Shaping Elmbridge
A New Local Plan

Green Belt Boundary Review – Accessibility

Assessment

June 2019

Elmbridge
Borough Council
... bridging the communities ...

Contents

Introduction

Purpose

1.1 As part of the preparation of a new Local Plan, one of the key considerations for the Council and its communities is how much growth and new development can be delivered within the Borough whilst, balancing a number of economic; social; and environmental factors. This assessment has been undertaken as part of the Local Plan evidence base to inform the production of the new Elmbridge Local Plan.

1.2 The assessment forms part of the Local Plan evidence base, a suite of documents that together, will inform the spatial strategy for the Borough. It is a companion document to the Borough-wide Green Belt Boundary Reviews (GBBRs). These were carried out for the Council by Ove Arup and Partners Limited (ARUP) in March 2016 and June 2018.

1.3 The purpose of this exercise is to undertake an accessibility assessment of specific Green Belt areas using a range of accessibility standards. It forms part of a wider series of assessments and technical studies which together will assist in providing an indication of how weakly performing Local Areas (including the Key Strategic Areas[1]) and all Sub Division Areas, as identified by the Green Belt Boundary Reviews, perform in terms of meeting identified requirements for sustainable development.

1.4 The outputs from this assessment together with the series of Green Belt Boundary Review documents will inform the identification of the Council's preferred approach for the Local Plan and sites.

Scope

1.5 The National Planning Policy Framework (NPPF) (2019) aims to promote patterns of development which make the fullest possible use of public transport, walking and cycling and which can minimise the need to travel. As such, this assessment considers accessibility to major service and employment centres, public transport modes as well as range of more local services and facilities.

1.6 This assessment focuses on access and does not provide an assessment of the capacity of infrastructure and services to accommodate growth. For example, a Green Belt area maybe in walking distance to a primary school, however the ability of the existing facilitate to accommodate additional pupils arising from the development of that area has not been assessed as part of this work. Issues such as the capacity of our existing infrastructure to accommodate new development will be considered through the preparation of the

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[1] As identified in the Elmbridge Local Plan: Strategic Options Consultation (December 2016) – consult.elmbridge.gov.uk/consult.ti/lpsoc/consultationHome

Infrastructure Delivery Plan (IDP) and will continue to inform the selection of sites for allocation as the Local Plan progresses.

1.7 In addition, the assessment is based on existing facilitates without the consideration of mitigation measures that could be secured as part of any forthcoming development to improve accessibility and capacity. Potential mitigation measures, if required, will again be identified as the Local Plan progresses. This approach is considered acceptable as the NPPF (2019) in paragraph 103 states that "significant development should be focused on locations which are **or can be made sustainable**, through limiting the need to travel and offering a genuine choice of transport modes" (officers' emphasis).

1.8 In addition, when promoting sustainable patterns of development, is not just about accessibility. To this end, the assessment does not make any recommendations to discount or progress an area for further consideration against the other aspects of sustainable development including, how it performs against constraints or designations which the NPPF seeks to protect. This will be considered as part of the Council's options and subsequent approach for the Local Plan and site selection.

Background

1.9 The outputs of the Green Belt Boundary Review 2016 along with other evidence base document undertaken at the time, informed the publication of the Local Plan Strategic Option Consultation (Regulation 18) 2016. This identified the Council's former preferred approach to meeting its development needs, including the identification of three Key Strategic Area's within the Green Belt which were weakly performing, where the designation could be removed, subject to exceptional circumstances being demonstrated.

1.10 At this stage, the Council had focused on identifying a strategic response to meeting housing need and stated that it needed to decide its approach to the remaining weakly performing Local Areas.

1.11 In light of the consultation responses received from the Strategic Option Consultation in 2016, changes in national planning policy and guidance, and the findings from additional technical work the Council decided to review and re-evaluate the options regarding the Green Belt and how housing need could be met.

1.12 Specifically, during the Strategic Option Consultation in 2016 a number of representations commented that the Key Strategic Areas were too large, and that further work should be undertaken to identify small areas of Green Belt land that may be suitable for release. This work has now been undertaken as part of the Green Belt Boundary Review Sub-Divisions Report (2018).

1.13 The outputs of this assessment in conjunction with the evidence base documents undertaken to date, the ongoing Sustainability Appraisal and consultation responses will inform the identification of the Council's options and subsequent approach for the Local Plan and site selection.

Key National Policies

National Planning Policy Framework 2019

2.1 The National Planning Policy Framework (NPPF) (2019) reinforces the Government's objective to significantly boost the supply of homes in England. The NPPF requires that, as a minimum, Local Plans should provide for an area's housing and other development needs, as well as any that cannot be met within neighbouring areas, where it is practical to do so and is consistent with achieving sustainable development.

2.2 The NPPF sets out the overarching national policy for local plan making in England. It sets out a presumption in favour of sustainable development and in paragraph 11 states that local planning authorities should positively seek opportunities to meet the development needs of their area and that Local Plans should meet objectively assessed needs unless any adverse impacts of doing so outweigh the benefits or where the NPPF indicates development should be restricted.

2.3 In determining the minimum number of homes needed, the plan should be based upon a local housing need assessment. The NPPF requires that this should be "conducted using the standard methodology in national planning guidance" (paragraph 60).

2.4 The NPPF requires that when drawing up or reviewing Green Belt boundaries, that the need to promote sustainable patterns of development is considered (paragraph 137). Furthermore, the paragraph states that "where it has been concluded that it is necessary to release Green Belt land for development, plans should give first consideration to land which has been previously-developed and/ or is well-served by public transport".

2.5 Paragraphs 133, 134, 135, 136, 137, 138 and 139 of the NPPF set out the policies which must be considered if a Local Planning Authority needs to amend or review their Green Belt boundaries. Paragraph 136 makes clear that boundaries can only be altered in exceptional circumstances, through the preparation or review of the Local Plan, whilst paragraph 138 sets out the need to promote sustainable patterns of development.

2.6 The National Planning Policy Framework (NPPF) 2019 sets out policy steers on a range of matters which are considered relevant to this assessment including accessibility and protection of Green Belt. More specifically, the NPPF supports patterns of development which, where reasonable to do so, facilitate the use of sustainable modes of transport and ensuring that development is focused on locations which can be more sustainable. This would reduce

congestion and emissions and improve air quality and public health (paragraphs 102 and 103). Planning policies and decisions should support an appropriate mix of uses across the area, whilst widening transport choice, and actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling (paragraph 104). However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban or rural areas. As such, proposals should take up the opportunities for sustainable transport modes and safe and suitable access.

