

## Sandown Park Racecourse

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APP/20190551

Transport Proof of Evidence by  
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MIHT CEng Final Draft  
JCR5/3 Transport Proof  
Appendices

October 2020

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Drawings (updated manually)

30918/AC/032_B	Site 1 Access
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30918/AC/043_A	Site 5 Villas site access

Addendums (updated manually)









1	Pedestrian Conditions Summary Note
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# 1 APPENDIX 1 RAIL CAPACITY



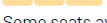
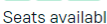
## 1.1 Rail Capacity

1.1.1 Following the Case Management Conference, EBC provided further information regarding the capacity of trains at Esher Station as shown in table 1.1 below with additional information provided by TPP to complete the peak period shown in table 1.2. Contrary to what was said by the Council in the SoC this information demonstrates there is capacity on the rail services even at peak times.

**Table 1.1 Rail Capacity**

Departure	Arrival	Number of carriages	Seat capacity
06:52	07:22	8	 Seats available
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07:52	08:16	12	 Standing room only
08:03	08:24	12	 Some seats available
08:13	08:34	12	 Some seats available
08:21	08:44	12	 Some seats available

**Table 1.2 Rail Capacity Additional Information**

08:33	08:57	12	 Seats available
08:52	09:22	8	 Some seats available
09:13	09:38	12	 Some seats available
09:22	09:52	8	 Seats available

1.1.2 The above data is for 2019 before the current Coronavirus pandemic which has had the effect of changing working practices and reducing commuting into London.

## **2 APPENDIX 2 SAFETY BENEFITS**

2.1.1 The proposed development will provide a range of improvements that will result in safety benefits for vehicle traffic, pedestrians, bus passengers and those using Esher Station. The safety benefits that are brought forward by the proposed development are outlined below. This appendix has been prepared in response to queries raised by third parties with regards to the safety implications of the proposed development.

### **2.2 New pedestrian crossings**

2.2.1 The development will provide new pedestrian crossing facilities, at a number of locations around the Racecourse. These would improve pedestrian safety and increase permeability and are described below.

#### ***Site 5 access Portsmouth Road***

2.2.2 A new pedestrian crossing point with a central refuge would be provided at the proposed access to Site 5 from Portsmouth Road. This will make it safer and easier for both existing and future residents to cross Portsmouth Road in this location. The arrangement also improves safety on Portsmouth Road by providing a right-turn lane into Littleworth Common.

2.2.3 The proposed Site 5 access is shown on drawing 30918/AC/043\_A.

#### ***Station access Station Road***

2.2.4 A new pedestrian crossing that is accessible for all would be provided across Station Road at Esher Railway Station. This should significantly improve pedestrian access to Esher Station on Station Road both in terms of safety and convenience. It should also reduce the ambiguity of who is giving way to whom with regard to vehicle and pedestrian movements at the station entrance. The location of this improvement is shown on figure 3.

#### ***Racecourse main access***

2.2.5 A new pedestrian crossing with a central refuge would be provided at the existing main access to the Racecourse on Portsmouth Road. This will make it easier and safer for visitors to the Racecourse and residents who live on the southern side of Portsmouth Road to cross the road to access the Station, Racecourse, and the eastbound bus stops.

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## **2.3 New and improved footways**

- 2.3.1 The following footway improvements are proposed as part of the Racecourse development.

### ***Lower Green Road***

- 2.3.2 Cars often park partly on the footway in Lower Green Road. Therefore improvements would be investigated and provided where necessary to prevent vehicles blocking the footway. This improvement would make it easier and safer for pedestrians to use the existing footpath including for journeys to and from Esher Station.

- 2.3.3 The very small numbers of cars from the proposed development using Lower Green Road would not necessitate these improvements. However the measures would improve conditions for cars and pedestrians, are desirable and have been requested by SCC.

### ***Pedestrian route on Station Road and Portsmouth Road***

- 2.3.4 An assessment of the pedestrian route between Sites 2, 4, and 5 will be undertaken. Improvements such as new pedestrian signage, cleaning the drains at the corner of Station Road and Portsmouth Road, improvements to the footway surface and new bus stops will be provided as required. These measures would improve the attractiveness and safety of the pedestrian route between Esher town centre and the Station.

### ***More Lane***

- 2.3.5 Improvements to the footway on More Lane on the Racecourse side that leads to the existing bus stop opposite 19 More Lane. This would improve access to the Racecourse and the adjacent bus stop. This would include an informal crossing point.

### ***Station Access from Lower Green Road***

- 2.3.6 A feasibility study will be undertaken in relation to the need for improvement works at the pedestrian access to Esher Railway Station from Lower Green Road. These measures would improve the attractiveness and safety of access to and from Esher Station.
- 2.3.7 The very small number of pedestrians from Site 3 using this route does not necessitate this measure and there is an alternative route to Esher Station via Lower Green Road to the east and Station Road. However the measures would improve access to the Station for existing pedestrians, are desirable and have been requested by SCC.

## **2.4 Improvements to bus stops**

- 2.4.1 The following bus stop improvements are proposed as part of the Racecourse development.

### ***More Lane***

- 2.4.2 The provision of Real Time Passenger Information Systems, access for all compatible kerbing, shelters, lighting and power. This will provide better facilities for existing and future residents using local bus services, improve safety particularly for vulnerable passengers and make the services more accessible and attractive to use.

### ***Esher Green***

- 2.4.3 The provision of Real Time Passenger Information Systems, access for all compatible kerbing, shelters, lighting and power. This will provide better facilities for existing and future residents using local bus services, improve safety particularly for vulnerable passengers and make the services more accessible and attractive to use.

