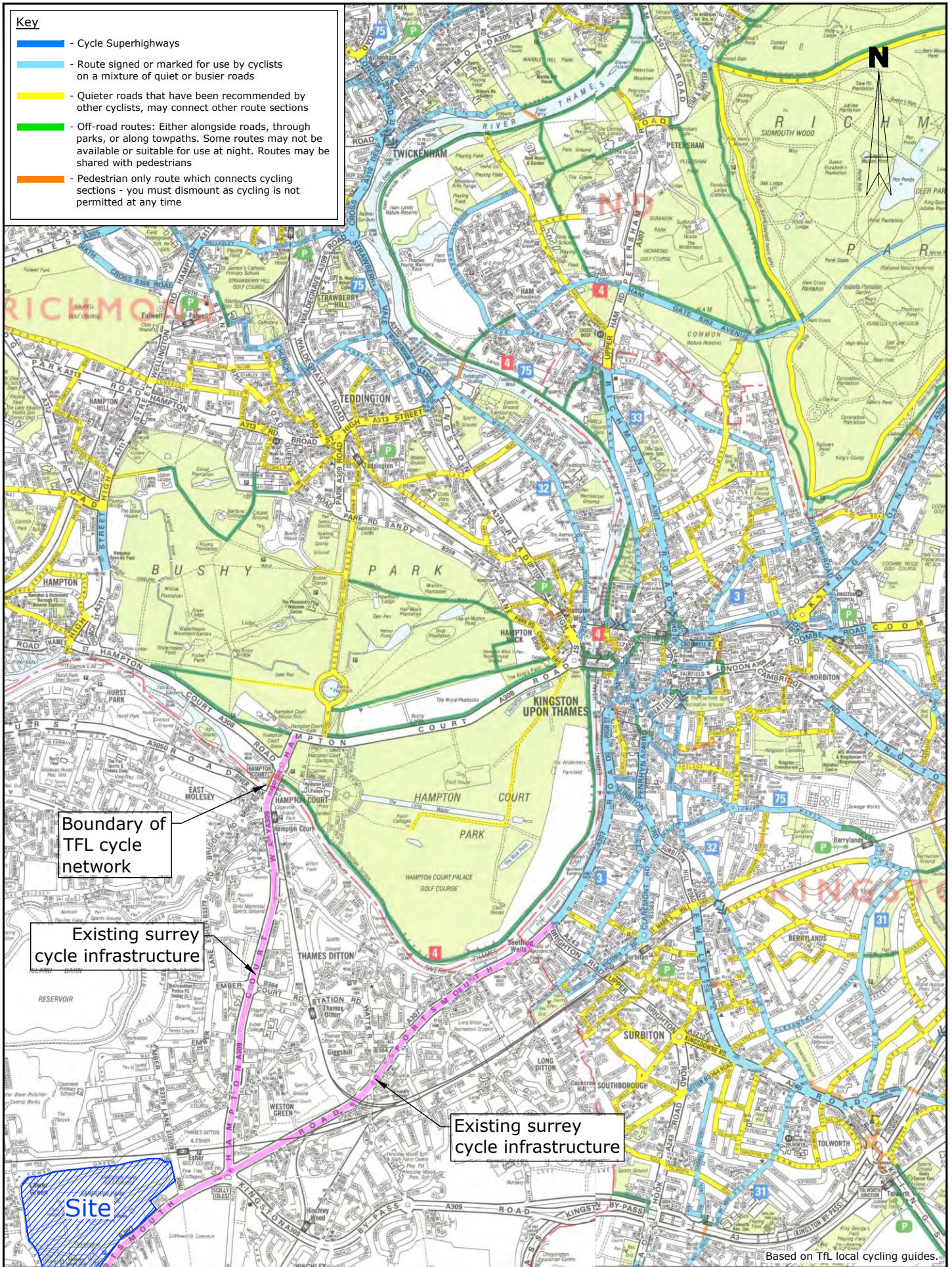


70 Cowcross Street  
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Figure 1

**Key**

- █ - Cycle Superhighways
- █ - Route signed or marked for use by cyclists on a mixture of quiet or busier roads
- █ - Quieter roads that have been recommended by other cyclists, may connect other route sections
- █ - Off-road routes: Either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night. Routes may be shared with pedestrians
- █ - Pedestrian only route which connects cycling sections - you must dismount as cycling is not permitted at any time



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Based on TfL local cycling guides.

Local cycle network

Figure 2



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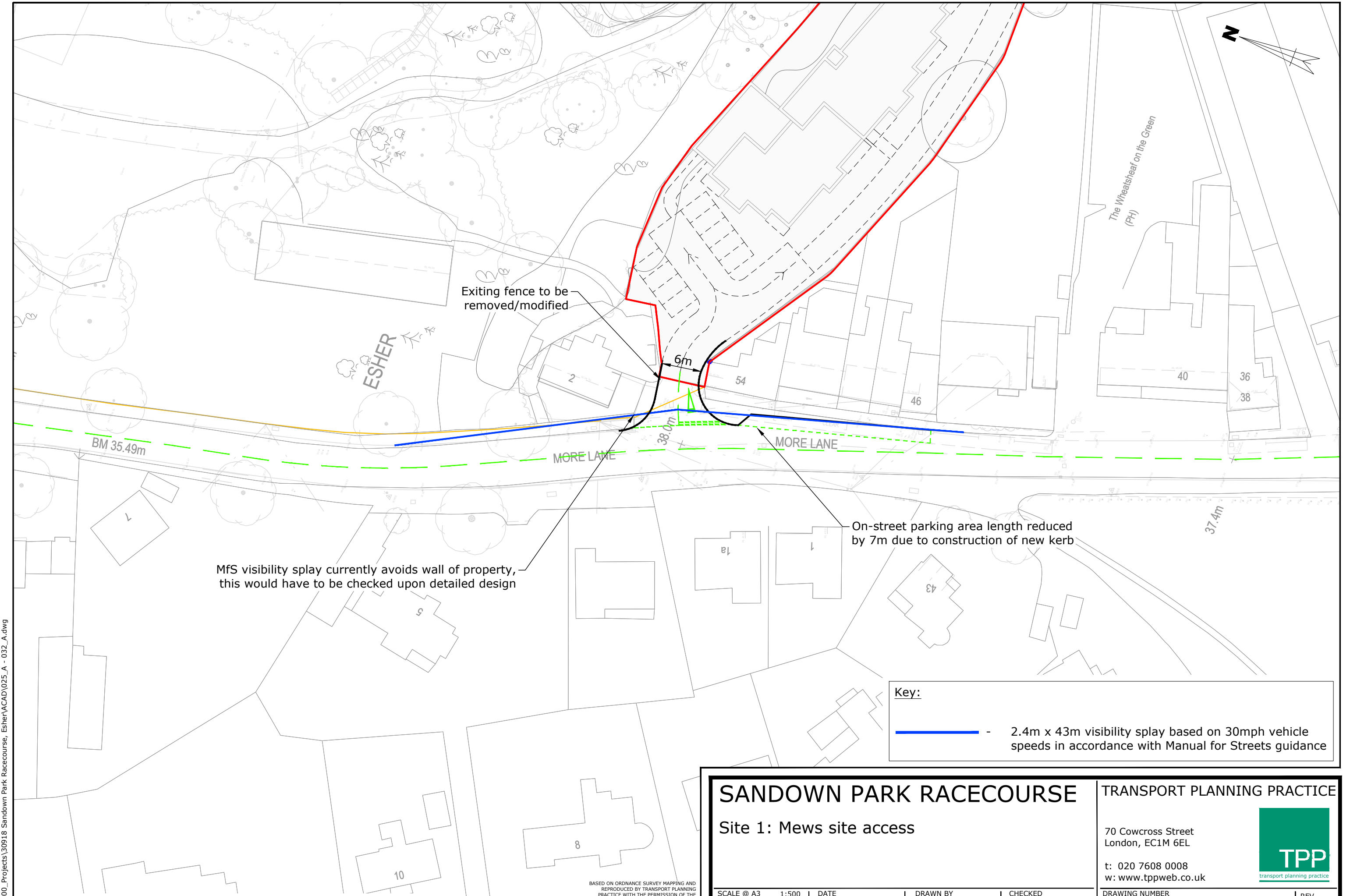


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Local highway network

# Drawings





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# SANDOWN PARK RACECOURSE

## Site 1: Mews site access

SCALE @ A3 1:500  
 0 5 10m

DATE 05/02/19

DRAWN BY LD

CHECKED CWP

TRANSPORT PLANNING PRACTICE

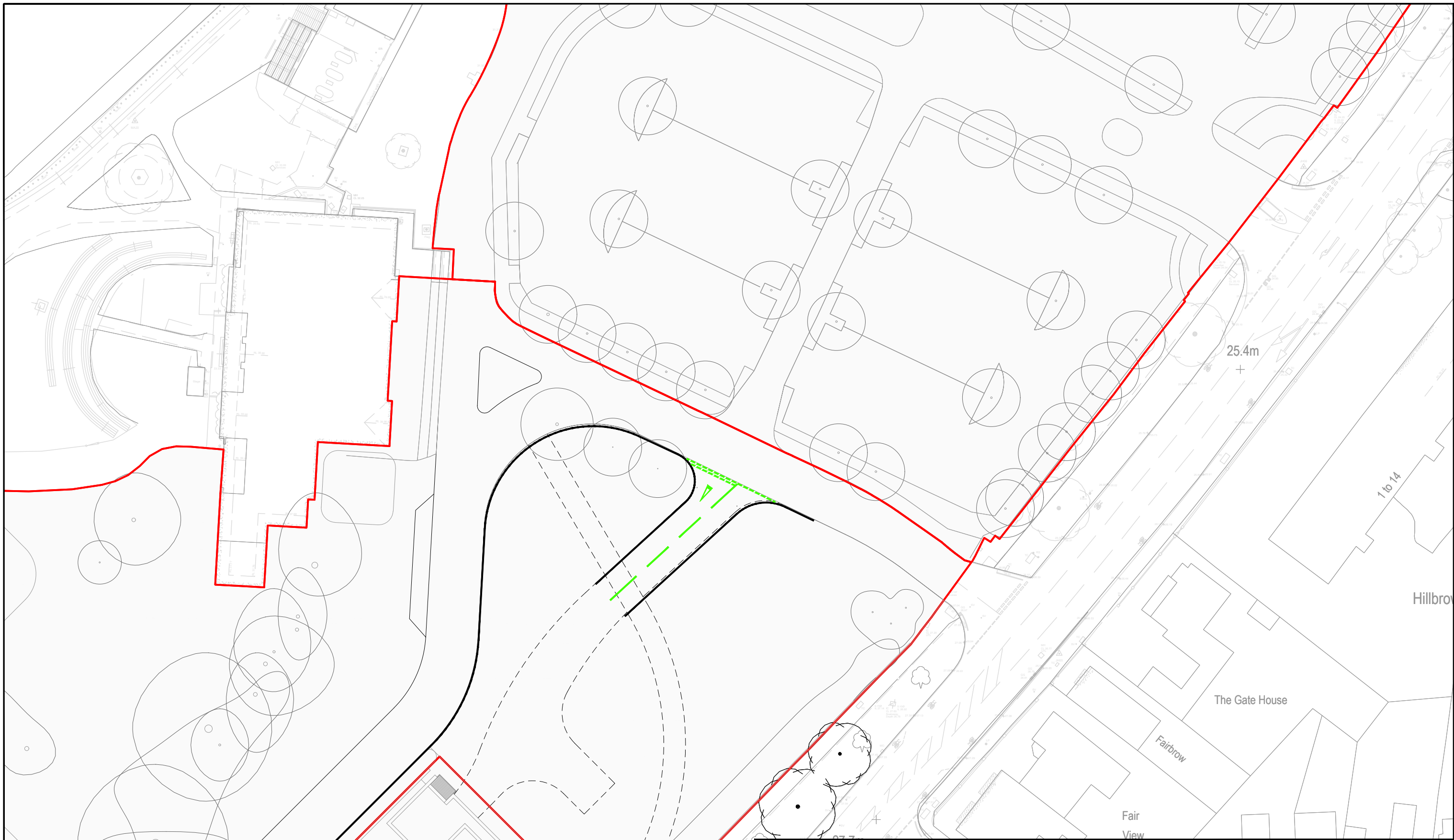
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REV A