2.7 The NPPF revisions do not propose any significant changes in relation to transport policies but highlights the need for transport planning to be considered early in the plan-making process. There is more emphasis on the importance of sustainable modes of transport. Paragraph 103 states that "significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes". There is an acknowledgement that the "opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making".

2.8 Furthermore, in assessing sites that may be allocated for development paragraph 108 states that a local planning authority should be ensured that:

a) Appropriate opportunities to promote sustainable modes can be- or have been- taken up, given the type of development and its allocation.

b) Safe and suitable access to the site can be achieved for all uses; and

c) Any significant impact from the development on the transport network (in terms of capacity and congestion), or on highway safely can be cost effectively mitigated to an acceptable degree.

Borough Profile Accessibility

3.1 As part of the Local Plan evidence base the Council undertook a Settlement Assessment 2015 which examined the economic, social and environmental role of each of the eight settlement areas in Elmbridge. The purpose of this work was to help understand each settlement's current sustainability including access to existing infrastructure and services and, its potential for future development.

3.2 The eight settlement areas are:

- Walton on Thames

- Weybridge

- Hersham

- East and West Molesey

- Thames Ditton, Long Ditton, Hinchley Wood and Weston Green

- Esher

- Cobham, Stoke D'Abernon and Oxshott

- Claygate

3.3 Relevant to this Accessibility Assessment, the Settlement Assessment included detailed analysis of the facilities and services of each settlement area, this included educational institutes, health facilities, libraries, food / leisure, post / fuel, social activities and green spaces. The quantity of each facility across the settlement was also presented where appropriate. In addition, the analysis included the settlement's accessibility to neighbouring facilities and services within the Borough and in other local authority areas. The assessment considered commuting patterns attributed to each settlement as well as major roads, rail services and bus services, car ownership and usage and congestion hotspots.

3.4 This existing local context is important when considering the accessibility of potential sites for allocation. Indeed, paragraph 103 of the National Planning Policy Framework states that the "opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making". The measure of accessibility should build upon existing local circumstances, which across the Borough is varied. This is primarily due to the historic distribution of

infrastructure and services and how each settlement area has evolved over time.

An overview

3.5 The character of the Elmbridge includes both rural and suburban areas. Covering just over 9,634 hectares (37.2 square miles), Elmbridge is home to approximately 130,000 residents living across a patchwork of towns and villages each with its own distinctive character, surrounded by Metropolitan Green Belt.

3.6 This includes the towns of Walton-on-Thames and Weybridge; the suburban settlements of Esher, Hersham, East and West Molesey, Hinchley Wood and the Dittons; the rural fringe area of Cobham, Oxshott, Stoke D'Abernon and Downside; and the suburban village of Claygate.

3.7 The Borough benefits from good road accessibility to Central London via the M25 and A3 and is situated within easy reach of both Heathrow and Gatwick airports. The M3 is located to the north west of the Borough.

3.8 There are good passenger rail links to central London and, as such, the Borough's transportation network has proved attractive to a wide variety of individuals and businesses. Commuting still plays a significant part for much of the workforce, with both radial and orbital journeys into London and around the region. The average median gross weekly pay for Elmbridge residents is higher than for those who work in the Borough, indicating that a considerable number of residents' commute to higher-paid jobs within Greater London. Access to a train station is a key consideration for existing and future residents.

3.9 Whilst the Borough benefits from good/ very good rail links to Greater London, access to other major centres such as Guildford and Woking vary. Outside of the key commuter routes, public transport services are more limited, which leads to greater reliance on the private motor vehicle for internal Borough trips. It is not surprising that the Borough has one of the highest levels of car ownership with 1.5 cars per household and 46% of households owning more

than two vehicles. Only 12% of households do not own a car, significantly lower than the South East average of 18.6%.

Accessibility of existing settlement areas
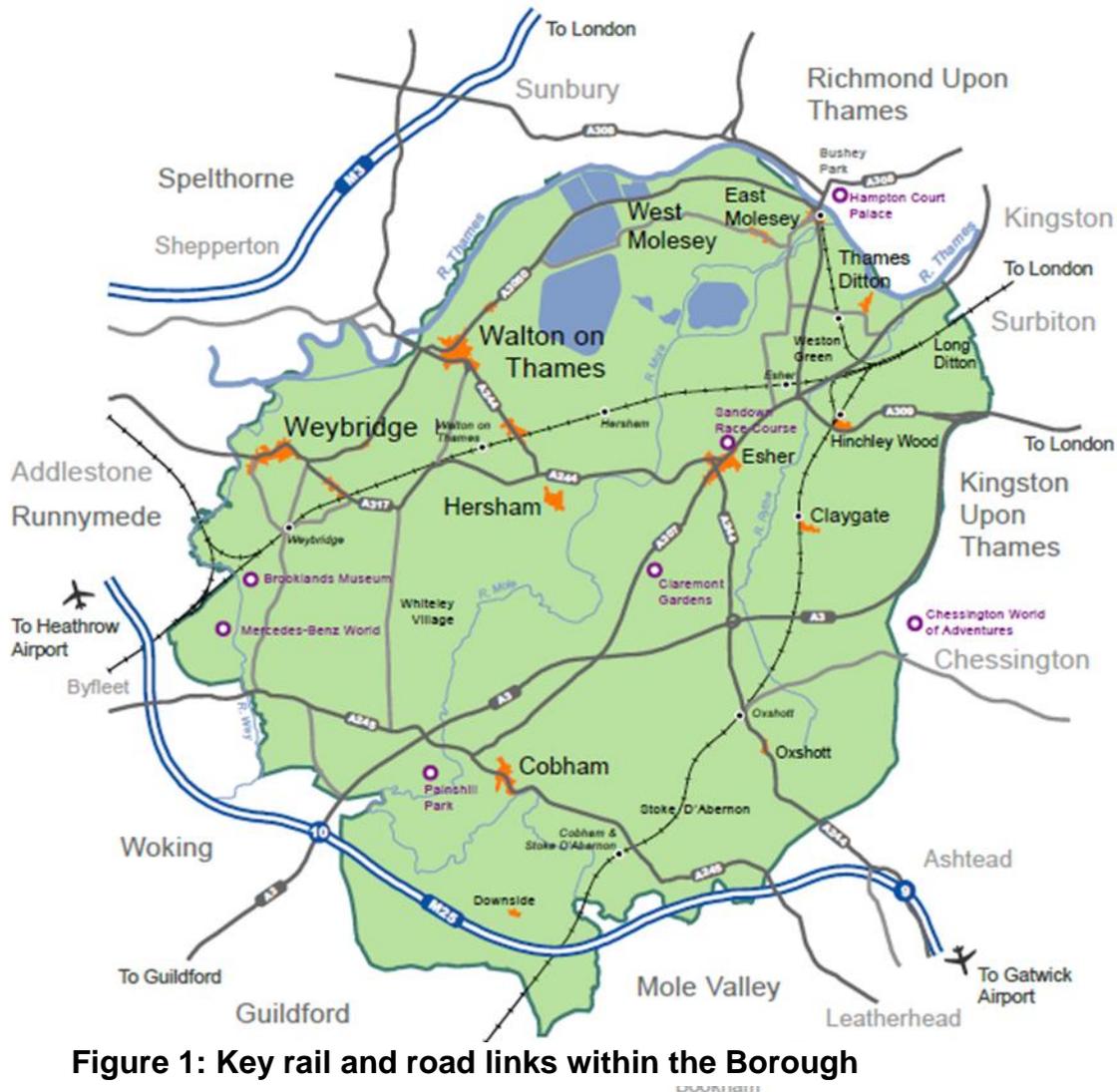
Figure 1: Key rail and road links within the Borough