### ***Portsmouth Road***

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### ***Lower Green Road***

- 2.4.5 The provision of access for all compatible kerbing will improve safety particularly for vulnerable passengers and make the services more accessible and attractive to use.

## **2.5 Improved visibility on More Lane and Lower Green Road**

- 2.5.1 Subject to EBC and SCC requirements the vegetation would be cut back on the corner of More Lane and Lower Green Road. The very small amount of traffic added to these roads by the development does not necessitate this measure but it would improve visibility for existing road users.

## **2.6 Natural surveillance on existing pedestrian routes**

- 2.6.1 The route between Esher Station, the Racecourse and town centre has a lack of natural surveillance and openness on parts of Station Road and Portsmouth Road. Therefore, the development proposals have been designed to address this matter. This includes overlooking from sites 2, 4 and 5 and removing the existing close boarded fencing where this currently forms the boundary between the Racecourse and Portsmouth Road and replacing with more open fencing.

## 2.7 Access junctions

2.7.1 There have been some queries raised with regard to the proposed access junctions table 2.1 provides a summary of the impact of these on safety.

**Table 2.1 Access Junctions**

<b>Access Junction</b>	<b>Status</b>	<b>Meets Design standards</b>	<b>Comments</b>
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Site 5 access Portsmouth Road drg 30918/AC/043_A	New	Yes	Includes a new pedestrian crossing point with central refuge and right-turn lane into Littleworth Common improving safety for pedestrians and right turning vehicles

### **3 APPENDIX 3 PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)**

#### **3.1 What Does PTAL Measure**

3.1.1 As indicated in the Proof PTAL only measures public transport accessibility not relative sustainability as claimed in the Council's SoC. It does not take account of walking and cycling or the proximity to important local services such as schools, shops, community facilities and employment. PTAL is not therefore a measure of relative sustainability.

3.1.2 PTAL as confirmed by its full name, Public Transport Accessibility Level, only considers public transport accessibility. However it has arbitrary cut off points and makes no allowance for stations beyond a 960m walking distance and bus stops beyond 640m. On this basis Esher town centre and much of the surrounding area are deemed to get no benefit from their proximity to Esher Station which is clearly wrong. PTAL is not therefore suitable for use in areas such as Esher or in Surrey.