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# SANDOWN PARK RACECOURSE

## Site 2: Urban Frontage site access

SCALE @ A3 1:500  
0 5 10m

DATE 05/02/19

DRAWN BY LD

CHECKED CWP

TRANSPORT PLANNING PRACTICE

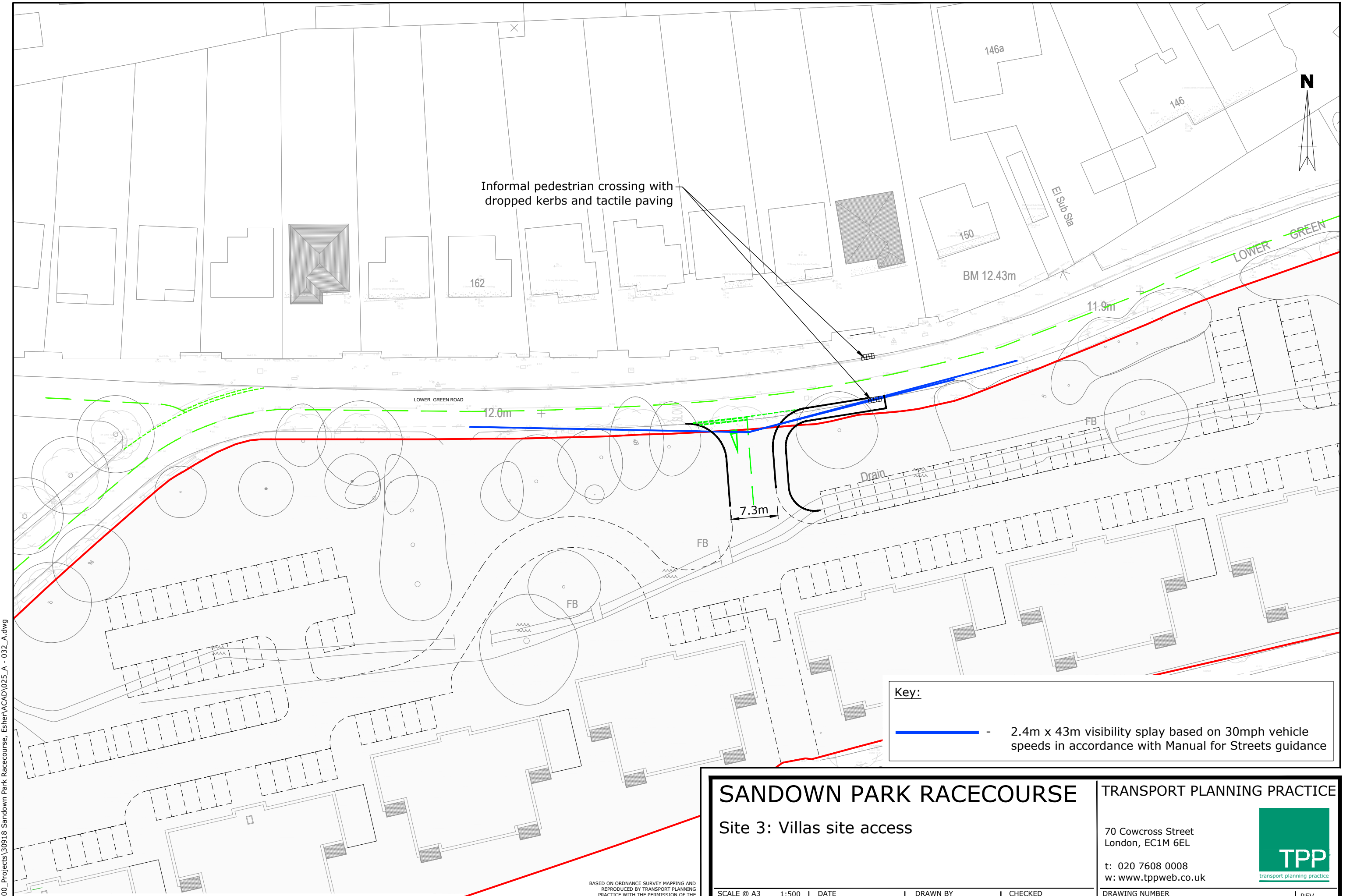
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DRAWING NUMBER 30918/AC/027

REV A



Informal pedestrian crossing with dropped kerbs and tactile paving

**Key:**

——— - 2.4m x 43m visibility splay based on 30mph vehicle speeds in accordance with Manual for Streets guidance

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# SANDOWN PARK RACECOURSE

## Site 3: Villas site access

SCALE @ A3 1:500  
 0 5 10m

DATE 05/02/19

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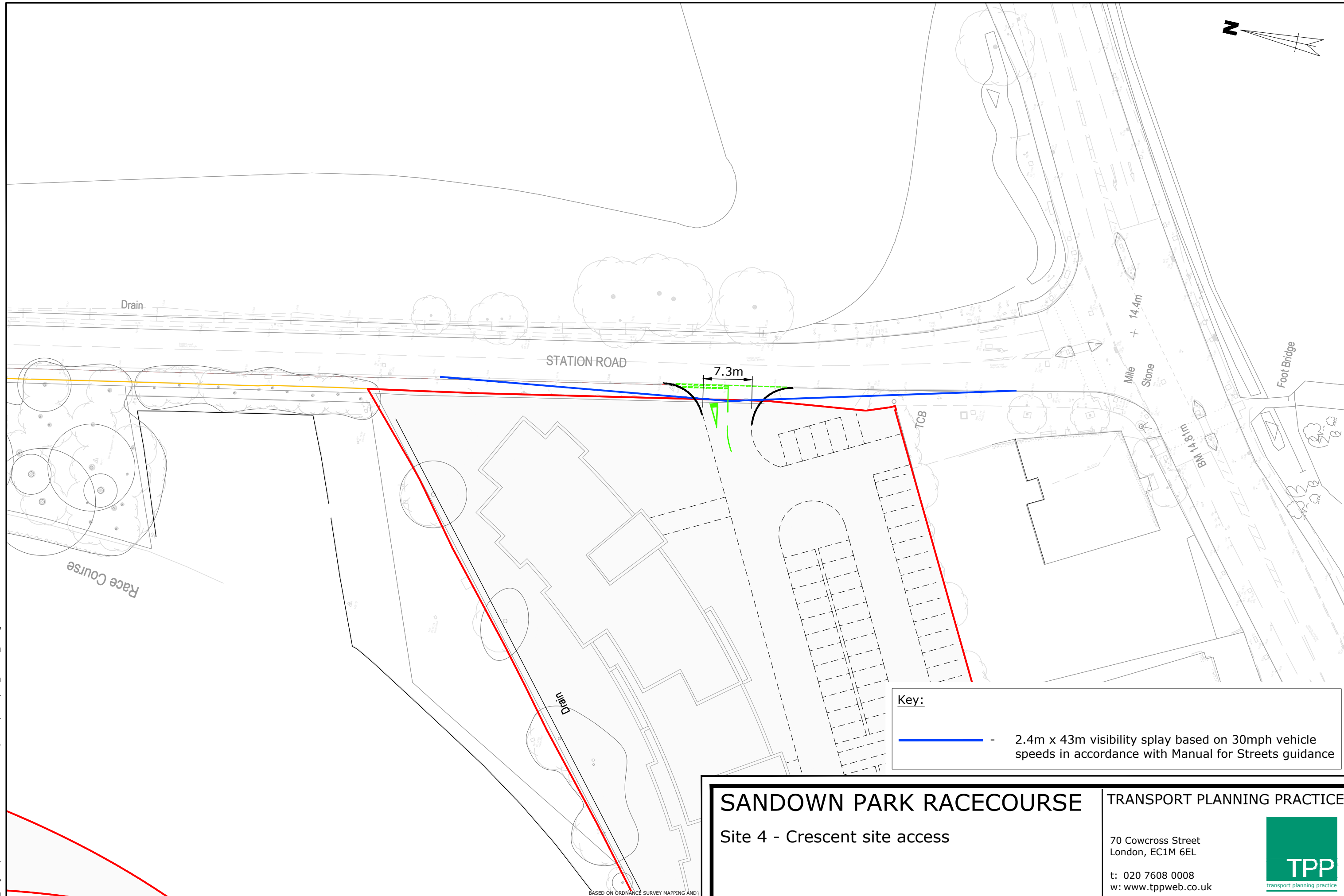
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DRAWING NUMBER 30918/AC/028

REV A



**Key:**

 - 2.4m x 43m visibility splay based on 30mph vehicle speeds in accordance with Manual for Streets guidance

# SANDOWN PARK RACECOURSE

Site 4 - Crescent site access

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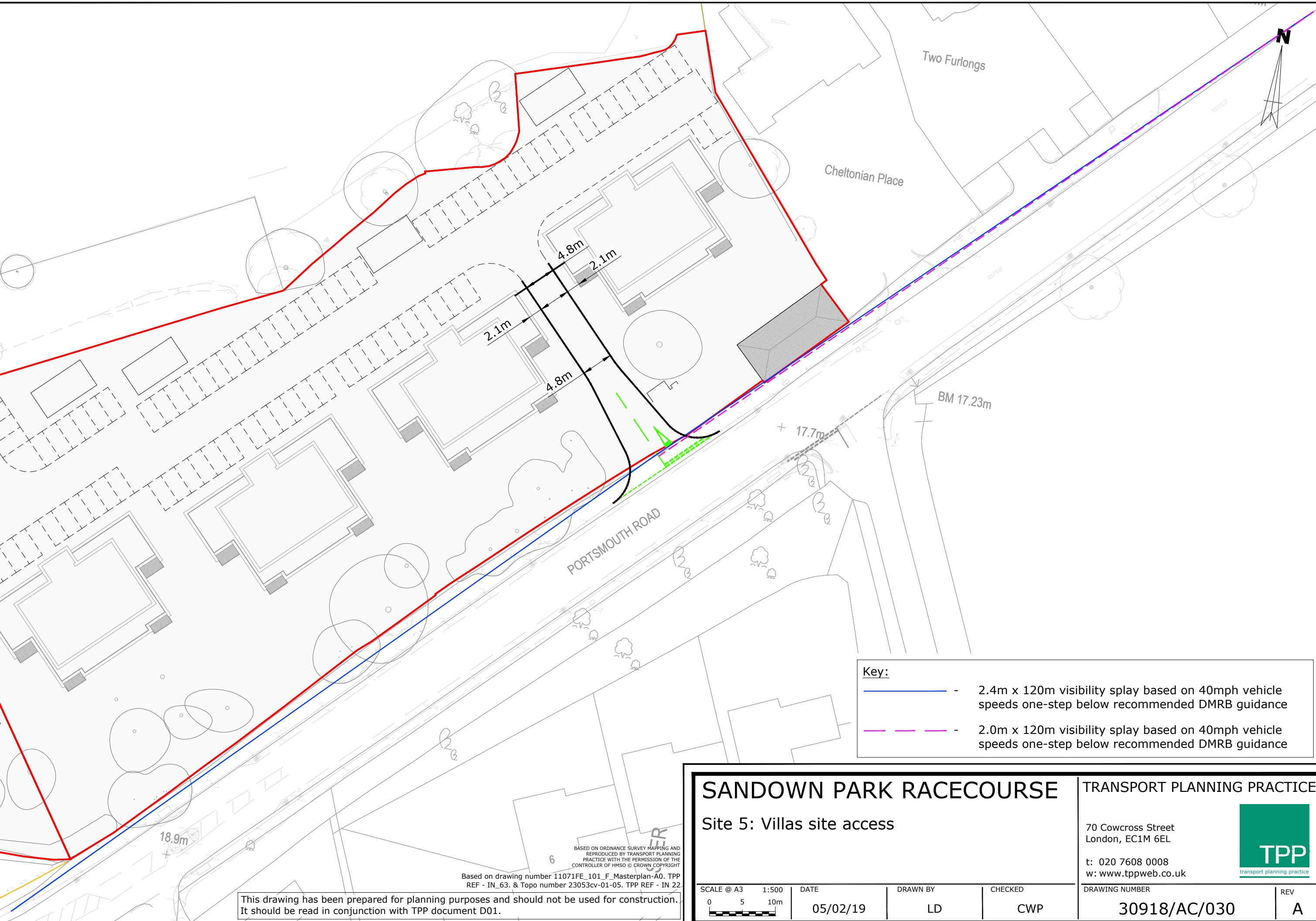
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**Key:**

|   |   |   |
|---|---|---|
|  | - | 2.4m x 120m visibility splay based on 40mph vehicle speeds one-step below recommended DMRB guidance |
|  | - | 2.0m x 120m visibility splay based on 40mph vehicle speeds one-step below recommended DMRB guidance |