3.10 Elmbridge is characterised by a number of smaller retail centres that mainly meet the day-to-day shopping needs of their local communities. Evidence from our retail study[2] shows that each centre continues to be both vibrant and viable. Walton-on-Thames is the largest centre with the most significant shopping area however, there is no single dominate town providing a core of services for the entire Borough. Each town and village have its own centre with a range of shops and services which seek to support the needs of that community. However, with no regional centre within the Borough many residents travel to

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[2] Elmbridge Retail Assessment 2016 - elmbridge.gov.uk/planning/sdps/evidence-and-supporting-docs

larger retail destinations such as Kingston upon Thames, Woking, Staines and Guildford.

3.11 There are ten railway stations across the Borough each providing a 'good' or 'very good' service. Primarily owning to their Victorian construction, many of the stations are located outside of main residential areas, retail centres and some are located on the edge or outside of the urban area. Table 1 details the setting of each railway station and its proximity to the correlating retail centre for that settlement area.

Table 1: The setting of rail stations and their distance to retail centres within the Borough

Railway Station	Setting	Distance[3] from nearest retail centre
Claygate	Within urban area adjoining Green Belt	0km
Cobham & Stoke D' Abernon	Within urban area adjoining Green Belt	2.25km
Hampton Court	Within the urban area	0km
Hersham	Within urban area adjoining Green Belt	1.45km
Hinchley Wood	Within the urban area	0km
Esher	Green Belt edge of urban area	1.5km
Oxshott	Within urban area adjoining Green Belt	0.85km
Thames Ditton	Within the urban area	0.6km
Walton	Within the urban area	0.7km
Weybridge	Within the Green Belt	1.55km

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[3] Distance measured via road network and to a central point within the retail centre.
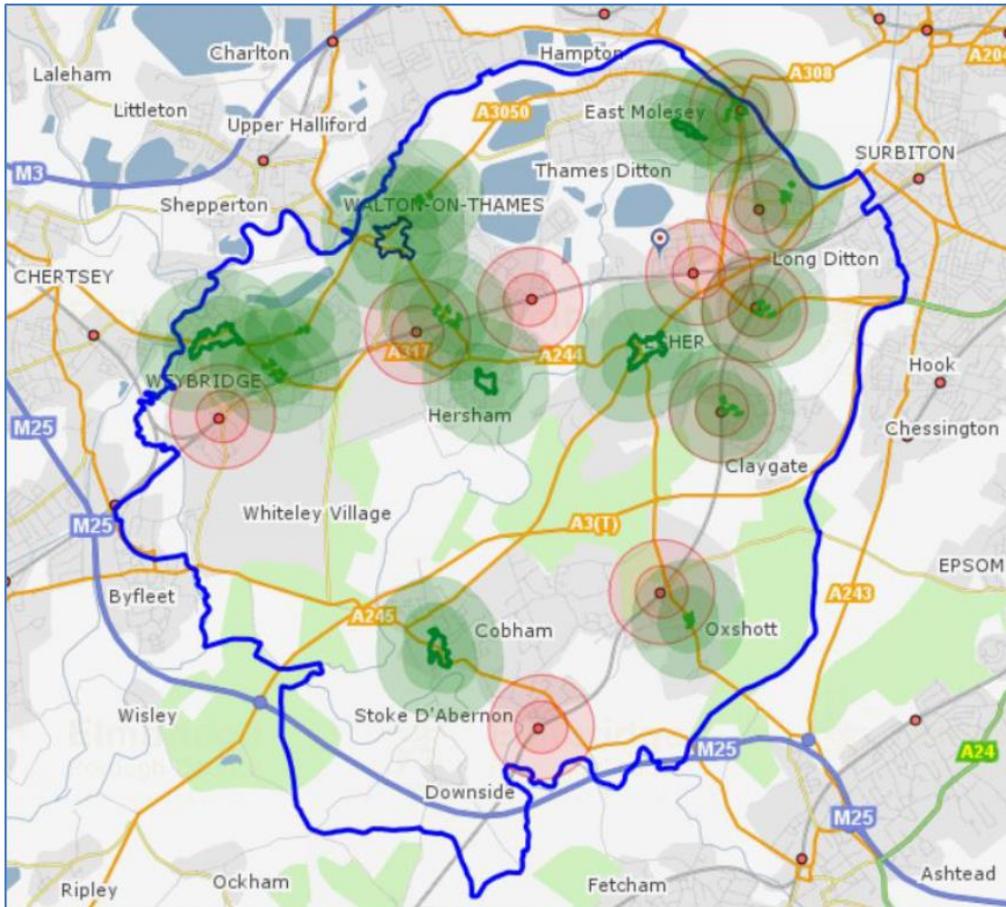
Key: • railway stations and 400m & 800m buffers (in red)

⬚ Walton Town Centre and 400m & 800m buffers (blue)

⬚ District & Local Centres and 400m and 800m buffers (green)

Figure 2: Broad catchment areas around the railway stations, town, district and local centres in Elmbridge with up to an 800m buffer. Taken from the Elmbridge Urban Capacity Study 2018

3.12   Figures 3, 4 & 5 show a 'walkable' buffer up to 1.6km (1 mile) around five of the Borough's ten railway stations. These exemplify the notable proportions of the urban area are beyond walking distance. Given the proximity of railway stations to retail centres across the Settlement Areas, there are some residential areas which benefit from high accessibility to public transport and major service centres but have limited walking access to local services and vice-versa. Similarly, there are residential areas, still contained within the urban area that have limited accessibility to both.