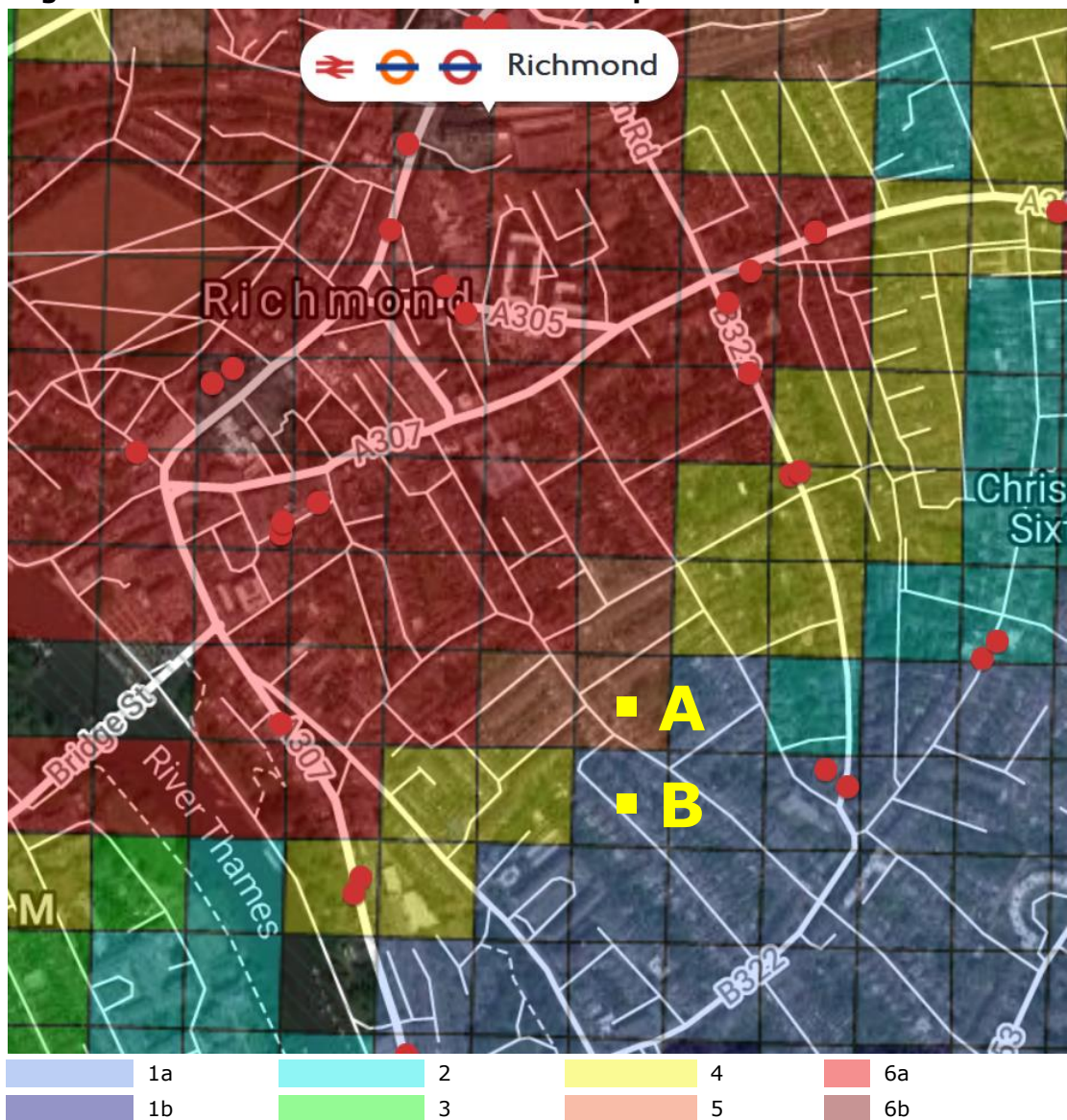
#### **3.2 PTAL Cliff Edge**

3.2.1 The arbitrary cut off points that make no allowance for stations beyond a 960m walking distance and bus stops beyond 640m produce the PTAL "cliff edge". This is where areas very close to each other have very different PTAL levels. This is illustrated in the example below taken from the TfL PTAL map where the PTAL value changes significantly over a relatively short walking distance

### PTAL cliff edge Richmond

3.2.2 Figure 3.1 shows the PTAL map close to Richmond Station. There are many areas on the map where PTAL changes suddenly over a short walking distance. For example point A has a PTAL of 5 whilst B, directly to the south, has a PTAL of 1b. According to PTAL residents in A can access 13 bus services and numerous rail services from Richmond Station, whilst residents in B can only access 1 bus service and no rail services. This is due to the PTAL walking distance thresholds where on average Area A is approximately 910m from Richmond Station and 550m from bus stops and B is 1010m from Richmond Station and 650m from bus stops. However in practice, this short extra distance would not deter residents from walking to the station and nearby bus stops.

**Figure 3.1: Richmond Station - WebCat output**



## 4 APPENDIX 4 THIRD PARTY CONCERNS

4.1.1 There were a range of transport related points raised by third parties with regards to the proposed development. These are considered below.

### 4.2 Traffic Conditions

- *Increase in traffic and congestion in the town which is a total bottleneck on race days.*

4.2.1 JCR do not anticipate any material change in traffic on race days. However, benefits will arise from the proposed development.

4.2.2 The proposed Racecourse Travel Plan would promote sustainable modes of transport and we would expect to see some reduction in vehicle traffic as a result.

4.2.3 The improved facilities including those in the grandstand and the new family zone would encourage some racegoers to stay longer arriving earlier and leaving later which would reduce peak traffic by spreading this over a longer time period.

4.2.4 Therefore, there will be no net uplift in the number of visitors and trip generation associated with the proposed Racecourse improvements. Indeed we would expect to see some reductions in traffic.

4.2.5 There are also a range of measures proposed to improve access to the Racecourse and ease the flow of traffic as follows.

- Resurfacing and reorganising the car parks adjacent to Portsmouth Road with substantially improved circulation to allow vehicles to exit Portsmouth Road quickly and efficiently reducing the potential for queuing on the highway.
- The centre of course parking would be substantially improved with better drainage and reinforced grass making it useable all year round.
- Access to the centre of course will also be improved and the junction onto More Lane would be widened reducing the potential for queuing on the highway.
- For pedestrians there would be a new pedestrian access from Portsmouth Road and significant upgrading of pedestrian routes and facilities on site.

- The grandstand access would become DDA compliant and surfaces around the Racecourse would be improved which will make them easier to use for those that are mobility impaired.
  - The Car Parking and Event Management Plans will include measures to reduce the impact of race and event day traffic on the local highway network.
- 4.2.6 In summary there should be an improvement on race and event days when compared with the existing situation as a result of the proposed development.
- *Residential and hotel development will have an impact on the commute to the hospital, and other local journeys to schools, doctors and dentists, due to the road and traffic pressure.*
- 4.2.7 There will be no noticeable traffic impact from the proposed development as demonstrated in this Proof of Evidence, the Transport Assessment and TSoC.
- *The high density development will generate more traffic on overcrowded Portsmouth Road with possibly up to 500 cars onto the high street.*
- 4.2.8 The maximum increase in traffic on the High Street and Portsmouth Road in the peak hours would be 24 vehicles two way, around 16 vehicles in any one direction or approximately 1 vehicle every four minutes. The impact of this level of traffic would be imperceptible.
- *Increased traffic will make it harder and dangerous for getting out of Warren Close.*
- 4.2.9 The maximum increase in traffic on the High Street at Warren Close in the peak hours would be around 16 vehicles in any one direction or approximately 1 vehicle every four minutes. Therefore there are no expected impacts on the junction with Warren Close.
- *It has not been demonstrated that the traffic impact is sufficiently mitigated.*
- 4.2.10 There will be no noticeable impact from the proposed development as demonstrated in this Proof of Evidence, the Transport Assessment and TSoC.
- *More Lane and Lower Green Road are effectively single lane due to cars parked and the proposal will add to the congestion and the gridlock.*

4.2.11 The changes in traffic on More Lane and Lower Green Road would be imperceptible with a maximum of 7 vehicles per hour at peak times or approximately 1 vehicle every 9 minutes. In addition measures are proposed to improve conditions for pedestrians and safety on these roads.

- *The junction of Station Road and Portsmouth Road is already busy and a new exit road from the site by Cafe Rouge will cause increased congestion.*

4.2.12 The new exit replaces an existing access and would be located further from the junction which would improve conditions for vehicles at this access. The changes in traffic on Station Road would be imperceptible a maximum of 9 vehicles per hour, less than 1 vehicle every 6 minutes. In addition measures are proposed to improve conditions for pedestrians on Station Road and Portsmouth Road.