# SANDOWN PARK RACECOURSE

## Site 5: Villas site access

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SCALE @ A3 1:500  
0 5 10m

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REV A

## **Appendices**

## **Appendix A**

Bus route map



### WALTON-ON-THAMES, MOLESEY and ESHER

Bus routes at least once per hour, five days a week, all year round

- 411    515    715
- 458    555.557    K3
- 461    564    R68

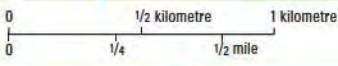
Less frequent bus routes (numbers followed by a diamond)

- 400 ♦    513 ♦    571 ♦
- 431 ♦    514 ♦

\* 514 Bus terminus  
 ← Bus operates in direction of arrow shown

For full details of services see timetable information. For clarity, occasional variations to certain routes are not shown on this map.  
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# **Jockey Club Racecourse Limited**

Sandown Park Racecourse  
Draft Hotel Travel Plan

February 2019



transport planning practice

## Contents

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- A Local Bus Network

# 1 INTRODUCTION

- 1.1.1 Transport Planning Practice (TPP) have been appointed by Jockey Club Racecourses Limited to provide transport and travel planning advice for the proposed hotel as part of the proposed enhancements and improvements to Sandown Park Racecourse.
- 1.1.2 The hotel development is located on Site B within the Racecourse Masterplan development area. Site B will consist of a circa 150 room hotel (C1 use) along with associated car and cycle parking. Access for the hotel will be from the **Racecourse's** existing main access on Portsmouth Road.
- 1.1.3 The purpose of this draft Hotel Travel Plan is to lay out the principle of a strategy for encouraging a reduction in hotel staff, visitors and guests dependence on private car use by encouraging the use of public transport, walking and cycling. The Hotel Travel Plan's **key objectives are** to promote sustainable modes of transport to reflect current local, regional and national policy objectives in the context of transport.
- 1.1.4 This Hotel Travel Plan has been prepared in draft form to support the Outline Planning Application and sets out the basis for travel planning upon which the end user will prepare its own bespoke Travel Plan to suit their operation and staff. Therefore, a final Hotel Travel Plan will be prepared by the end user/operator and provided for the hotel reserved matters application.
- 1.1.5 The remainder of this document is set out as follows:
- **Section 2: Site Assessment** – Describes the accessibility of the site by a range of different transport modes.
  - **Section 3: Travel Plan Aims and Objectives** – Sets out the aims and objectives of the Travel Plan.
  - **Section 4: Travel Plan Management** – Outlines how travel planning on the site will be managed by the Travel Plan Coordinator and how the Hotel Travel Plan will be secured.
  - **Section 5: Travel Plan Measures for Staff** – Sets out proposed measures to encourage future staff to travel to the site using sustainable modes.

- **Section 6: Travel Plan Measures for Visitors, Guests and Deliveries** – Sets out proposed measures on how visitors, guests and delivery companies servicing the site can travel more sustainably.
- **Section 7: Indicative Baseline Mode Share** – Sets out indicative modal split for the hotel staff.
- **Section 8: Targets and Monitoring** – Outlines the method of setting targets and monitoring the progress of the Hotel Travel Plan.
- **Section 9: Securing the Travel Plan and Funding** – Sets out how the Hotel Travel Plan will be secured and funded.
- **Section 10: Action plan** – Sets out an Action Plan for implementing measures within the Hotel Travel Plan.

## **2 SITE ASSESSMENT**

### **2.1 Site Location and use**

2.1.1 The site is Sandown Park Racecourse located in the town of Esher, within the county of Surrey. The Racecourse provides for range of uses including horse racing, leisure facilities including gym, golf course and ski centre, and conference/business events.

2.1.2 Sandown Park requires significant upgrades and enhancements of the existing Racecourse infrastructure, facilities and venues to secure premier Racecourse status. The proposed enhancements and rationalisation of Sandown Park include the provision of a new hotel and facilitating residential developments, which are to be delivered through a single Masterplan-led planning application. The proposed hotel site location is shown on Figure 1.

### **2.2 Walking and cycling**

2.2.1 The site is located to the east of the Racecourse Grandstand. The Racecourse site is well connected to Esher with the hotel site being located **7 – 9 minutes'** walk from Esher town centre (Walking time = 100/80m per minute). In addition, the hotel is within reasonable walking distance of public transport nodes. This includes a 4 – 5 minute walk to the nearest bus stop **called 'Esher Sandown Park'** located on A307 Portsmouth Road and Esher Station located **12 – 15 minutes'** walk away. Other nearby bus stops are located on Esher Green and More Lane to the west of the Racecourse.

2.2.2 The Racecourse site is well connected for pedestrians with footways on Station Road and the A307 (Portsmouth Road) linking the site to Esher Station and the town centre.

2.2.3 Intermittent advisory cycle lanes run along the A307 Portsmouth Road to the south of the Racecourse which helps to prevent cars passing too close to cyclists. Figure 2 displays local cycle routes around the Racecourse.

### **2.3 Bus Network**

2.3.1 The nearest bus stops to the Racecourse are located on the A307 Portsmouth Road, Esher Green and More Lane. Appendix A contains a plan of the local bus services. Table 2.1 displays a summary of the local bus services stopping at those stops.



**Table 2.1: Summary of bus services**

| Bus route                           | Bus Stop Names                             | Direction towards    | Hourly frequency |            |    |     |     |
|-------------------------------------|--|----------------------|------------------|------------|----|-----|-----|
|                                     |  |                      | Mon – Fri        |            |    | Sat | Sun |
|                                     |  |                      | AM               | Inter-peak | PM |     |     |
| <b>515</b>                          | Esher Green<br>Lower Green                 | Kingston             | 1                | 1          | 1  | 1   | 0   |
|                                     | Esher High Street                          | Addleston            | 1                | 1          | 1  | 1   | 0   |
| <b>715 (Portsmouth Road Branch)</b> | Littleworth Common                         | Kingston upon Thames | 1                | 1          | 1  | 1   | 0   |
|                                     | Esher Sandown Park<br>Esher Council Office | Guildford            | 0                | 1          | 1  | 1   | 0   |
| <b>715 (More Lane Branch)</b>       | Lower Green                                | Kingston upon Thames | 0                | 0          | 0  | 0   | 1   |
|                                     | Esher Green<br>High School                 | Guildford            | 0                | 0          | 0  | 0   | 1   |
| <b>458</b>                          | Esher Sandown Park                         | Staines              | 1                | 1          | 1  | 1   | 1   |
|                                     | Littleworth Common<br>Esher Council Office | Kingston upon Thames | 1                | 1          | 1  | 1   | 1   |

## 2.4 National Rail

2.4.1 Esher Station is approximately 12 – 15 minutes walking distance from the hotel site via the A307 Portsmouth Road and the B3379 Station Road. The station is served by South Western Railway and links to London Waterloo and Clapham Junction Stations to the east and Woking to the west. On race days, the Racecourse operates a free of charge shuttle bus service between the station and the main entrance to the Racecourse. Table 2.2 summarises the rail services stopping at Esher Station.

**Table 2.2: Summary of National Rail services**

| Direction                   | Hourly frequency |            |    |     |     | Journey times |
|-----------------------------|------------------|------------|----|-----|-----|---------------|
|                             | Mon – Fri        |            |    | Sat | Sun |               |
|                             | AM               | Inter-peak | PM |     |     |               |
| <b>To London Waterloo</b>   | 6                | 2          | 2  | 2   | 2   | 23 - 30 mins  |
| <b>From London Waterloo</b> | 2                | 2          | 4  | 2   | 2   | 20 - 28 mins  |
| <b>To Woking</b>            | 2                | 2          | 4  | 2   | 2   | 20 - 25 mins  |
| <b>From Woking</b>          | 5                | 2          | 2  | 2   | 2   | 19 - 25 mins  |

## 2.5 Local Highway Network

- 2.5.1 The hotel will be accessed from the existing main Racecourse site access which is located on the A307 Portsmouth Road. To the west of the access, Portsmouth Road links to Esher town centre and the A3 Esher Bypass via the A244. The A3 then links to the M25 via junction 10. To the east of the access, Portsmouth Road links to the B3379 Station Road via a signalled controlled junction and to the A309 Kingston Bypass via the 'Scilly Isles' junction which links the A3 to central London.
- 2.5.2 At the 'Scilly Isles' junction, the A309 Hampton Court Way links to the Racecourse to the M3 via the A308. The M3 provides access to the M25 north via junction 12. Locally, the A307 Portsmouth Road links to Kingston upon Thames to the East. Figure 3 displays the local highway network linking to the Racecourse.

### **3 TRAVEL PLANS AIMS AND OBJECTIVES**

3.1.1 This section outlines the proposed aims and objectives of the Travel Plan.

#### **3.2 Purpose**

3.2.1 The purpose of the Hotel Travel Plan is to encourage more sustainable travel patterns for all the hotel users including staff, visitors and guests. The main aim is to reduce the hotel occupant's reliance on the forms of travel which cause the most impact on the environment. These mainly comprise private car use.

#### **3.3 Aims**

3.3.1 According to Surrey's 'Travel Plans – a good practice guide for developers (2018 Draft)' the aims of a Travel Plan are to:

'Reduce the amount of vehicular traffic generated by the site, which in turn will improve local air quality and site users health, as well as reduce safety issues associated with higher levels of traffic'

3.3.2 The Travel Plan should:

- Comply with associated planning conditions or legal agreements.
- Address any issues in the associated Transport Assessment.
- Be relevant to the site and site users.
- Reinforce the objectives of Surrey's Transport Plan.

3.3.3 Other aims of this Hotel Travel Plan include:

- Achieve and maintain the predicted sustainable travel patterns to and from the development and increase the sustainable travel mode share.
- Ensure employees and other building users are aware of the full range of travel choices available to them and address the need for access to a full range of amenities and services.
- Encourage healthy lifestyles and sustainable vibrant communities by promoting the health benefits of walking and cycling, and raising

awareness of the impacts of each transport mode on the environment.

- Monitor travel patterns and identify opportunities to encourage walking, cycling and the use of public transport.

## **4 TRAVEL PLAN MANAGEMENT**

4.1.1 This chapter sets out how the Travel Plan will be implemented and managed by the Travel Plan Coordinator (TPC) to be appointed by the operator. It also sets out how the Travel Plan Framework will be secured.

### **4.2 Travel Plan Coordinator**

4.2.1 An initial TPC will be appointed with the responsibility of implementing, managing and prompting the Hotel Travel Plan to staff and users of the hotel site.

4.2.2 The roles and responsibility of the TPC are set out below

- Ensure the structure for the ongoing management of the Hotel Travel Plan is set out and running effectively.
- Oversee and monitor the travel surveys and questionnaires which will inform of the ongoing development of the Hotel Travel Plan.
- Discuss any relevant problems with Surrey Country Council.
- On-site coordination of data collection for the Travel Plan.
- Update Hotel Travel Plan targets and measures where necessary.
- Administration of the Hotel Travel Plan which involves the maintenance of necessary systems data, paperwork, consultation and promotion. These duties will last the lifetime of the Travel Plan.

4.2.3 The amount of time needed for the TPC to undertake these tasks will vary depending on the specific task. However, the TPC should allow sufficient time to carry out the measures outlined in the Action Plan and to undertake the maintenance of any necessary systems, paperwork and data.

4.2.4 The contact details for the TPC will be released when the role is appointed by the hotel management. The role should be assigned to someone within the hotel business, ideally with an knowledge of sustainable transport, and who is able to influence other site users.

## **5 TRAVEL PLAN MEASURES FOR STAFF**

5.1.1 This section outlines a range of measures which may be adopted by the TPC in the hotel operator's bespoke Travel Plan. It describes the initiatives proposed with a focus on ensuring that staff are aware of all the sustainable modes of transport available to them.

### **5.2 Travel Information Pack**

5.2.1 Staff will be provided a copy of the hotel's Travel Information Pack (TIP) as well as given access to a full digital version upon employment. The TIP will include information on sustainable travel modes and the facilities within the hotel development which aid sustainable travel, and will contain the following information:

- An explanation of the Hotel Travel Plan, its purpose, aims and objectives.
- Contact details for the TPC.
- Information about the health benefits of walking and on how to plan walking routes.
- Information of the health benefits of cycling and on how to plan cycling routes.
- Surrey Country Council cycle maps relevant to Sandown Park Racecourse.
- Information about cycle training for staff.
- Information on travel planning website services such as Google and AA journey planners, which also include access to real time information to raise awareness of transport options and alternatives in case of delays.
- Information on bus services including timetables and travel planning websites such as Google journey planner.
- Information on train services including timetables and late night travel advice, and travel planning websites such as National Rail Enquiries.