3.13   It is important to note that development proposed within the existing built up area is not assessed for its accessibility and proximity to existing infrastructure and services. This is due to the location often being considered 'sustainable' by default.
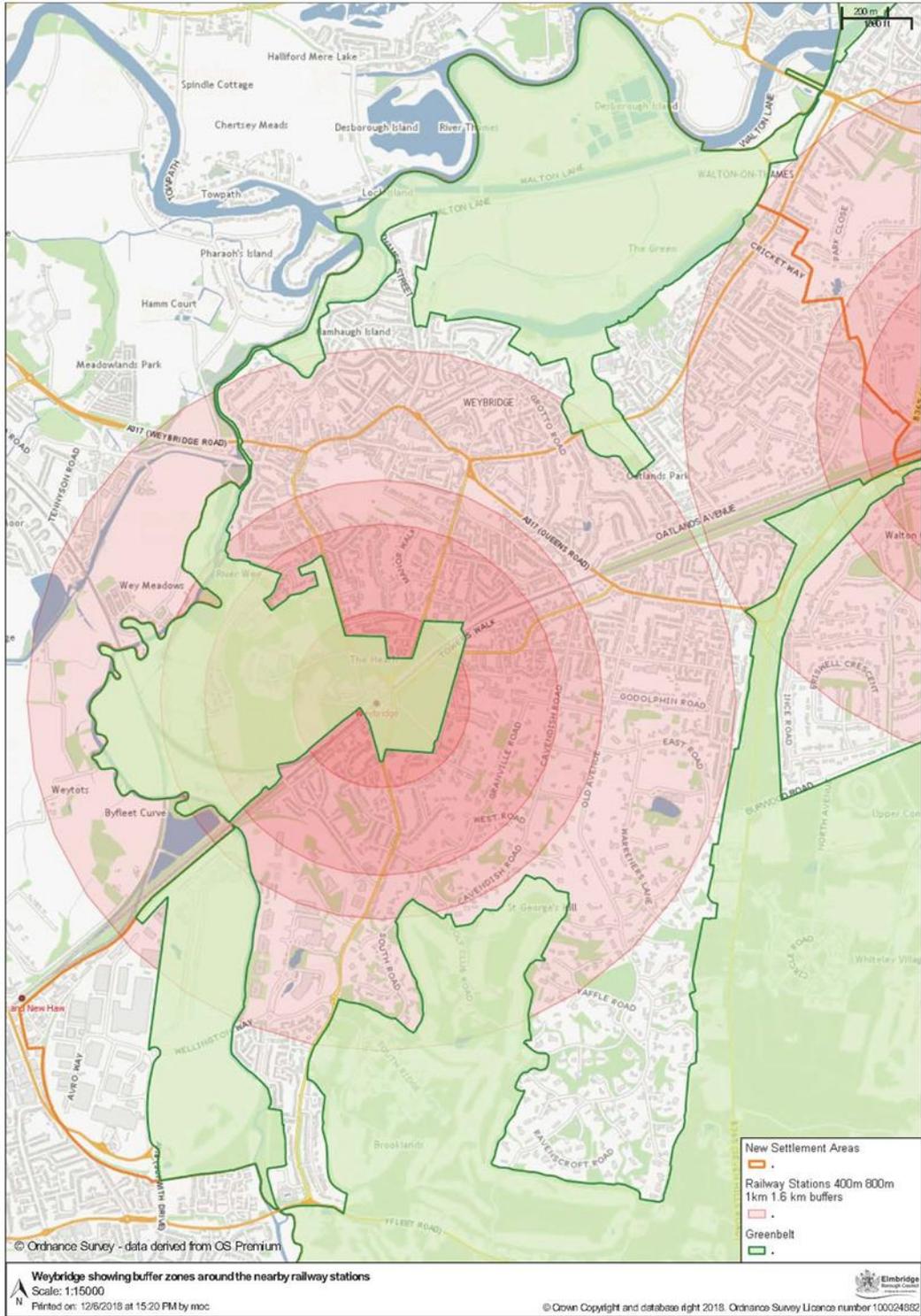
Figure 3: Walking buffers from Weybridge & Walton (eastern edge of the image) Railway Station
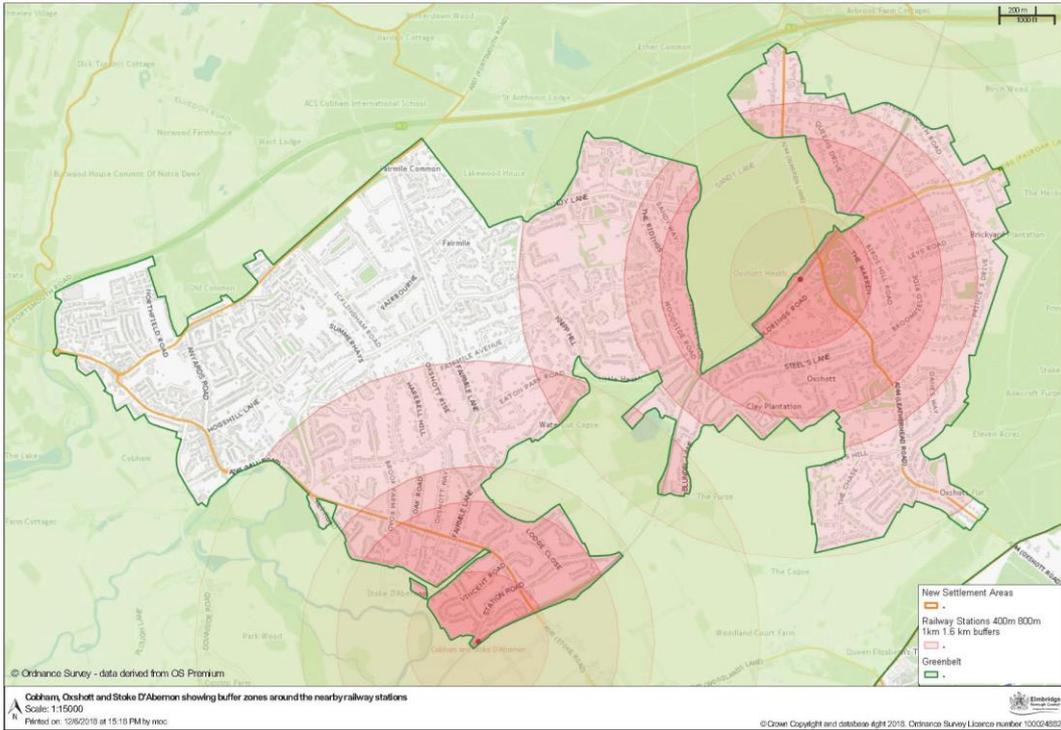
Figure 4: Walking buffers from Cobham & Stoke D'Abernon and Oxshott Railway Station
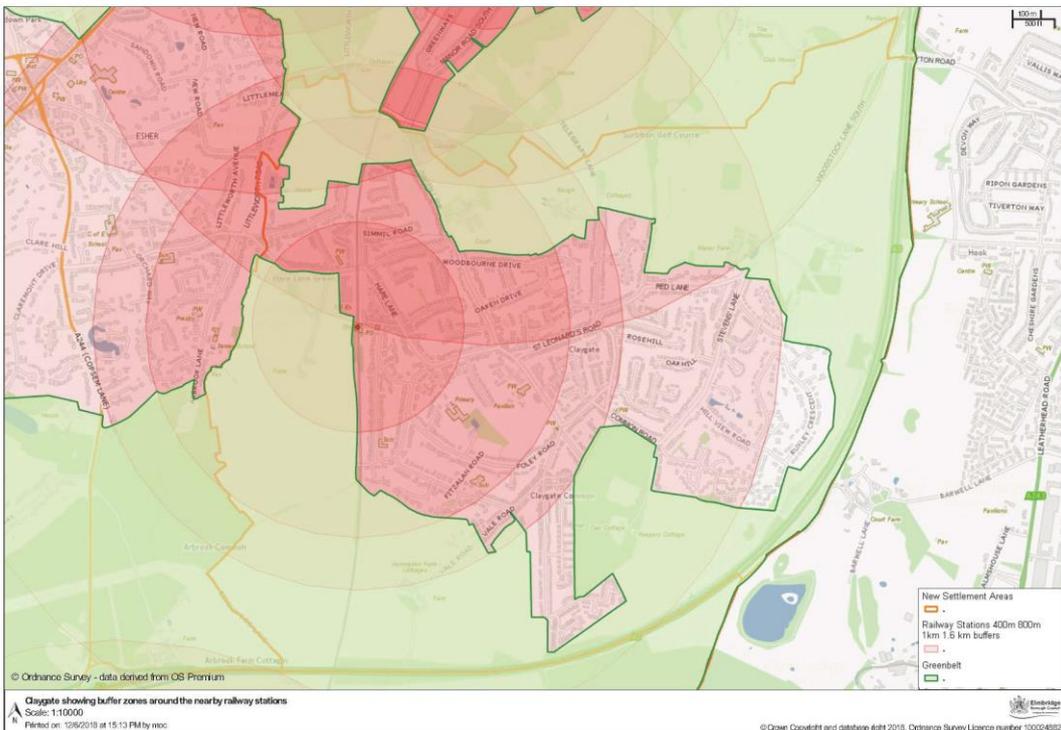
Figure 5: Walking buffers from Claygate Railway Station[4]