- *The proposed use of the centre of the course as car park will lead to a far greater proportion of race traffic on More Lane, Esher Green and Lower Green Road.*

4.2.13 The centre of course is already used for parking and JCR do not anticipate any material change in traffic on race days. Therefore, there will be no net uplift in the number of visitors and the trip generation associated with the proposed Racecourse improvements. Indeed as explained in paragraphs 8.2.2 and 8.2.3 we would expect to see some reduction in race and event day traffic.

4.2.14 The measures proposed to improve the access arrangements and car park will improve the flow of traffic as described in paragraph 4.2.5. Further the Car Parking and Event Management Plans will include measures to reduce the impact of race and event day traffic.

4.2.15 There should therefore be an improvement on race and event days as a result of the proposed development

### **4.3 Safety**

- *The proposed development on Site 3 will lead to road accidents as cyclists come round the bend the bottom of More Lane at speed and the new access road will be only 75m from the blind corner of More Lane and Lower Green.*

4.3.1 The increase in traffic on More Lane and Lower Green Road as result of the proposed development would be imperceptible, a maximum of 7 vehicles per hour at peak times. Therefore there are no expected impacts on safety at the bend. In addition the development proposals would move the existing Racecourse access further from this bend and subject to the views of EBC and SCC, include cutting back and managing vegetation to improve visibility around the bend which would improve safety for cyclists and all other road users.

- *The proposed new entrance to Site 1 is a potential safety hazard.*

The entrance to Site 1 is an existing access which already provides access to the Racecourse. The development proposals include measures to improve visibility at the access. This should improve safety when compared to the existing situation. The proposals meet design standards and have been agreed with SCC

- *The accident hotspot at the junction of More Lane and Lammas Lane will become more congested.*

4.3.2 The changes in traffic on More Lane at Lammas Lane would be imperceptible a maximum of 7 vehicles per hour, approximately 1 vehicle every 9 minutes at peak times. Therefore no additional safety or capacity issues are anticipated.

#### **4.4 Car parking**

- *Insufficient car parking for residential development.*

4.4.1 The residential development provides car parking in accordance with the Council's standards and there would be sufficient parking to meet all of the needs on site.

- *The proposal will result in the loss of two parking spaces outside no 54 Esher Green*

4.4.2 In our estimation 1 space would be lost. SCC and EBC have reviewed the proposals for the access to Site 1 which remove this parking space and have raised no concerns with regard to the access or parking.



## **4.5 Junction Assessments and Travel Plans**

- *There is no junction modelling assessment and the transport assessment and travel plans submitted are not sufficient to satisfy the key transport tests in the NPPF.*

4.5.1 All of the access junctions have been modelled using appropriate computer software and shown to have sufficient capacity.

4.5.2 All of the Travel Plans for the residential development, hotel and Racecourse will be worked up and agreed with the local authorities as part of the reserved matters for the proposed development.

## **4.6 Capacity of Trains**

- *Trains are already seriously overcrowded during peak hours and there is not enough capacity to support the occupants of the proposed development.*

4.6.1 EBC has provided additional information that demonstrates there is sufficient capacity on the rail services at Esher Station even at peak times. In addition the development would add less than 1 passenger per carriage at peak times and the impact of this would be imperceptible.

## **4.7 Pedestrian Route between Lower Green Road and Esher Station platforms**

The Councils' transport consultant Mayer Brown has questioned the existence of the pedestrian route from Lower Green Road to the Station. This is despite previously discussing this with them and confirming the location. Therefore for clarity we have prepared figure 8 in the proof of Evidence which shows the location of this route.



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Figures (updated manually)

Drawings (updated manually)

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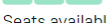
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## **2.3 New and improved footways**