- Information about lift sharing platforms to encourage hotel staff, guests and visitors to car share.

### **5.3 Staff Notice Boards**

5.3.1 In addition to the TIPs, it is important to provide up-to-date and accessible information about travel options available to the hotel site users. Travel information will be displayed on staff noticeboards which will be kept up-to-date by the TPC. This information could include:

- Pedestrian and cycling route maps.
- Bus maps and timetables.
- Rail maps and timetables.
- Information on any major changes to public transport services.

### **5.4 Promotion of walking and cycling**

5.4.1 To encourage walking and cycling the following measures could be implemented.

#### ***Promotional material***

5.4.2 Walking and cycling information, such as maps, links to online journey planners and the health benefits of walking and cycling, will be included in the TIPs. This will inform staff of the existing routes in the surrounding area and local walking and cycling facilities. Walking journey planners such as **'mapmywalk'** and **mobile** apps which highlight walking and cycling routes can provide information on distances, journey times and may offer quieter alternative routes.

#### ***Cycle parking***

5.4.3 Long term secure and covered cycle parking will be provided for staff and guests and short term secure cycle parking will be provided for visitors. The number of cycle parking spaces that will be provided will be set out within the reserved matters application.

#### ***Cycle to Work Scheme***

5.4.4 The national Cycle to Work Scheme enables employees who wish to cycle to work to purchase a bicycle on a tax free basis. This scheme can allow staff to

purchase a bicycle up to the cap of £1,000 with up to a 32% discount and paid for over a 12 month period interest free.

- 5.4.5 This scheme should be explored by the future hotel operator as a measure to encourage cycling by staff to the site.

### ***Changing and showering facilities***

- 5.4.6 The future hotel design could include shower, changing and locker facilities for staff. These measures would help to encourage staff to jog or cycle to work knowing that they can store their sports kit or work clothes securely and wash before starting work.

### ***Cycle Training***

- 5.4.7 The TPC could organise annual cycle training sessions for hotel staff and these sessions will be promoted in the TIP. In order to improve participation, hotel staff could be notified prior to these sessions by post and email. The sessions will improve cycling skills and will be delivered by qualified instructors.
- 5.4.8 Surrey Country Council offers cycle training to everyone that lives within the county. This helps them know the fastest and safest routes to cycle. The sessions are tailor made so that appropriate training can be provided for all ages and levels of skill. These cycle training sessions can be promoted within the TIP and by the TPC.

### ***Cycle to Work Day***

- 5.4.9 Cycle to Work Day, on the 15th of August could be promoted by the TPC to encourage all staff to cycle into work on that day. Once staff cycle to work as part of this promotion, it could encourage them to cycle into work on a more regular basis i.e. it was easier than they thought quicker than their usual method of travel or they enjoyed it etc.

## **5.5 Encouraging use of public transport**

- 5.5.1 Staff, guests and visitors will be made aware of the range of public transport services available to them through the following:



### ***Promotional material***

- 5.5.2 Access to public transport information, such as route maps, timetables and fares will be included in the TIPS.

### ***Journey Planners***

- 5.5.3 Links to the National Rail journey planner, live bus tracking websites and smart phone applications would be promoted in the Travel Plan. Such applications include Citi-mapper and Google journey planner.

### ***Season Ticket Loans***

- 5.5.4 The feasibility of providing employees with interest free loans to purchase annual bus and rail season tickets should be explored by the hotel occupiers. This loan is then paid back through deductions on the employee's monthly salary.

## **5.6 Reducing vehicle trips**

### ***Cycle and car parking***

- 5.6.1 The provision of secure and covered cycle parking areas will help to encourage cycling and therefore reduce the number of car driver trips.
- 5.6.2 The hotel development will result in the loss of circa 70 existing car parking spaces. **The hotel car parking will be determined based on the operator's requirements and the predicted demand.** An area of the existing Racecourse general admission parking provision will be made available to the hotel and managed on race days and large events. The likely level of parking made available to the hotel has been based on one space per bedroom which equates to 150 parking spaces but given the proximity of the site to the Esher Station, the hotel operator may not require this amount.
- 5.6.3 On race days and events, many of the guests staying within the hotel will be associated with the racing and events and therefore, the hotel will reduce travel to and from the Racecourse site on those days.

### ***Car Sharing***

- 5.6.4 Car sharing can reduce congestion, provide cost savings to users, encourage staff interaction and offer personal security benefits by travelling together.

5.6.5 One example for a car sharing scheme is Liftshare. Car sharing and the use of Liftshare will be promoted as part of the TIPs for hotel staff. Information will also be presented on staff notice boards to increase staff awareness of the opportunity to save on fuel and reduce congestion.

5.6.6 The hotel website could also promote Liftshare as an alternative to driving to the site in single occupancy cars for guests and visitors.

***Free or subsidised meals***

5.6.7 Staff at the hotel may be offered free or subsidised meals which would reduce the need to undertake car trips to obtain food during a work break.

***Tele-conferencing***

5.6.8 The provision of tele-conferencing and remote working facilities for staff of the hotel will allow for some staff to undertake meetings or work from home without having to travel to the hotel itself. Tele-conferencing also helps to prevent people from having to travel to other sites for meetings.

## **6 TRAVEL PLAN MEASURES FOR VISITORS, GUESTS AND DELIVERIES**

6.1.1 This chapter sets out a range of measures which may be adopted by the hotel in its bespoke Travel Plan to promote and encourage sustainable modes of transport for visitors, guests and deliveries.

### **6.2 Reception Notice Boards**

6.2.1 It is important to provide up-to-date and accessible information about travel options available to the hotel guest and visitor. Travel information will be displayed on noticeboards within the reception which will be kept up-to-date by the TPC. This information could include:

- Pedestrian and cycling route maps.
- Bus maps and timetables.
- Rail maps and timetables.
- Information on any major changes to public transport services.

### **6.3 Website**

6.3.1 It is important that guests and visitors are aware of the travel options available to them. The hotel website could provide information on how to get to the site by walking, cycling or public transport. The website could also provide links to planners that would be useful for guests and visitors to plan their journey by public transport. Smartphone journey planning applications such as Citi-mapper and Google journey planner could also be marketed on the hotel website.

6.3.2 In addition, the free shuttle bus from Esher Station on race days could be promoted through the hotel website.

### **6.4 On-site facilities**

6.4.1 It is likely the hotel will have eating and leisure facilities provided for guests and visitors. This could reduce the need for guests and visitors to travel when at the hotel. Additionally, amenities located in Esher town centre are within walking distance of the hotel which helps to reduce the need for private car use when staying at the hotel. The presence of these facilities can be promoted using a notice board in the hotel reception.

## 6.5 Email Information Packs

6.5.1 When guests and visitors complete an online booking at the hotel, a mini Travel Information Pack could be sent alongside a booking confirmation email. The Mini Travel Information Pack can provide information how to access the site and promote sustainable travel modes.

## 6.6 Delivery promotional material

6.6.1 The hotel would generate delivery and servicing trips. The following promotional material could encourage more sustainable servicing activities:

- **Consolidating deliveries:** The site management could consider consolidating deliveries which would involve combining and reducing the number of trips. These would include the delivery of clean linen and towels and the removal of dirty linen and towels using the same vehicle. In addition, this could include the removal of waste
- **Green Vehicles:** Hybrid, electric and other low emission vehicles are less harmful for the environment. The hotel management could consider using delivery and collection companies with green vehicles.
- **Eco-driving:** Delivery personnel could be made aware of the benefits of driving techniques which use less fuel and lower CO2 emissions and pollution. Eco-driving techniques include changing up a gear as soon as possible, decelerating smoothly, turning off the engine while waiting in traffic, and cutting down the use of air condition and other electrical equipment. It is also important to regularly maintain and service the vehicles.
- **Time restrictions:** Time restrictions can ensure all delivery's and servicing trips made to the hotel are completed outside of peak hours and avoid clashing with other race and event days, reducing the potential for congestion to occur.

## 7 INDICATIVE BASELINE MODE SHARE

7.1.1 This chapter sets out the indicative mode share for the hotel development allowing for targets to be set. The indicative model share has been based on **2011 Census data 'Method of travel to work'** for the Elmbridge 013 Middle Layer Super Output Area' (MSOA). The modal split for staff travelling to the hotel can be seen in Table 7.1. As such mitigation measures for the development will be based on the impacts arising from the modal split of trips.

**Table 7.1 Provisional staff travel mode split**

| <b>Mode Type</b>             | <b>Mode Share</b> |
|------------------------------|-------------------|
| Underground                  | 1%                |
| Train                        | 7%                |
| Bus                          | 5%                |
| Taxi                         | 0%                |
| Motorcycle, scooter or moped | 1%                |
| Driving a Car or Van         | 73%               |
| Passenger in a Car or Van    | 5%                |
| Bicycle                      | 4%                |
| On foot                      | 4%                |

7.1.2 This mode share has been used to set interim targets within this draft Travel Plan. However, as this is a new hotel development and no current travel patterns exist, specific targets cannot be set. Therefore, following the baseline travel surveys a new hotel development site mode share will be calculated and **new targets will be set in the operator's Travel Plan.**

7.1.3 The modal split for guests will be obtained through questionnaires and monitored so that measures can be implemented and focussed on achieving sustainable travel to the site. This could include cheaper room rates if not travelling by private car. Initiatives to promote the use of sustainable travel modes will continue to focus on all users of the Hotel site.

## 8 TARGETS AND MONITORING

8.1.1 The Travel Plan requires monitoring, review and revisions to ensure that it remains relevant to those using the site and provides continuous improvements throughout its duration. This chapter sets out how the targets of the Travel Plan may be monitored and reviewed. Monitoring and reviewing will be the responsibility of the TPC and will be set out in the Travel Plan prepared by the operator.

8.1.2 The Surrey *'Travel Plan - a good practice guide for developers'* recommends the following with regard to the setting of targets:

- Link targets directly to the objectives of the Travel Plan.
- Set targets over a minimum of five years, with interim targets at one and three years.
- Targets should be SMART (specific, measurable, attainable, realistic and time bound).
- Be clear what journeys are being assessed.
- Targets should be focused on reducing the amount of single occupancy vehicles generated from the development.

### ***Indicative Hotel staff targets***

8.1.3 The targets set below are based on indicative proposed modal split. The targets are set over a minimum of 5 years. Given the objective and nature of the Travel Plan and the location of the hotel site, it is anticipated that the use of sustainable modes of transport will increase. The indicative targets for the proposed development over five years are:

- 10% increase in walking over 5 years.
- 10% increase in cycling over 5 years.
- 10% increasing in bus use.
- 5% increase in rail use.

- 8.1.4 The modal split targets above are indicative and will therefore require refinement once the results of the baseline travel surveys have been undertaken.

### ***Indicative guest and visitor targets***

- 8.1.5 As no indicative proposed modal split data could be collected for guests and visitors, no targets can be set. If reliable baseline data is collected from questionnaires, targets could be derived from these. The target for guests and visitors would be to reduce the expected modal split of private car trips and increase the share of sustainable transport modes.

## **8.2 Monitoring**

- 8.2.1 The monitoring regime has been determined by the requirements set out in *Surreys 'Travel Plans - a good practice guide for developers'*. This recommends that Travel Plans are monitored by means of a TRICS compliant survey. A questionnaire could be used to establish baseline modal splits for the hotel to allow for greater accuracy in the modal split.

- 8.2.2 The TPC will organise the initial surveys. The initial surveys need to be undertaken three months after first occupation for Hotel Travel Plans. A travel survey will be undertaken within the same month as the baseline survey in the first, third and fifth anniversaries. The TPC will be responsible for organising these surveys. The results of the baseline survey will be used to update the Hotel Travel Plan which should then be sent to the local planning authority (Elmbridge Borough Council) and Surrey County Council within three months.

## **8.3 Remedial measures**

- 8.3.1 In the event that by year 3 targets have not been met, remedial measures should be implemented as soon as possible to help get the Hotel Travel Plan back on track. Remedial measures would be implemented by the hotel management as a commitment on making the Hotel Travel Plan successful. These measures could include:

- Further funding to support the TPC.
- Public transport taster tickets provided to staff free of charge.