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[4] To the north of the image the walking buffer from Hinchley Wood Railway Station overlaps

Methodology

Introduction

4.1 The National Planning Policy Framework (NPPF) aims to promote patterns of development which make the fullest possible use of public transport, walking and cycling and which can minimise the need to travel.

4.2 The assessment considers the accessibility of the Green Belt weakly performing Local Areas (WPLA) including the 3 Key Strategic Areas (KSA) and all the Sub Division Areas[5] (SDAs) ("the areas") to major service and employment centres as well as range of more local services and facilities.

4.3 The approach has sought to reflect the Borough's suburban to rural nature but also to acknowledge its proximity to London. Therefore, the methodology and accessibility standards applied are a hybrid of those used by Transport for London (TfL) and those found within comparator Surrey studies, including the neighbouring Borough of Runnymede. Notwithstanding this, the methodology and scoring favours an urban context within an emphasis on walking distances.

4.4 The assessment is based upon existing facilities and services, with the distance calculated along the shortest road route including pedestrian footpaths and bridleways to each type. Where appropriate the assessment also takes account of the quality of the service available e.g. in the case of public transport.

Distance to major service and employment centres

4.5 For this methodology a major service/ employment centre is one that provides both large amounts of employment, retail and leisure floorspace in a significant concentration. These are based on the findings of the Council's Retail Assessment (2016) which set out the main centres that attract comparison (e.g. non-grocery) shopping in the Borough. The distances to these centres was measured to their main train station as these are in or adjacent to their main commercial centre.

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[5] SA-19 was excluded as this covered the same area as one of the Local Areas in the original GBBR 2016 and was not a true sub division. SA-26 has also but excluded from the assessment as this contains Blackhills estate which was considered not constituted a true subdivision as it is a collection of residential properties.

Table 2: Major Service centres

Major service / employment centre	% draw of comparison spending from Elmbridge Borough
Kingston upon Thames	27
Woking	10.2
Staines upon Thames	8.4
Guildford	5.7

4.6   For the major service and employment centres the banding was set at 5km intervals as it would not be unreasonable to expect a further distance to be travelled to reach major employment / retail / leisure destinations which meet more than local / day-to-day needs. As none of these are located within the Borough the distances to these will mostly be towards the higher end of the scale used, however it should be noted that none of the SDAs are more than 16km (10 miles) from one of these locations.

Distance to locally significant employment areas

4.7   In addition to these major service and employment centres, the next measure of accessibility examined was the larger employment sites within the Borough and those located nearby in neighbouring local authorities. Locally significant employment centres (known as Strategic Employment Land – SEL) within Elmbridge Borough include:

- The Heights, Weybridge;
- Brooklands Industrial Estate, Weybridge;
- Hersham Place Technology Park, Hersham;
- Lyon Road Industrial Estate, Walton-on-Thames; and
- Molesey Industrial Estate, West Molesey.

4.8   These sites have been selected based on the conclusions of the Employment Land Review (ELR) evidence base document, which has been prepared alongside this document to support the production of the new Local Plan. It sets out the rationale for these five locations retaining their SEL designation.