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## 2.7 Access junctions

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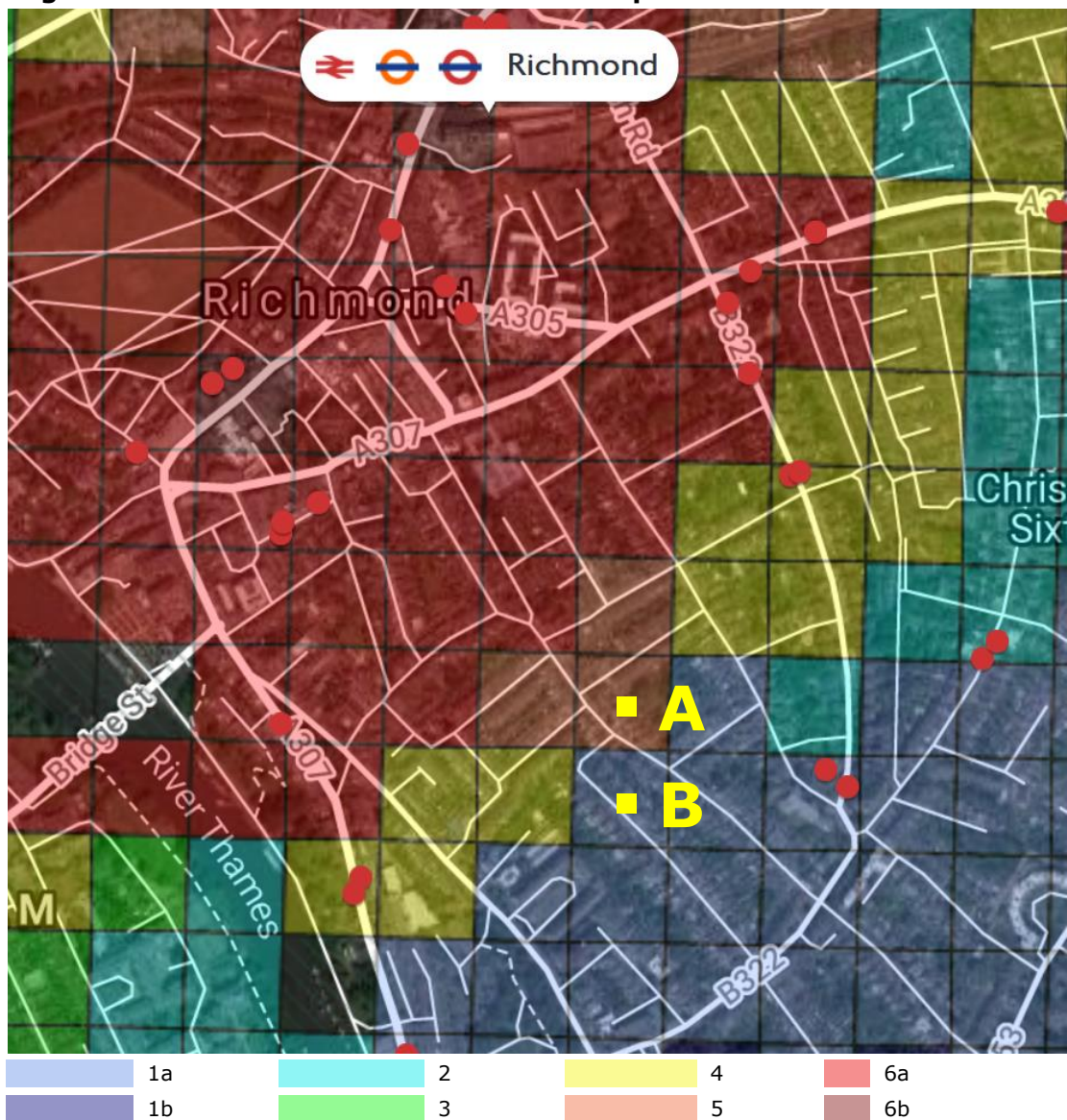
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**Figure 3.1: Richmond Station - WebCat output**



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### 4.2 Traffic Conditions

- *Increase in traffic and congestion in the town which is a total bottleneck on race days.*

4.2.1 JCR do not anticipate any material change in traffic on race days. However, benefits will arise from the proposed development.

4.2.2 The proposed Racecourse Travel Plan would promote sustainable modes of transport and we would expect to see some reduction in vehicle traffic as a result.

4.2.3 The improved facilities including those in the grandstand and the new family zone would encourage some racegoers to stay longer arriving earlier and leaving later which would reduce peak traffic by spreading this over a longer time period.

4.2.4 Therefore, there will be no net uplift in the number of visitors and trip generation associated with the proposed Racecourse improvements. Indeed we would expect to see some reductions in traffic.

4.2.5 There are also a range of measures proposed to improve access to the Racecourse and ease the flow of traffic as follows.

- Resurfacing and reorganising the car parks adjacent to Portsmouth Road with substantially improved circulation to allow vehicles to exit Portsmouth Road quickly and efficiently reducing the potential for queuing on the highway.
- The centre of course parking would be substantially improved with better drainage and reinforced grass making it useable all year round.
- Access to the centre of course will also be improved and the junction onto More Lane would be widened reducing the potential for queuing on the highway.
- For pedestrians there would be a new pedestrian access from Portsmouth Road and significant upgrading of pedestrian routes and facilities on site.

- The grandstand access would become DDA compliant and surfaces around the Racecourse would be improved which will make them easier to use for those that are mobility impaired.
  - The Car Parking and Event Management Plans will include measures to reduce the impact of race and event day traffic on the local highway network.
- 4.2.6 In summary there should be an improvement on race and event days when compared with the existing situation as a result of the proposed development.
- *Residential and hotel development will have an impact on the commute to the hospital, and other local journeys to schools, doctors and dentists, due to the road and traffic pressure.*
- 4.2.7 There will be no noticeable traffic impact from the proposed development as demonstrated in this Proof of Evidence, the Transport Assessment and TSoC.
- *The high density development will generate more traffic on overcrowded Portsmouth Road with possibly up to 500 cars onto the high street.*
- 4.2.8 The maximum increase in traffic on the High Street and Portsmouth Road in the peak hours would be 24 vehicles two way, around 16 vehicles in any one direction or approximately 1 vehicle every four minutes. The impact of this level of traffic would be imperceptible.
- *Increased traffic will make it harder and dangerous for getting out of Warren Close.*
- 4.2.9 The maximum increase in traffic on the High Street at Warren Close in the peak hours would be around 16 vehicles in any one direction or approximately 1 vehicle every four minutes. Therefore there are no expected impacts on the junction with Warren Close.
- *It has not been demonstrated that the traffic impact is sufficiently mitigated.*
- 4.2.10 There will be no noticeable impact from the proposed development as demonstrated in this Proof of Evidence, the Transport Assessment and TSoC.
- *More Lane and Lower Green Road are effectively single lane due to cars parked and the proposal will add to the congestion and the gridlock.*

4.2.11 The changes in traffic on More Lane and Lower Green Road would be imperceptible with a maximum of 7 vehicles per hour at peak times or approximately 1 vehicle every 9 minutes. In addition measures are proposed to improve conditions for pedestrians and safety on these roads.