## **9 SECURING THE TRAVEL PLAN AND FUNDING**

9.1.1 The Hotel Travel Plan will be secured by way of a planning condition.

9.1.2 All measures implemented in the bespoke Travel Plan prior to the development being occupied will be funded by the hotel operator. The hotel operator will also fund the costs associated with ongoing monitoring reports.



## 10 ACTION PLAN

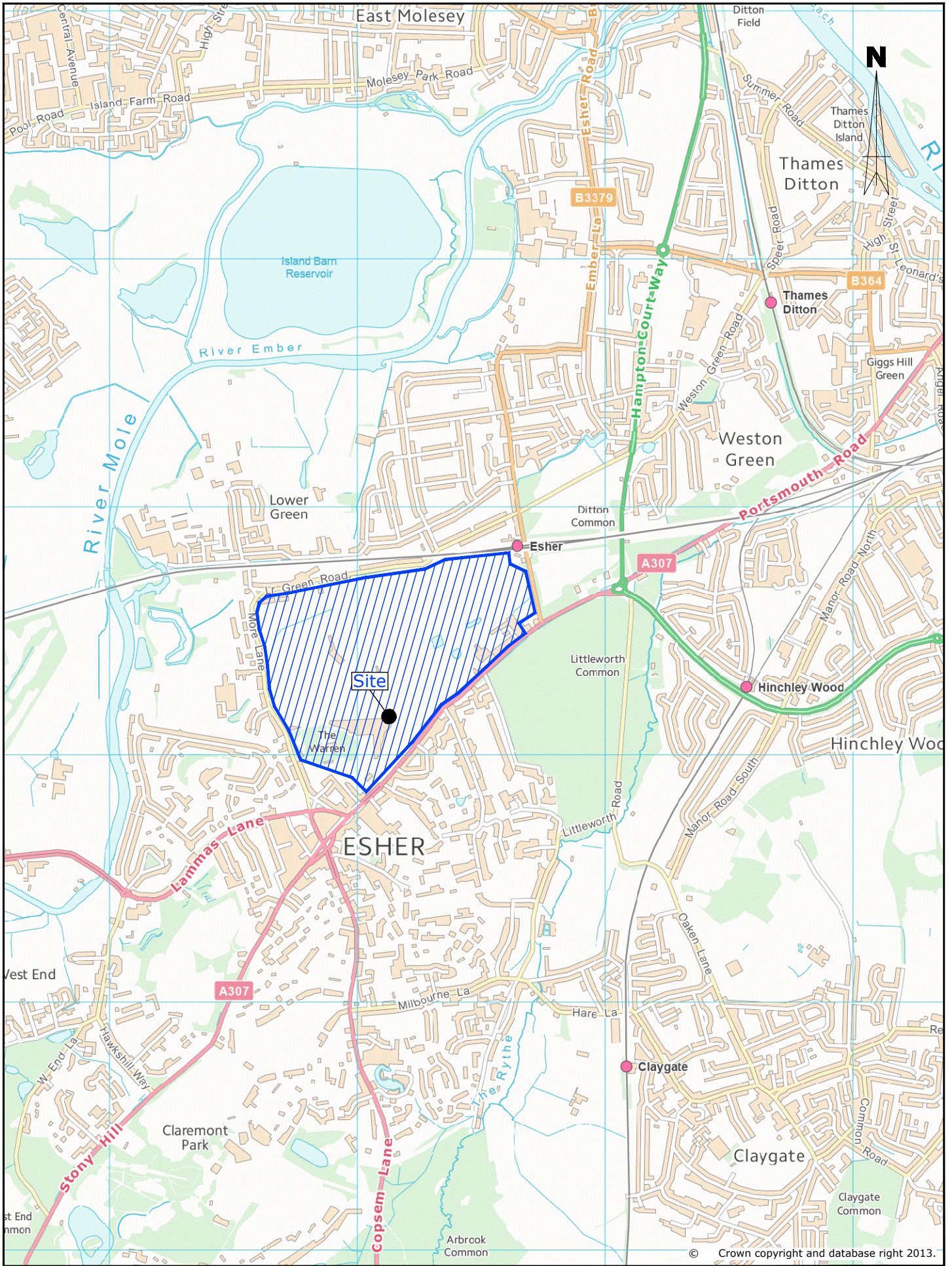
10.1.1 The Action Plan for the hotel development sets out the tasks, intended implementation dates and funding sources for the Hotel Travel Plan. It is intended to be a live document which will be updated by the TPC to reflect the outcome of the baseline surveys and consultation with the local authority once the first multi-modal surveys have been completed. The Hotel Action Plan can be seen in Table 10.1

**Table 10.1: Hotel Action Plan**

| <b>Objectives</b>  | <b>Measures</b>   | <b>When</b>                        | <b>By Whom</b>   |
|--|---|------------------------------------|------------------|
| Achieve sustainable travel patterns to and from the development and increase the sustainable   | Appoint a TPC   | Prior to occupation                | Hotel management |
|  | Investigate the possibility of providing interest free season ticket loans for bus and rail | Upon occupation                    | Hotel management |
| Ensure staff, visitors and guests are aware of the transport options to them   | Send out mini Travel Information Packs with booking confirmation emails                     | After online bookings from guests  | Hotel management |
| Ensure staff, visitors and guests are aware of the transport options to them<br>Promote health benefits of walking and cycling and raise awareness of the environmental impact of mode share | Provide notice boards in reception about transport  | Upon occupation                    | Hotel management |
|  | Provide staff with Travel Information Packs   | Upon occupation<br>Upon occupation | Hotel management |
|  | Promote the Cycle to Work scheme  |                                    |                  |
| Promote health benefits of walking and cycling and raise awareness of the  | Promote walking and cycling routes by journey planner mobile apps                           | Following occupation               | TPC              |

|  |   |   |                 |
|--|---|---|-----------------|
| environmental impact of mode share<br>Monitor the Travel Plan and ensure targets are being met | Install staff and visitor cycle parking     | During construction                             | Hotel developer |
|  | Undertake a baseline survey                 | Three months following up of occupation         | TPC             |
| Monitor the Travel Plan and ensure targets are being met                                       | Undertake repeat survey on years 1, 3 and 5 | Within a month of the anniversary of occupation | TPC             |
|  |   |   |                 |

## Figures



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Site location plan

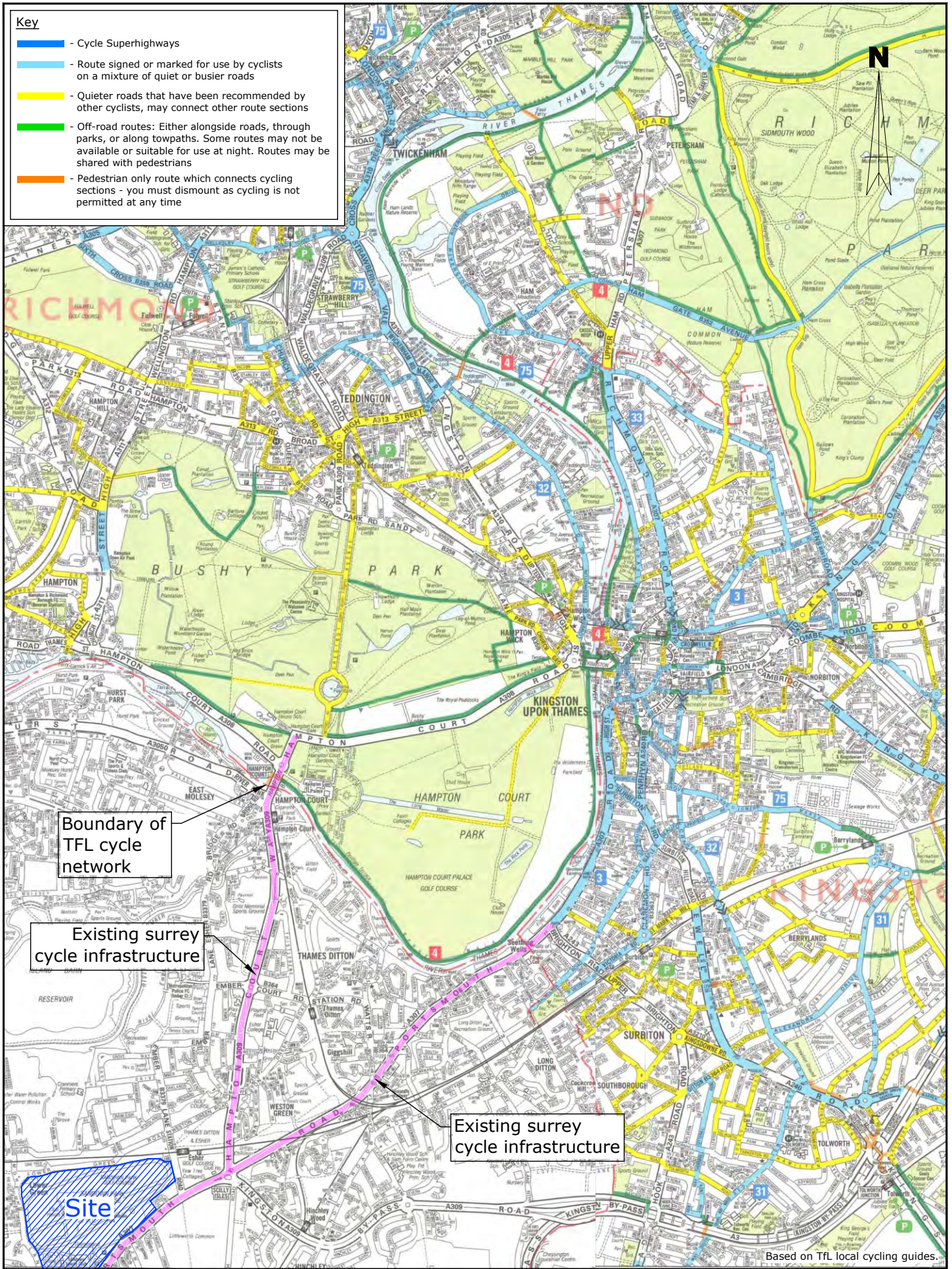


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Figure 1

**Key**

- █ - Cycle Superhighways
- █ - Route signed or marked for use by cyclists on a mixture of quiet or busier roads
- █ - Quieter roads that have been recommended by other cyclists, may connect other route sections
- █ - Off-road routes: Either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night. Routes may be shared with pedestrians
- █ - Pedestrian only route which connects cycling sections - you must dismount as cycling is not permitted at any time



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Based on TfL local cycling guides.

**Local cycle network**

**Figure 2**



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Local highway network

## Appendices

## **Appendix A**

Bus route map





### WALTON-ON-THAMES, MOLESEY and ESHER

Bus routes at least once per hour, five days a week, all year round

- 411    515    715
- 458    555.557    K3
- 461    564    R68

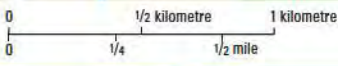
Less frequent bus routes (numbers followed by a diamond)

- 400♦    513♦    571♦
- 431♦    514♦

\* 514 Bus terminus  
 ← Bus operates in direction of arrow shown

For full details of services see timetable information. For clarity, occasional variations to certain routes are not shown on this map.  
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 Digital Cartography by Pindar Creative  
[www.pindarcreative.co.uk](http://www.pindarcreative.co.uk)





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# **Jockey Club Racecourse Limited**

Sandown Park Racecourse  
Draft Racecourse Travel Plan

February 2019



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- A Local Bus Map

# 1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been appointed by Jockey Club Racecourses Limited to provide transport and travel planning advice for Sandown Park Racecourse. This Racecourse draft Travel Plan has been prepared for all the operational, race day and event day aspects of the Racecourse site, in order to encourage sustainable modes of travel, notwithstanding that the proposed scheme does not intend to increase the **Racecourse's capacity of Sandown Park**.

1.1.2 The purpose of this draft Racecourse Travel Plan is to lay out a strategy for encouraging a reduction in staff, guest and visitor dependence on private car use by encouraging walking, cycling and public transport. The Racecourse Travel **Plan's key objectives** are to promote sustainable modes of travel to reflect current local, regional and national policy objectives in the context of transport.