4.9   In addition, the Council is aware that neighbouring local planning authorities have undertaken similar exercises and have identified key employment locations. There are a number which are near to the Borough boundary and therefore have been included within the assessment. This includes the employment offer at Leatherhead where there are a number of global companies operating European and UK headquarters, larger employers include KBR, EXXON Mobil and Unilever and Weybridge Business Park and Bourne Business Park located within Addlestone These are also listed in Table 3.Table 3: Strategic Employment Land within the Borough and key employment locations near the Borough

Table 3: Strategic Employment Land within the Borough and key employment locations near the Borough

Significant employment areas	Size in hectares / floorspace
The Heights, Weybridge	27.77 ha / circa 55,000m^2
Brooklands Industrial Estate, Weybridge	36.27 ha / circa 160,000m^2
Hersham Place Technology Park, Hersham	4.21 ha / circa 17,000m^2
Lyon Road Industrial Estate, Walton-on-Thames	7.16 ha / circa 36,000m^2
Molesey Industrial Estate, West Molesey	14.68 ha / circa 81,000m^2
Leatherhead (Mole Valley)	Circa. 241,000m^2
Weybridge Business Park & Bourne Business Park Addlestone (Runnymede)	12.74ha / Circa. 42,500m^2

4.10 For strategic employment locations the banding was set at 2.5km intervals as it would not be unreasonable to expect this distance to be travelled to reach an employment destination.

Walkable access to local shopping facilities, schools, dentists and GPs/ health centres

4.11 Local shopping provision has been defined as having access to one of the Borough's designated town, district or local centres. These are set out in the table below and on the existing Policies Map. Walton-on-Thames is the largest centre in the Borough, with the next level down being the five district centres, followed by the nine local centres.

4.12 For the other local services, the initial focus has been on a non-private services and facilities. This is because it would not be reasonable to assume that all potential residents who may inhabit any future new homes would utilise private services as standard. Notwithstanding this, the Council is aware that some existing residents utilise private facilities, indeed approximately 20-25%[6] of secondary school aged pupils are not educated within state schools within the Borough. This is likely to be due to pupils attending independent schools or state schools outside the Borough due to parental preference.

4.13 However, the inclusion of private services, in particular independent schools, would improve the overall accessibility performance of some areas. It is noted that for many of the health services (clinics and dentists) the private and non-

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[6] Fall out rate calculated on a three-year rolling average of the difference between the number of places allocated

private provision is co-located and, as such, in general their inclusion would not materially alter accessibility performance.

Table 4: Retail centres within the Borough

Centre	Status
Walton-on-Thames	Town centre
Cobham	District centre
East Molesey	District centre
Esher	District centre
Hersham	District centre
Weybridge	District centre
Claygate	Local centre
East Molesey Bridge Road	Local centre
Hinchey Wood	Local centre
Oatlands (Weybridge)	Local centre
Oxshott	Local centre
Queens Road (Weybridge)	Local centre
Thames Ditton	Local centre
Terrace Road (Walton-on-Thames)	Local centre
Walton Halfway	Local centre

4.14 When measuring access to the local services and facilities, a series of assessment 'bands', each measuring 400m (0.25 miles) along the shortest road / potential access route have been used. The rational for the 400m bandings is set out in paragraph 4.23 of this assessment. These have been applied when assessing the quality of access to settlement centres, schools and health centres and to modes of public transport.

Walkable access to public transport

4.15 This assessment is based upon existing bus and rail services, taking account of various factors including how frequent it is, how long a service runs for throughout the day and the quality / size of destinations along the route served. A key component of this assessment was the delineation of peak hours, which have been defined by Transport for London as weekdays 06:30-09:30 and 16:00-19:00 (tfl.gov.uk/fares). These peak times have been utilised as large numbers of Elmbridge residents travel via the railways to work in London and a number of the bus services that run through the Borough are also managed by TfL.

4.16 The score assigned to each railway station / bus route in terms of the quality of the service it provides is set out in Tables 5 and 6, with the criteria for determining the level of service of the railway line and bus services set out in Tables 7 and 8. This assessment was an overall combination of the factors listed, and thus a service did not have to meet the same level across all criteria

e.g. a service would not have to score 'Excellent' across all criteria to be considered 'Excellent' overall.

4.17 It should be noted that two railway stations listed in Table 5 below are not located in Elmbridge. These have been included due to their proximity to the Borough (being adjacent in the case of Byfleet and New Haw) and the high level of usage by Elmbridge residents reported via responses to the previous Strategic Options Consultation 2016 in the case of Surbiton.

4.18 When considering the quality of local public transport provision, account has been taken of the distance to a bus stop or railway station with a 'Excellent', 'Very Good' or 'Good' level of service. The 'Excellent', 'Very Good' or 'Good' level of service is considered to offer the most benefits for maximising sustainable transport options. As such, bus stops or railway stations which only offer a limited or reasonable level of service have not been considered in the assessment of site accessibility. Any stop / station closer to a site than one with an 'Excellent', 'Very Good' or 'Good' level of service, was noted for information.

4.19 The quality of the destination criteria (used for assessing bus routes) has not been applied to the assessment of railway services due to the termination stops to which all Elmbridge (and other) stations run to are considered major destinations in their own right. This is because they travel to locations such as London Waterloo, Guildford, Woking etc. As the quality and size of the destinations visited by bus services varies far more between routes, this has been deemed to be an important factor to measure when assessing the quality of the service they provide.

4.20 Access to public transport modes were measured in bands of 400m (0.25 miles) along the shortest road / potential access route.