- *The junction of Station Road and Portsmouth Road is already busy and a new exit road from the site by Cafe Rouge will cause increased congestion.*

4.2.12 The new exit replaces an existing access and would be located further from the junction which would improve conditions for vehicles at this access. The changes in traffic on Station Road would be imperceptible a maximum of 9 vehicles per hour, less than 1 vehicle every 6 minutes. In addition measures are proposed to improve conditions for pedestrians on Station Road and Portsmouth Road.

- *The proposed use of the centre of the course as car park will lead to a far greater proportion of race traffic on More Lane, Esher Green and Lower Green Road.*

4.2.13 The centre of course is already used for parking and JCR do not anticipate any material change in traffic on race days. Therefore, there will be no net uplift in the number of visitors and the trip generation associated with the proposed Racecourse improvements. Indeed as explained in paragraphs 8.2.2 and 8.2.3 we would expect to see some reduction in race and event day traffic.

4.2.14 The measures proposed to improve the access arrangements and car park will improve the flow of traffic as described in paragraph 4.2.5. Further the Car Parking and Event Management Plans will include measures to reduce the impact of race and event day traffic.

4.2.15 There should therefore be an improvement on race and event days as a result of the proposed development

### **4.3 Safety**

- *The proposed development on Site 3 will lead to road accidents as cyclists come round the bend the bottom of More Lane at speed and the new access road will be only 75m from the blind corner of More Lane and Lower Green.*

4.3.1 The increase in traffic on More Lane and Lower Green Road as result of the proposed development would be imperceptible, a maximum of 7 vehicles per hour at peak times. Therefore there are no expected impacts on safety at the bend. In addition the development proposals would move the existing Racecourse access further from this bend and subject to the views of EBC and SCC, include cutting back and managing vegetation to improve visibility around the bend which would improve safety for cyclists and all other road users.

- *The proposed new entrance to Site 1 is a potential safety hazard.*

The entrance to Site 1 is an existing access which already provides access to the Racecourse. The development proposals include measures to improve visibility at the access. This should improve safety when compared to the existing situation. The proposals meet design standards and have been agreed with SCC

- *The accident hotspot at the junction of More Lane and Lammas Lane will become more congested.*

4.3.2 The changes in traffic on More Lane at Lammas Lane would be imperceptible a maximum of 7 vehicles per hour, approximately 1 vehicle every 9 minutes at peak times. Therefore no additional safety or capacity issues are anticipated.

#### **4.4 Car parking**

- *Insufficient car parking for residential development.*

4.4.1 The residential development provides car parking in accordance with the Council's standards and there would be sufficient parking to meet all of the needs on site.

- *The proposal will result in the loss of two parking spaces outside no 54 Esher Green*

4.4.2 In our estimation 1 space would be lost. SCC and EBC have reviewed the proposals for the access to Site 1 which remove this parking space and have raised no concerns with regard to the access or parking.

## **4.5 Junction Assessments and Travel Plans**

- *There is no junction modelling assessment and the transport assessment and travel plans submitted are not sufficient to satisfy the key transport tests in the NPPF.*

4.5.1 All of the access junctions have been modelled using appropriate computer software and shown to have sufficient capacity.

4.5.2 All of the Travel Plans for the residential development, hotel and Racecourse will be worked up and agreed with the local authorities as part of the reserved matters for the proposed development.

## **4.6 Capacity of Trains**

- *Trains are already seriously overcrowded during peak hours and there is not enough capacity to support the occupants of the proposed development.*

4.6.1 EBC has provided additional information that demonstrates there is sufficient capacity on the rail services at Esher Station even at peak times. In addition the development would add less than 1 passenger per carriage at peak times and the impact of this would be imperceptible.

## **4.7 Pedestrian Route between Lower Green Road and Esher Station platforms**

The Councils' transport consultant Mayer Brown has questioned the existence of the pedestrian route from Lower Green Road to the Station. This is despite previously discussing this with them and confirming the location. Therefore for clarity we have prepared figure 8 in the proof of Evidence which shows the location of this route.