1.1.3 The remainder of this document is set out as follows:

- **Section 2: Site Assessment** – Describes the accessibility to the site by a range of different transport modes.
- **Section 3: Travel Plan Aims and Objectives** – Sets out aims and objectives of the Travel Plan.
- **Section 4: Travel Plan Management** – Outlines how travel planning on the site will be managed by the Travel Plan Coordinator and how the Racecourse Travel Plan will be secured.
- **Section 5: Travel Plan Measures for Racecourse and events Staff** – Sets out the proposed measures to encourage Racecourse and events staff to travel using sustainable modes.
- **Section 6: Travel Plan Measures for Racecourse guests and visitors** - Sets out proposed measures for race and event day guests and visitors to encourage the use of sustainable transport.
- **Section 7: Travel Plan Measures for Deliveries** – Sets out measures for delivery and servicing companies associated with the operational side of the Racecourse.
- **Section 8: Indicative Mode Share** – Sets out the indicative mode split for the Racecourse.

- **Section 9: Targets and Monitoring** – Outlines the method of setting targets and monitoring the Racecourse Travel Plan
- **Section 10: Securing the Travel Plan and Funding** – Sets out how the Racecourse Travel Plan will be secured and funded.
- **Section 11: Action Plan** – Sets out an Action Plan for the Racecourse Travel Plan.

## **2 SITE ASSESSMENT**

### **2.1 Site Location and use**

2.1.1 The site is Sandown Park Racecourse located in the town of Esher, within the county of Surrey. The Racecourse provides for range of uses including horse racing, leisure facilities including gym, golf course and ski centre, and conference/business events.

2.1.1 Sandown Park requires significant upgrades and enhancements of the existing Racecourse infrastructure, facilities and venues to secure premier Racecourse status. The proposed enhancements and rationalisation of Sandown Park and facilitating residential developments are to be delivered through a single Masterplan-led planning application. The proposed hotel site location is shown on Figure 1. It should be noted that the proposed enhancement is not intended to increase the overall capacity.

### **2.2 Walking and cycling**

2.2.1 The Racecourse site is well located for pedestrian and cycle access to Esher town centre which is an approximately 500m from the main Grandstand. The town centre is approximately a 5 – 6 minute walk (walking time = 100/80m per min) from the Grandstand.

2.2.2 The Racecourse is within a reasonable walking distance of public transport nodes with footways linking to them. There are a number of bus stops which are located on the A307 Portsmouth Road, and Esher Green and More Lane to the west of Racecourse. The Racecourse Grandstand is approximately a 1.3Km walk from Esher Station via the A307 Portsmouth Road and B3379 Station Road. On race days, a pedestrian route directly from both Station platforms and linked via an underpass provides access to the Racecourse via a footpath and the turnstiles on Lower Green Road. This route is approximately 1.0Km from the Station.

2.2.3 Intermittent advisory cycle lanes run along the A307 Portsmouth Road to the south of the Racecourse which helps to prevent cars passing too close to cyclists. Figure 2 displays local cycle routes around the Racecourse.



## 2.3 Bus Network

2.3.1 The nearest bus stops to the Racecourse are located on the A307 Portsmouth Road, Esher Green and More Lane. Appendix A contains a plan of the local bus services. Table 2.1 summarises the bus services stopping at these bus stops.

**Table 2.1: Summary of bus services**

| Bus route                           | Bus Stop Names       | Direction towards    | Hourly frequency |            |    |     |     |
|-------------------------------------|----------------------|----------------------|------------------|------------|----|-----|-----|
|                                     |                      |                      | Mon – Fri        |            |    | Sat | Sun |
|                                     |                      |                      | AM               | Inter-peak | PM |     |     |
| <b>515</b>                          | Esher Green          | Kingston             | 1                | 1          | 1  | 1   | 0   |
|                                     | Lower Green          | Kingston             | 1                | 1          | 1  | 1   | 0   |
| <b>515</b>                          | Esher High Street    | Addleston            | 1                | 1          | 1  | 1   | 0   |
|                                     |                      |                      |                  |            |    |     |     |
| <b>715 (Portsmouth Road Branch)</b> | Littleworth Common   | Kingston upon Thames | 1                | 1          | 1  | 1   | 0   |
|                                     | Esher Sandown Park   | Guildford            | 0                | 1          | 1  | 1   | 0   |
| <b>715 (More Lane Branch)</b>       | Esher Council Office | Guildford            | 0                | 1          | 1  | 1   | 0   |
|                                     |                      |                      |                  |            |    |     |     |
| <b>715 (More Lane Branch)</b>       | Lower Green          | Kingston upon Thames | 0                | 0          | 0  | 0   | 1   |
|                                     | Esher Green          | Kingston upon Thames | 0                | 0          | 0  | 0   | 1   |
| <b>715 (More Lane Branch)</b>       | High School          | Guildford            | 0                | 0          | 0  | 0   | 1   |
|                                     |                      |                      |                  |            |    |     |     |
| <b>458</b>                          | Esher Sandown Park   | Staines              | 1                | 1          | 1  | 1   | 1   |
|                                     | Littleworth Common   | Kingston upon Thames | 1                | 1          | 1  | 1   | 1   |
| <b>458</b>                          | Esher Council Office | Kingston upon Thames | 1                | 1          | 1  | 1   | 1   |
|                                     |                      |                      |                  |            |    |     |     |

## 2.4 Rail

2.4.1 Esher Station is approximately 1.3Km walking from the Racecourse Grandstand via the A307 Portsmouth Road and the B3379 Station Road. The station is served by South Western Railway and links to London Waterloo and Clapham Junction Stations to the east and Woking to the west. On race days, the Racecourse operates a free of charge shuttle mini-bus between the station and

the main entrance to the Racecourse behind the Grandstand. However, visitors can walk directly from the station platforms to the turnstiles at the north of Racecourse. Table 2.2 summarises the rail services stopping at Esher Station.

**Table 2.2: Summary of rail services**

| Direction                   | Hourly frequency |            |    |     |     | Journey times |
|-----------------------------|------------------|------------|----|-----|-----|---------------|
|                             | Mon – Fri        |            |    | Sat | Sun |               |
|                             | AM               | Inter-peak | PM |     |     |               |
| <b>To London Waterloo</b>   | 6                | 2          | 2  | 2   | 2   | 23 - 30 mins  |
| <b>From London Waterloo</b> | 2                | 2          | 4  | 2   | 2   | 20 - 28 mins  |
| <b>To Woking</b>            | 2                | 2          | 4  | 2   | 2   | 20 - 25 mins  |
| <b>From Woking</b>          | 5                | 2          | 2  | 2   | 2   | 19 - 25 mins  |

## 2.5 Local Highway network

2.5.1 The Racecourse main site access is located on the A307 Portsmouth Road. Figure 3 shows the local highway network. To the west of the access, Portsmouth Road links to Esher town centre and the A3 Esher Bypass via the A244. The A3 then links to the M25 at junction 10. To the east of the access, Portsmouth Road links to the B3379 Station Road via a signal controlled junction and to the A309 Kingston Bypass via the 'Scilly Isles' junction which links with the A3 and central London.

2.5.2 At the 'Scilly Isles' junction, the A309 Hampton Court Way links the Racecourse to the M3 Motorway via the A308. The M3 Motorway provides access to the M25 to the north via junction 12. Locally, the A307 Portsmouth Road links to Kingston upon Thames to the east.

## 2.6 Racecourse car parking

2.6.1 The Racecourse has 18 vehicle parking areas located near the Grandstand and in the Centre of Course.

2.6.2 The Racecourse currently has a total on-site race day equivalent car parking capacity of 3,823 spaces i.e. not including the parking areas for horseboxes. A further 800 car parking spaces are available for large events at Esher C of E High

School. This brings the total car parking available to the Racecourse to 4,623 spaces.

2.6.3 The facilitating development proposals for Site 2 (residential), Site B (hotel) and Site 5 (residential) would result in the loss of 692 car parking spaces. In addition, as a result of the centre of course proposals, a further 113 spaces would be lost. Therefore, the total on-site race day car parking capacity would reduce to 3,018 spaces.

2.6.4 It should be noted that many of the hotel guests could be attending the racecourse during major events. In practice therefore the 150 spaces for the hotel might be occupied by people attending the races or events.

### **3 TRAVEL PLAN AIMS AND OBJECTIVES**

3.1.1 This chapter outlines the proposed aims and objectives of the Travel Plan.

#### **3.2 Purpose**

3.2.1 The purpose of this Racecourse Travel Plan is to encourage more sustainable travel patterns for all the Racecourse users including staff, visitors and guests. The main aim is to reduce the **Racecourse's** reliance on the forms of travel which cause the most impact on the environment. These mainly comprise private car use.

#### **3.3 Aims**

3.3.1 According to Surrey's 'Travel Plans – a good practice guide for developers (2018 Draft)' the aims of a Travel Plan are to:

*'Reduce the amount of vehicular traffic generated by the site, which in turn will improve local air quality and site users health, as well as reduce safety issues associated with higher levels of traffic'*

3.3.2 The Travel Plan should:

- Comply with associated planning conditions or legal agreements.
- Address any issues in the associated Transport Assessment.
- Be relevant to the site and site users.
- Reinforce the objectives of Surreys Transport Plan.

3.3.3 Other aims of this Racecourse Travel Plan include:

- Achieve and maintain the predicted sustainable travel patterns to and from the development and increase the sustainable travel mode share.
- Ensure events staff, guests and visitors are aware of the full range of travel choices available to them and address the need for access to a full range of amenities and services.

- Promote healthy lifestyles and sustainable vibrant communities by promoting health benefits of walking and cycling and raising awareness of the impact of each transport mode on the environment.
- Monitor travel patterns and identify opportunities to encourage walking, cycling and the use of public transport.

## 4 TRAVEL PLAN MANAGEMENT

4.1.1 This chapter sets out how the Travel Plan will be managed by the JCR Travel Plan Coordinator (TPC). It also sets out how the Travel Plan will be secured.

### 4.2 Travel Plan coordinator

4.2.1 A TPC (Sandown Racecourse staff) will have their current role around traffic management expanded with the responsibility of implementing, managing and promoting the Travel Plan for Racecourse and events staff, and will develop initiatives to reduce race day goers, events visitors and conference attendees reliance on private car and single occupancy private car use in conjunction with a race day and event traffic management company.

4.2.2 The key responsibilities of the TPC include:

- Be available as the first point of contact for staff at the Racecourse to discuss transport issues.
- To promote the Travel Plan to new and existing staff at the Racecourse and for guests and visitors for the various Racecourses venues and events.
- To discuss any relevant transport issues with Surrey County Council.
- To facilitate and be responsible for the monitoring of the Racecourse Travel Plan which will include the undertaking of travel surveys and preparing monitoring reports.
- Arranging baseline travel surveys and the subsequent surveys on years 1, 3 and 5 and reviewing of the data.
- Discuss transport related issues **with event's organisers and advise** on how to increase the sustainable travel of all Racecourse attendees.

4.2.3 The amount of time needed for the TPC to undertake these tasks will vary depending on the specific task. However, the TPC should allow sufficient time to carry out the measures outlined in the Action Plan and to undertake the maintenance of any necessary systems, paperwork and data.

4.2.4 The contact details for the TPC will be released when the role is appointed by JCR management. The role should be assigned to someone within JCR ideally with a knowledge of sustainable transport, and who is able to influence other site users.

## **5 TRAVEL PLAN MEASURES FOR RACECOURSE AND EVENTS STAFF**

5.1.1 This section sets out a range of measures that may be adopted by the TPC for the Racecourse and describes a number of initiatives proposed with a focus on ensuring that Racecourse and events staff are made aware of the sustainable travel options available to them.

### **5.2 Travel Information Pack**

5.2.1 A Travel Information Pack (TIP) will be provided to all Racecourse and events staff. Providing information in advance ensures Racecourse and events staff are aware of the various modes of transport and existing services available to them at the earliest opportunity. An electric version of the TIP will also be made available for Racecourse and events, including agency, staff. The TIP will contain the following:

- An explanation of the Racecourse Travel Plan, its purpose, aims and objectives.
- Contact details for the TPC.
- Information about the health benefits of walking and on how to plan walking routes.
- Information of the health benefits of cycling and on how to plan cycling routes.
- Surrey Country Council cycle maps relevant to Sandown Park Racecourse.
- Information about cycle training for staff.
- Information on travel planning website services such as Google and AA journey planners, which also include access to real time information to raise awareness of transport options and alternatives in case of delays.
- Information on train services including timetables and late night travel advice, and travel planning websites such as National Rail Enquiries.



- Information about lift sharing platforms to encourage Racecourse and events staff to car share.

### **5.3 Staff Notice Boards**

5.3.1 In addition to the TIPs, it is important to provide up-to-date and accessible information about travel options available to the Racecourse and events staff. Travel information will be displayed on staff noticeboards which will be kept up-to-date by the TPC. This information could include:

- Pedestrian and cycling route maps.
- Bus maps and timetables.
- Rail maps and timetables.
- Information on any major changes to public transport services.