Table 5: Railway stations in / close to Elmbridge and their assessed service quality

Railway station	Overall service quality
Claygate	Good
Cobham & Stoke D'Abernon	Good
Oxshott	Good
Hinchley Wood	Good
Thames Ditton	Good
Hampton Court	Good
Esher	Good
Hersham	Good
Walton-On-Thames	Good
Weybridge	Very Good
Byfleet and New Haw	Good
Surbiton	Excellent

Table 6: Bus services that run through Elmbridge and their assessed service quality

Route no.	Settlements served	Overall service quality (Limited, Reasonable, Good, Very Good or Excellent)
400	Walton-on-Thames, Shepperton, Laleham, Ashford, Staines, Stanwell	Limited
408 / 862	Cobham, Oxshott, Effingham, Great Bookham, Leatherhead, Ashtead, Epsom	Limited
411	West Molesey, East Molesey, Hampton, Hampton Wick, Kingston	Excellent
431	Fieldcommon, Walton-on-Thames, Weybridge, Addlestone, Ottershaw, St Peter's Hospital	Limited
436	Woking, Sheerwater, West Byfleet, Byfleet, Weybridge	Reasonable
458	Kingston, Thames Ditton, Esher, Hersham, Walton-on-Thames, Shepperton, Laleham, Staines	Good
461	Kingston, Hampton Court, West Molesey, Walton-on-Thames, Weybridge, Addlestone	Good
513	Downside, Cobham, Stoke D'Abernon, Oxshott, Esher, Thames Ditton, Kingston	Limited
514	Brooklands, Weybridge, Hersham, Fieldcommon, West Molesey, East Molesey, Thames Ditton, Surbiton, Kingston	Limited
515	Addlestone, New Haw, Byfleet, Weybridge, Hersham, Esher, Fieldcommon, West Molesey, East Molesey, Thames Ditton, Surbiton, Kingston	Reasonable
555	Heathrow, Stanwell, Ashford, Sunbury, Shepperton, Walton-on-Thames, Hersham, Whiteley Village	Reasonable
564	Walton-on-Thames, Hersham, Whiteley Village	Reasonable
637	Byfleet, Brooklands, Weybridge, Chertsey, Salesian School	Limited

661	Hampton Court, West Molesey, East Molesey, Hinchley Wood School	Limited
663	Walton-on-Thames, Hersham, Esher C of E High School	Limited
715	Kingston, Thames Ditton, Esher, Cobham, Wisley, Ripley, Burntcommon, Burpham, Guildford	Good
814	Fieldcommon, West Molesey, East Molesey, Esher High School	Limited
881	Hampton Court, East Molesey, West Molesey, Walton-on-Thames, Hersham (Rydens School)	Limited
C1	Weybridge, Brooklands, Cobham, Downside, Cobham, Oxshott	Reasonable
C2	Weybridge, Brooklands, Cobham, Oxshott, Fetcham, Leatherhead	Limited
K3	Esher, Claygate, Long Ditton, Surbiton, Kingston, Roehampton Vale	Very Good
R68	Kew, North Sheen, Richmond, Twickenham, Teddington, Hampton Hill, Hampton, East Molesey	Excellent

Table 7: Railway Service quality assessment criteria

Rail service level	No service	Limited service	Reasonable service	Good service	Very Good service	Excellent service
Mon-Fri	N/A	Yes	Yes	Yes	Yes	Yes
Sat-Sun	N/A	No	No / Limited	Yes	Yes	Yes
Peak times	N/A	06:30 – 09:30 16:00 – 19:00	06:30 – 09:30 16:00 – 19:00	06:30 – 09:30 16:00 – 19:00	06:30 – 09:30 16:00 – 19:00	24h
Service starts	N/A	09:00+	07:30	07:30	06:30	24h
Service ends	N/A	Before 18:00	20:00	20:00	22:00	24h
No. of services / hour during peak hours	N/A	1	1 / 2	3	4	5+
No. of services / hour outside of peak hours	N/A	0 / 1	1	2	3	4+

Table 8: Bus service quality criteria

Bus service level	No service	Limited service	Reasonable service	Good service	Very Good service	Excellent service
Mon-Fri	N/A	Yes	Yes	Yes	Yes	Yes
Sat-Sun	N/A	No	No / Limited	Yes	Yes	Yes
Peak times	N/A	06:30 – 09:30 16:00 – 19:00	06:30 – 09:30 16:00 – 19:00	06:30 – 09:30 16:00 – 19:00	06:30 – 09:30 16:00 – 19:00	24h
Service starts	N/A	09:00+	07:30	07:30	06:30	24h
Service ends	N/A	Before 18:00	20:00	20:00	22:00	24h
No. of services / hour during peak hours	N/A	1	1 / 2	3	4	5+
No. of services / hour outside of peak hours	N/A	0 / 1	1	2	3	4+

Direct route (e.g. no changes to other bus / rail)	N/A	2+ changes	1 change	Direct (e.g. no changes)	Direct (e.g. no changes)	Direct (e.g. no changes)
Quality of destination	N/A	Only services small / local stops. No major towns or employment locations.	Services one town or major employment location	Services 2 towns or major employment locations	Serves 2 towns or one major destination	Serves two or more major destinations

4.21 As summarised in Table 9, each Green Belt areas have been appraised against the criteria set out within Sections 3 & 4 of this report. The overall accessibility score has been reached by considering access to all facility and service measurements.

Table 9: Accessibility Standards

	Distance to major service centre / employment location (km)	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (m)	Distance to railway station (m / km)	Distance to primary school (m / km)	Distance to secondary school (m/ k m)	Distance to health centre / GP (m/ km)	Distance to dentist (m/ km)	Distance to nearest retail centre (m/ km)	Average distance to local services (m /km)
Excellent	0-5	0-2.5	0-400	0-400	0-400	0-400	0-400	0-400	0-400	0-400
Good	5.1-10	2.6-5	400-800	400-800	400-800	400-800	400-800	400-800	400-800	400-800
Fair	10.1-15	5.1-7.5	800-1.2	800.1.2	800-1.2	800-1.2	800-1.2	800-1.2	800-1.2	800-1.2
Moderate	15.1-20	7.6-10	1.2-1.6	1.2-1.6	1.2-1.6	1.2-1.6	1.2-1.6	1.2-1.6	1.2-1.6	1.2-1.6
Limited	20+	10+	1.6+	1.6+	1.6+	1.6+	1.6+	1.6+	1.6+	1.6 +

Key assumptions

4.22 When calculating the distance to / from the area to a facility / service, the starting point for this measurement has been taken from the centre of each area along the shortest existing road route (or potential road if modifications would be required if the area were developed). The use of footpaths and bridleways was also included.

4.23 The 400m banding (applied in some instances) is based upon the guidance in the 'Manual for Streets' (2007, p.45) which states that 'walkable

neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot'. On the basis that 800m journey (which is 0.5 miles) distance would be acceptable, this principle was broken down into smaller, 5-minute intervals with distances of up to 400m being deemed to demonstrate a high level of sustainability. Distances of 401-800m are considered to be acceptable in line with the existing guidance, 801-1,200m walks start to become quite a distance to travel on foot for some people, with 1,201-1,600m (1 mile) being a 20-minute walk, and thus quite far for some people, and anything beyond this distance being deemed very / too far to ideally walk to access a local service or facility. Given the suburban and rural nature of the Borough, the thresholds include to a walking distance of up 1.6km (1mile), however, this is considered to offer a moderate or limited access to a service/ facilitate by foot.