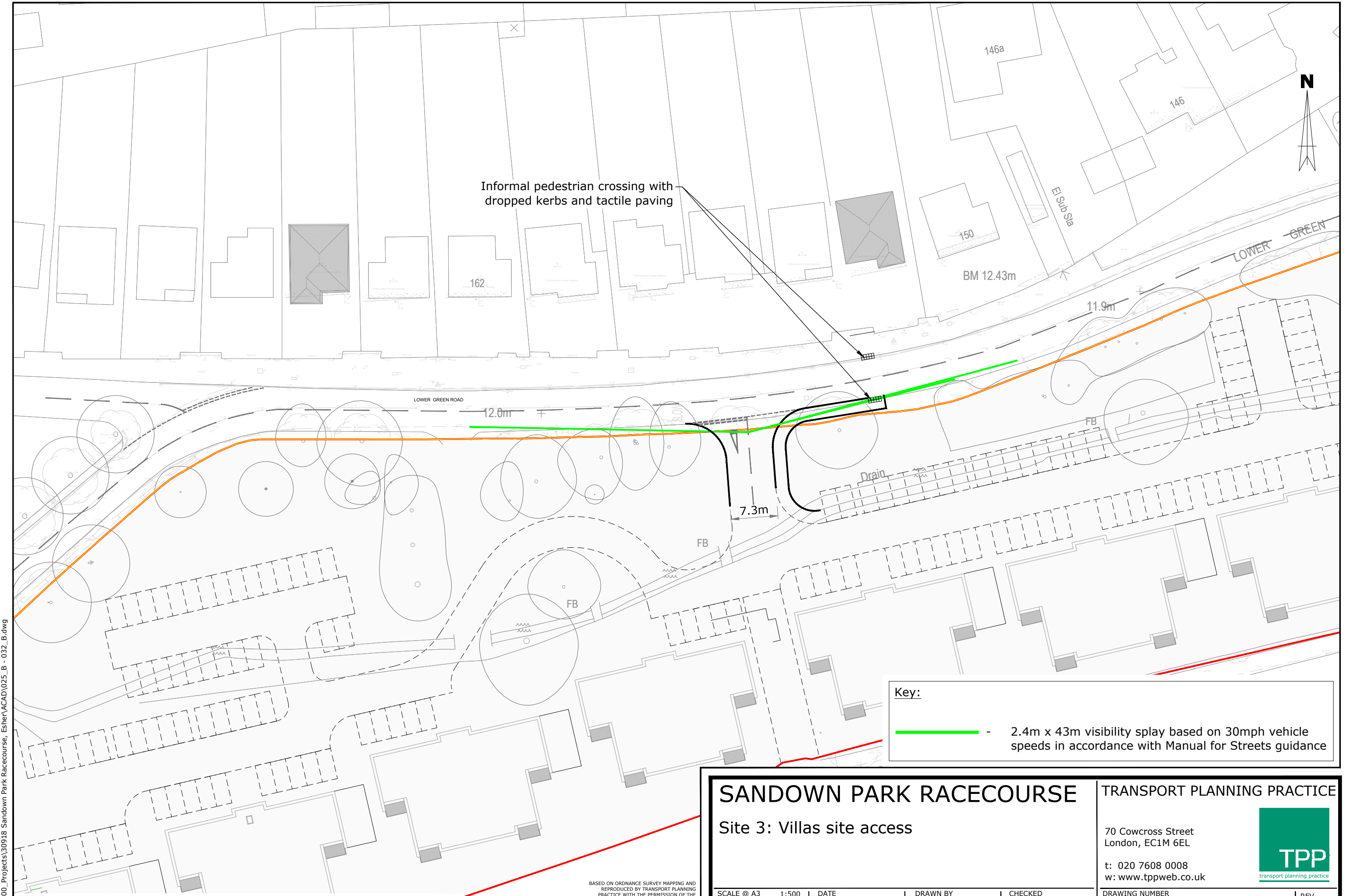




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# Drawings



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

T:\30000\_Projects\30918 Sandown Park Racecourse, Esher\ACAD\025\_B - 032\_B.dwg

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# SANDOWN PARK RACECOURSE

## Site 3: Villas site access

SCALE @ A3 1:500  
0 5 10m

DATE 14/02/20

DRAWN BY LD

CHECKED ML

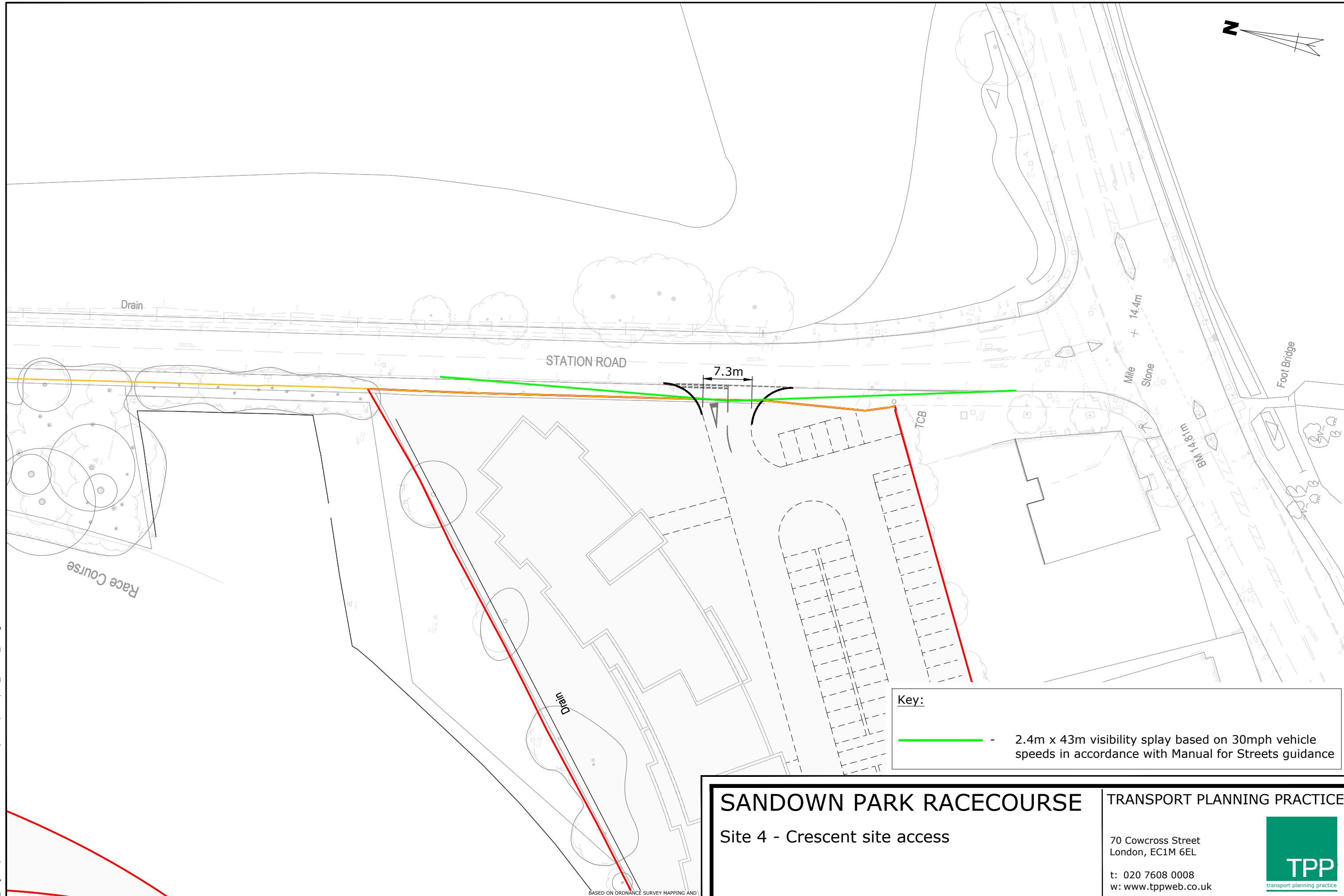
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REV B