### **5.4 Promotion of walking and cycling**

5.4.1 To encourage walking and cycling the following measures could be implemented.

#### ***Promotional material***

5.4.2 Walking and cycling information, such as maps, links to online journey planners and the health benefits of walking and cycling, will be included in the TIPs. This will inform staff of the existing routes in the surrounding area and local walking and cycling facilities. Walking journey planners such as 'mapmywalk' and mobile apps which highlight walking and cycling routes can provide information on distances, journey times and may offer quieter alternative routes.

#### ***Cycle parking***

5.4.3 The provision of long term secure and covered cycle parking will be explored for Racecourse and events staff. The number of cycle parking spaces that will be provided will be set out within the reserved matters application for the Racecourse operations improvements.

#### ***Cycle to Work Scheme***

5.4.4 The national Cycle to Work Scheme enables employees who wish to cycle to work to purchase a bicycle on a tax free basis. This is being offered periodically

by JCR and can allow staff to purchase a bicycle up to the cap of £1,000 with up to a 32% discount and paid for over a 12 month period interest free.

### ***Changing and showering facilities***

- 5.4.5 The provision of shower, changing and locker facilities for staff is available and these measures continue to help to encourage staff to jog or cycle to work knowing that they can store their sports kit or work clothes securely and wash before starting work.

### ***Cycle Training***

- 5.4.6 The TPC could organise annual cycle training sessions for Racecourse staff and these sessions will be promoted in the TIP. In order to improve participation, Racecourse staff could be notified prior to these sessions by post and email. The sessions will improve cycling skills and will be delivered by qualified instructors.
- 5.4.7 Surrey Country Council offers cycle training to everyone that lives within the county. This helps them know the fastest and safest routes to cycle. The sessions are tailor made so that appropriate training can be provided for all ages and levels of skill. These cycle training sessions can be promoted within the TIP and by the TPC.

### ***Cycle to Work Day***

- 5.4.8 Cycle to Work Day, on the 15th of August could be promoted by the TPC to encourage all staff to cycle into work on that day. Once staff cycle to work as part of this promotion, it could encourage them to cycle into work on a more regular basis i.e. it was easier than they thought quicker than their usual method of travel or they enjoyed it etc.

## **5.5 Encouraging use of public transport**

- 5.5.1 Racecourse and events staff will be made aware of the range of public transport services available to them through the following:

### ***Promotional material***

- 5.5.2 Access to public transport information, such as route maps, timetables and fares will be included in the TIPs.

### ***Journey Planners***

- 5.5.3 Links to the National Rail journey planner, live bus tracking websites and smart phone applications would be promoted in the Travel Plan. Such applications include Citi-mapper and Google journey planner.

### ***Season Ticket Loans***

- 5.5.4 The feasibility of providing Racecourse employees with interest free loans to purchase annual bus and rail season tickets could be explored by JCR. This loan is then paid back through deductions on the employee's monthly salary.

## **5.6 Reducing vehicle trips**

### ***Cycle parking***

- 5.6.1 The provision of secure and covered cycle parking areas will help to encourage cycling and therefore reduce the number of car driver trips.

### ***Car Sharing***

- 5.6.2 Car sharing can reduce congestion, provide cost savings to users, encourage staff interaction and offer personal security benefits by travelling together. One example for a car sharing scheme is Liftshare. Car sharing and the use of Liftshare could be promoted as part of the TIPs for Racecourse and events staff. Information will also be presented on staff notice boards to increase staff awareness of the opportunity to save on fuel and reduce congestion.

### ***Tele-conferencing***

- 5.6.3 JCR already operate an element of flexible working in-line with the team and business needs. However, JCR will look into expanding the provision of tele-conferencing and remote working facilities for Racecourse staff. This would allow for some staff to undertake meetings or work from home without having to travel to the Racecourse site. Tele-conferencing also helps to prevent people from having to travel to other sites for meetings.

## **6 TRAVEL PLAN MEASURES FOR RACECOURSE GUESTS AND VISITORS**

### ***Website***

6.1.1 It is important for race day and events guests and visitors to be aware of the travel options available to them. The Racecourse website already promotes sustainable travel. At the top of the Racecourse website's 'Getting to Sandown Park Racecourse' page, it states:

*The racecourse is located in a picturesque parkland setting in the town of Esher, Surrey. It is within the M25 and only 25 minutes by train from London Waterloo or 15 miles from South West London.*

6.1.2 This sets out early how accessible the site is by rail.

6.1.3 The website page then sets out how to get to the site by car providing detailed directions, a link to the AA Route Planner website and states that four electric vehicle charging points are available within the main car park.

6.1.4 The website page already describes that guests and visitors can access the Racecourse site by rail and that the Grandstand can be accessed by walking across the centre of the course or by the complimentary minibus service from Esher Station. The website also provides a link to the National Rail enquiries website and provides the telephone number.

6.1.5 The Racecourse website also provides details of how the site can be reached by helicopter, it has a helipad, and by taxi. There is a taxi rank at Esher Station and taxis are able to pick up and drop off on the Racecourse site. In addition, it provides details about where to park on the Racecourse site for cars, coaches and Blue Badge holders.

6.1.6 Amendments to the Racecourse website could be explored to improve its promotion sustainable travel modes. The wording of the website could be improved to more clearly state that the centre of course walking route can be accessed directly from the Esher Station platforms and that the free mini bus runs as a shuttle on a continual loop on race days.

- 6.1.7 A suggestion of Smartphone applications such as Citi-mapper and Google journey planner could also be provided on the Racecourse website for guests and visitors.

### ***Onsite facilities***

- 6.1.8 The Racecourse provides places where race and event day guests and visitors can buy food and drinks. This will reduce the need for guests and visitors to leave the site on race and event days.
- 6.1.9 Additionally, local shops and amenities are located in Esher town centre which is within walking distance of the Racecourse Grandstand. This reduces the need to travel by car when at the Racecourse.

### ***Email information packs***

- 6.1.10 When guests and visitors buy their tickets online or over the telephone, a condensed version of the TIP could be sent in conjunction with the booking confirmation email or with the posted tickets. The condensed TIP could include information on how to the access the Racecourse site and promote the use of walking, cycling and public transport to access the site.

### ***Reduced price tickets***

- 6.1.11 JCR could explore the possibility of providing reduced price tickets for race and event days for guests and visitors who travel to the Racecourse site by sustainable means i.e. not in a private car. This could be marketed on the website.

## **7 TRAVEL PLAN MEASURES FOR DELIVERIES**

7.1.1 The Racecourse generates delivery and servicing trips. It is envisaged that promotional material for the following could encourage more sustainable transport modes.

- Consolidating deliveries: The Racecourse management could consider the feasibility of consolidating deliveries which would involve combining and reducing the amount of trips.
- Green vehicles: Hybrid, electric and other low carbon emission vehicles are less harmful for the environment. JCR could consider using deliveries and collection companies with green vehicles
- Eco-driving: Delivery personnel could be made aware of the benefits of driving techniques which use less fuel, CO<sub>2</sub> emissions and pollution. Eco-driving techniques include changing up a gear as soon as possible, decelerating smoothly, turning off the engine while waiting in traffic, and cutting down the use of air conditioning and other electrical equipment. It is also important to regularly maintain and service vehicles.

## 8 INDICATIVE BASELINE MODE SHARE

8.1.1 This chapter sets out the indicative mode share of Racecourse and events staff from which interim targets can be set. The indicative mode share has been based on Census 2011 Method of Travel to Work (Workday Population) for Elmbridge 013 Middle Layer Super Output Area. The modal split of Racecourse and events staff is set out in Table 8.1.

**Table 8.1: Indicative staff modal split**

| Mode Type                              | Mode Share |
|--|------------|
| Underground, metro, light rail or tram | 1%         |
| Train                                  | 7%         |
| Bus, minibus or coach                  | 5%         |
| Taxi                                   | 0%         |
| Motorcycle, scooter or moped           | 1%         |
| Driving a car or van                   | 73%        |
| Passenger in a car or van              | 5%         |
| Bicycle                                | 4%         |
| On foot                                | 4%         |

8.1.2 This indicative mode share has been used to set interim targets within this Travel Plan. However, following the baseline travel surveys a new Racecourse mode share will be calculated and new targets will be set. These targets will be agreed with Elmbridge Borough Council and Surrey County Council.

8.1.3 The modal split for guests and visitors on race days has been obtained from a report prepared by **CSP, the Racecourse's race and event day car park** management company. The weekend modal split has been obtained from surveys undertaken on Saturday 28<sup>th</sup> April 2018 when the race day attendance was 13,012. Table 8.2 shows the calculated mode share.

**Table 8.2: Mode type for a race day on Saturday 28th April 2018**

| Mode Type   | Mode Share |
|---|------------|
| Cars Parking in official onsite car park                  | 39%        |
| Coaches   | 11%        |
| Minibus   | 3%         |
| Taxi and private hire drop off                            | 2%         |
| General public drop off                                   | 1%         |
| Train   | 34%        |
| Walking, cycling, local residents, or alternative parking | 11%        |

8.1.4 The guests and visitors modal split for a midweek race day have also been obtained from CSP's report. The modal split has been obtained from surveys undertaken on Wednesday 19<sup>th</sup> September 2018 for an afternoon race. The total race day attendance was 2,710 people. Table 8.3 shows the calculated mode share.

**Table 8.3: Mode type for an afternoon race on Wednesday 19th September**

| <b>Mode Type</b>   | <b>Mode Share</b> |
|--|-------------------|
| Car Parking in official onsite car park                  | 52%               |
| Coaches  | 2%                |
| Minibus  | 1%                |
| Taxi and Private hire drop off                           | 2%                |
| General public drop off                                  | 1%                |
| Train  | 30%               |
| Walking, cycling, local residents or alternative parking | 13%               |

8.1.5 The travel mode share for visitors mainly consists of car and rail. The next highest mode share is walking and cycling. There is free car parking on the Racecourse and therefore it unlikely that many people will park off-site.

8.1.6 The travel modal split indicates that during the week, car use is higher than on a weekend. This could be a result of more people travelling to the Racecourse from work. Rail use is lower on a weekday than on a weekend.



## 9 TARGETS AND MONITORING

9.1.1 The Racecourse Travel Plan requires monitoring, review and revisions to ensure that it remains relevant to those using the site and provides continuous improvements throughout its duration. This chapter sets out how the targets of the Travel Plan will be monitored and reviewed. Monitoring and reviewing will be the responsibility of the TPC.

9.1.2 The Surrey '*Travel Plan - a good practice guide for developers*' recommends the following with regard to the setting of targets:

- Link targets directly to the objectives of the Travel Plan.
- Set targets over a minimum of five years, with interim targets at one and three years.
- Targets should be SMART (specific, measurable, attainable, realistic and time bound).
- Be clear what journeys are being assessed.
- Targets should be focused on reducing the amount of single occupancy vehicles generated from the development.

### ***Racecourse staff and events day staff targets***

9.1.3 The targets set out below are based on indicative modal split set out in Table 8.1. The targets are set over a minimum of 5 years. Given the objective and nature of the Travel Plan and the location of the Racecourse site, it is anticipated that the use of sustainable modes of transport will increase. The indicative targets for the Racecourse over five years are:

- 10% increase in walking over 5 years.
- 10% increase in cycling over 5 years.
- 10% increasing in coach use.
- 10% increase in rail use.

9.1.4 The modal split targets above are indicative and will therefore require refinement once the results of the baseline travel surveys have been undertaken.

### ***Race and event day guests and visitors***

- 9.1.5 The targets set below are based on modal split obtained from Table 8.2 and Table 8.3. The targets are set over a minimum of 5 years. Given the objectives and nature of the Travel Plan and the location of the Racecourse site, it is anticipated that the use of sustainable modes of transport will increase.
- 9.1.6 The Racecourse wants to encourage more local residents to be part of the Racecourse race and event days, and therefore it is reasonable to presume that the walking and cycling mode share could increase. The indicative targets for the proposed development over five years are:
- 10% increase in walking over 5 years.
  - 10% increase in cycling over 5 years.
  - 10% increasing in bus use.
  - 10% increase in rail use.
- 9.1.7 The modal split targets above are indicative and will therefore require refinement once the results of the baseline travel surveys have been undertaken.

## **9.2 Monitoring**

- 9.2.1 The monitoring regime has been determined by the requirements set out in *Surreys 'Travel Plans - a good practice guide for developers'*. This recommends that Travel Plans are monitored by means of a TRICS compliant survey. A questionnaire could be used to establish baseline modal splits for the Racecourse and events staff, guests and visitors to allow for greater accuracy in the modal split.
- 9.2.2 The TPC will organise the initial surveys. The initial surveys need to be undertaken three months after all Racecourse improvements have taken place. A travel survey will be undertaken within the same month as the baseline survey in the first, third and fifth anniversaries. The TPC will be responsible for organising these surveys. The results of the baseline survey will be used to update the Racecourse Travel Plan which should then be sent to the local planning authority (Elmbridge Borough Council) and Surrey County Council within three months.

### **9.3 Remedial measures**

- 9.3.1 In the event that by year 3 targets have not been met, remedial measures should be considered as soon as possible to help get the Racecourse Travel Plan back on track. These measures could include public transport taster tickets provided to staff free of charge.

## **10 SECURING THE TRAVEL PLAN AND FUNDING**

10.1.1 The Racecourse Travel Plan will be secured by through condition. All measures implemented as part of the Racecourse improvements will be funded by the JCR. JCR will appoint the TPC and prepare marketing material and the Travel Information Packs. JCR will also fund the costs associated with ongoing monitoring reports.

## 11 ACTION PLAN

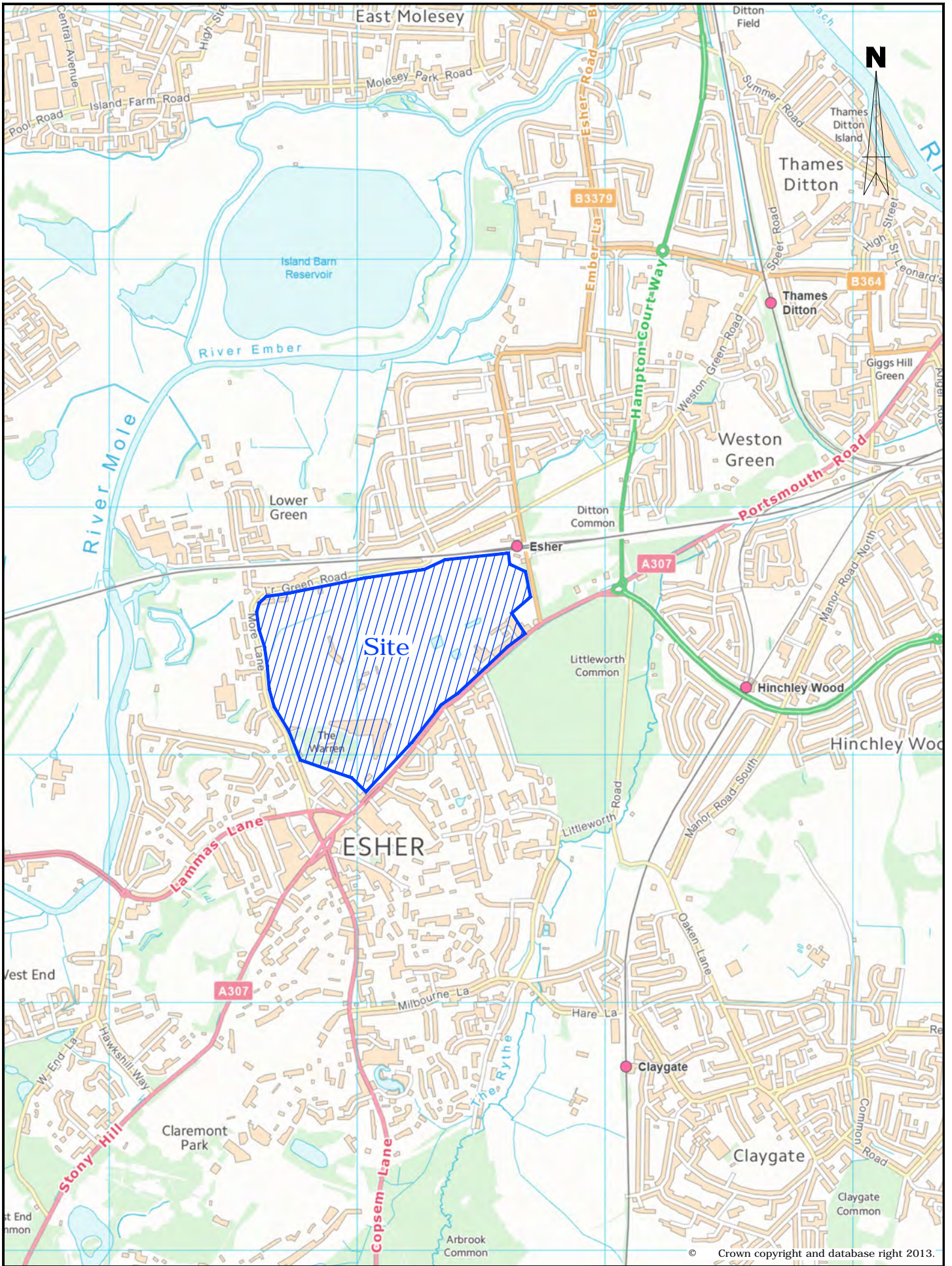
11.1.1 The Action Plan for the Racecourse sets out the tasks, intended implementation dates, and funding sources for the Racecourse Travel Plan. It is intended to be a live document which will be updated by the TPC to reflect the outcome of the baseline surveys and consultation with the local authority once the first multi-modal surveys have been completed. The Racecourse Action Plan can be seen in Table 11.1

**Table 11.1: Racecourse Action Plan**

| <b>Objectives</b>  | <b>Measures</b>  | <b>When</b>                           | <b>By Whom</b> |
|--|--|---------------------------------------|----------------|
| Achieve sustainable travel patterns to and from the development and increase the sustainable transport share | Investigate providing discounted race and event tickets if travelling by sustainable transport modes | Following outline planning permission | JCR            |
|  | Provide notice boards in reception about transport   |                                       |                |
|  | Travel Information Pack for new and existing staff   |                                       |                |
|  | Appoint a TPC  |                                       |                |
| Ensure visitors and guests are aware of the transport options to them  | Investigate the possibility of providing interest free season ticket loans for bus and rail          | After online or telephone bookings    | JCR            |
|  | Send out mini Travel Information Packs with ticket purchase confirmation emails or posted tickets    |                                       |                |
| Promote health benefits of walking and cycling and raise awareness of the environmental impact of mode share | Improve promotion of sustainable travel options on the Racecourse website                            | Following outline planning permission | JCR            |
|  | Promote the Cycle to Work scheme   | Following outline planning permission | TPC            |
|  | Promote walking and cycling routes by journey planner mobile apps                                    | Following outline planning permission | TPC            |

|   |   |  |     |
|---|---|--|-----|
|   | Cycle training                                | Following outline planning permission          | TPC |
| Monitor the Racecourse Travel Plan and ensure targets are being met | Undertake a Baseline Survey                   | 3 months following outline planning permission | TPC |
|   | Undertake a repeat survey on years 1, 3 and 5 | Within a month of baseline survey anniversary  | TPC |

## Figures



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Site location plan



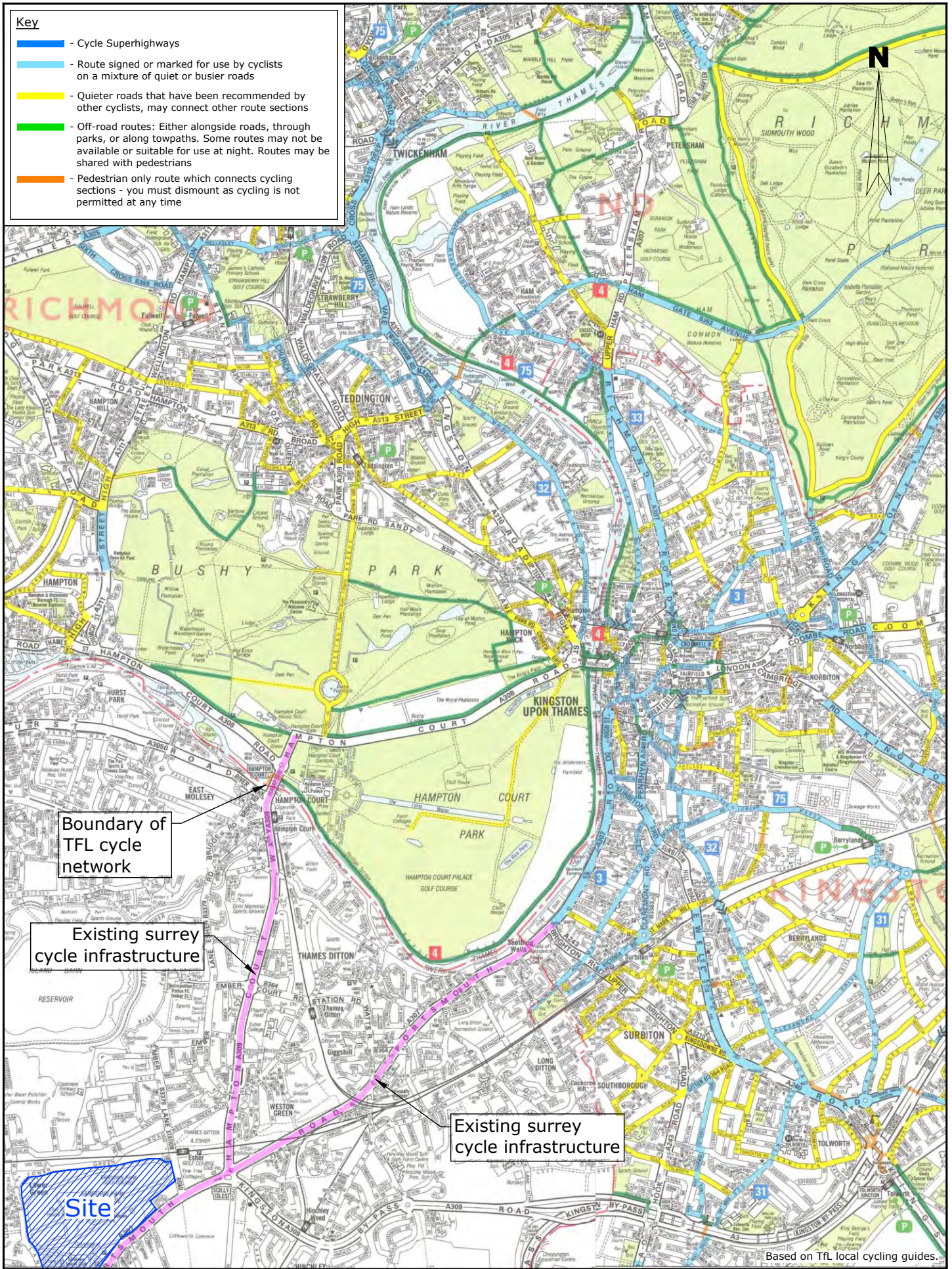
70 Cowcross Street  
 London, EC1M 6EL  
 t: 020 7608 0008  
 w: www.tppweb.co.uk

Figure 1



**Key**

- █ - Cycle Superhighways
- █ - Route signed or marked for use by cyclists on a mixture of quiet or busier roads
- █ - Quieter roads that have been recommended by other cyclists, may connect other route sections
- █ - Off-road routes: Either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night. Routes may be shared with pedestrians
- █ - Pedestrian only route which connects cycling sections - you must dismount as cycling is not permitted at any time



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Based on TfL local cycling guides.

**Local cycle network**

**Figure 2**



T:\130000 - Projects\30918 Sandown Park Racecourse, Esher\ACAD\017 - 018.dwg

Digital Map Data © Collins Bartholomew Ltd (2013).

Local highway network

## Appendices

## **Appendix A**

Bus route map



### WALTON-ON-THAMES, MOLESEY and ESHER

Bus routes at least once per hour, five days a week, all year round

- 411    515    715
- 458    555.557    K3
- 461    564    R68

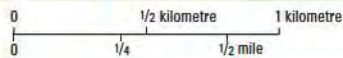
Less frequent bus routes (numbers followed by a diamond)

- 400 ♦    513 ♦    571 ♦
- 431 ♦    514 ♦

- \* 514 Bus terminus
- ← Bus operates in direction of arrow shown

For full details of services see timetable information. For clarity, occasional variations to certain routes are not shown on this map.  
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Correct from August 2018  
Digital Cartography by Pindar Creative  
[www.pindarcreative.co.uk](http://www.pindarcreative.co.uk)







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