**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

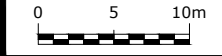
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SCALE @ A3 1:500



DATE 14/02/20

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CHECKED CWP

DRAWING NUMBER 30918/AC/029

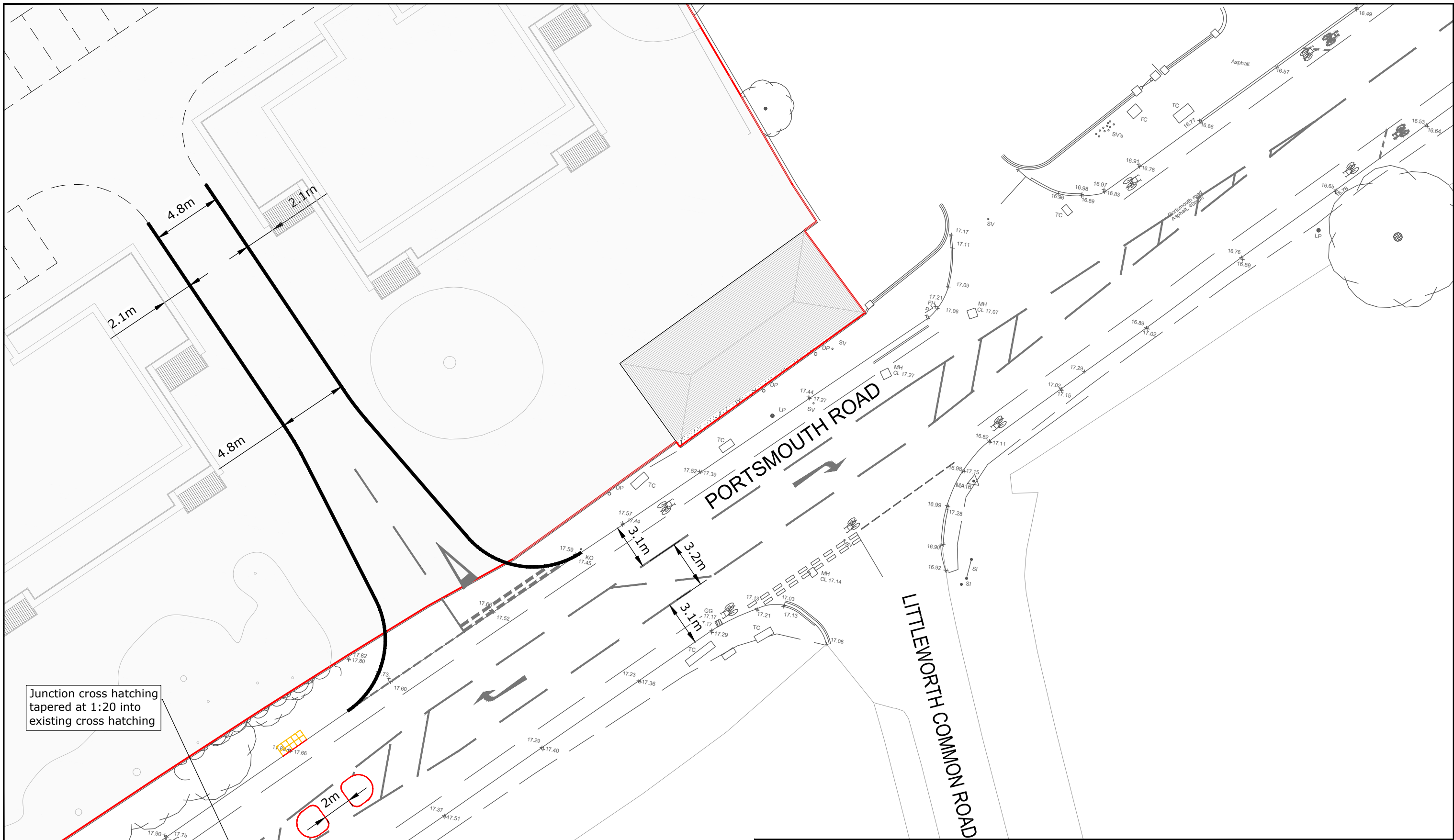
REV B

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T:\30000\_Projects\30918 Sandown Park Racecourse, Eshern\ACAD\042\_A - 044\_A.dwg



Junction cross hatching tapered at 1:20 into existing cross hatching

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# SANDOWN PARK RACECOURSE

## Site 5: Villas site access Ghost island right turn facility

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SCALE @ A3 1:250  
0 2.5 5m

DATE  
14/02/20

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LD

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CWP

DRAWING NUMBER  
30918/AC/043

REV  
A