4.24 Although cycling will form an important alternative travel mode, it is considered that for local services a walk time is more appropriate. This is because not everyone who will inhibit a potential site will be capable of cycling or it may not be appropriate for them to do so.

Limitations

4.25 The methodology and scoring favours an urban context, where transport and retail hubs are co-located and there is an emphasis on walking distances to services. This does not fit comfortably with the primarily suburban and rural nature of the Borough or the distribution of existing infrastructure and services.

4.26 The assessment focuses on access and does not provide an assessment of the capacity of infrastructure and services to accommodate growth. For example, a Green Belt area maybe in walking distance to a primary school, however the ability of the existing facilitate to accommodate additional pupils arising from the development has not been assessed as part of this work. Issues such as the capacity of our existing infrastructure to accommodate new development will be considered through the preparation of the Infrastructure Delivery Plan (IDP) and will continue to inform the selection of sites for allocation as the Local Plan progresses.

4.27 In addition, the assessment is based on existing facilitates without the consideration of mitigation measures that could be secured as part of any forthcoming development to improved accessibility and capacity. Potential mitigation measures, if required, will again be identified as the Local Pan progresses.

Assessment

Weakly Performing Local Areas

1.5   Maps identifying the location of the assessed areas are set out in **Appendix 1**.

Table 10: Accessibility Assessment of Weakly Performing Local Areas

Re	Distance to major service	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent	Distance to railway	Railway Station	Quality of rail service	Distance to primary	Distance to secondary	Distance to health	Distance to dentist (km)	Distance to nearest retail centre	Local retail centre	Average distance to local	Overall Score
LA18	11.75	4.75	0.6	3.75	Cobham	Good	2.6	1.1	1.65	1.5	1.35	Cobham	1.79	Moderate
LA36	12.45	3.25	0.8	2	Weybridge	Very Good	1.5	3.2	2.45	1	0.9	Weybridge Queens Road	1.69	Moderate
LA37	12.45	3.25	0.8	2	Weybridge	Very Good	1.5	3.2	2.45	1	0.9	Weybridge Queens	1.69	Fair

												Road		
LA50	12.85	4.6	1	2.5	Weybridge	Very Good	1.2	2.6	1.4	1	1	Weybridge	1.53	Fair
LA51	11.3	4.1	0.2	1.9	Weybridge	Very Good	0.3	2.65	1.6	0.3	0.3	Oatlands	1.04	Good
LA53	11.4	4.2	0.3	2	Weybridge	Very Good	0.4	2.75	1.7	0.4	0.4	Oatlands	1.14	Good
LA70	5.4	3.3	1.85	1.1	Esher	Good	0.8	2.7	2.1	1.4	1.5	Thames Ditton	1.64	Fair
LA71	9.7	3.05	0.5	2.8	Walton-on-Thames	Good	1.2	3.1	1.8	1.55	0.6	Walton-on-Thames	1.65	Fair
LA77	4.95	1.45	0.55	1.5	Hampton Court	Good	0.6	4.1	0.2	0.5	0.5	East Molesey	1.14	Good

Key Strategic Areas

Table 11: Accessibility Assessment of Key Strategic Areas

Ref	Distance to major service centre / employment	Distance to significant employment site	Distance to bus stop with good / very good / excellent service	Distance to railway station	Railway Station	Quality of rail service	Distance to primary school	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
LA14	13.5	9.1	3.45	1.5	Cobham	Good	2.4	4.15	2.5	1.9	3.1	Cobham	2.71	Limited
LA20	11.9	7.5	0.36	4.05	Cobham	Good	2.45	1.35	0.4	1.55	1.55	Cobham	1.55	Moderate
LA58	5.35	7.55	0.9	2.35	Hinchley Wood	Good	1.75	1.6	2.2	2.1	2.1	Hinchley Wood	1.86	Limited

Sub Division Areas

Table 12: Accessibility Assessment of Sub Division Areas

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
SA-1	15.2	5.55	3.15	1.25	Cobham and Stoke D'Abernon	Good	3.9	3.85	3.9	2.9	2.75	Cobham	3.10	Limited
SA-10	13.35	6.3	0.6	2.6	Cobham and Stoke D'Abernon	Good	1.55	1.3	1.5	0.25	0.5	Cobham	1.19	Fair
SA-11	13.15	5.3	3.7	1.95	Cobham and Stoke D'Abernon	Good	1.3	4.4	1.35	0.8	1.35	Oxshott	2.12	Moderate
SA-12	12.9	5.7	0.5	2.8	Cobham and Stoke	Good	1.75	0.9	1.4	0.65	0.7	Cobham	1.24	Fair

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
					D'Abernon									
SA-13	12.8	5.6	0.4	2.65	Cobham and Stoke D'Abernon	Good	1.4	0.8	1.3	0.3	0.25	Cobham	1.01	Fair
SA-14	12.8	4.65	5.3	1.9	Oxshott	Good	1.3	3.65	2	1.65	1	Oxshott	2.40	Moderate
SA-15	12.95	4.9	4.25	2.3	Oxshott	Good	1.35	3.85	1.45	0.9	1.5	Oxshott	2.23	Moderate
SA-16	12.2	5	0.2	3.4	Cobham and Stoke D'Abernon	Good	2.2	0.7	1.2	0.9	0.7	Cobham	1.33	Fair
SA-17	12.95	6.45	2.9	2.25	Oxshott	Good	1.9	5.35	2.4	2.15	1.6	Oxshott	2.65	Moderate
SA-18	12.75	7	1.8	1.85	Oxshott	Good	2.4	6.05	3	2.7	1.9	Oxshott	2.81	Moderate
SA-2	15.75	4.2	3.6	1.7	Cobham and Stoke	Good	4.45	4.3	4.35	3.35	3.1	Cobham	3.55	Moderate

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
					D'Abernon									
SA-20	9.5	1	4	2.2	Byfleet and New Haw	Good	4.1	4.1	4.3	4.35	3.9	Weybridge	3.85	Moderate
SA-21	12.7	3.75	2.25	2.9	Walton-on-Thames	Good	3	3.5	3.4	2.4	2.4	Weybridge Queens Road	2.84	Limited
SA-22	8.75	6.15	1.15	1.15	Claygate	Good	1.25	4	1.6	0.95	1.05	Claygate	1.59	Fair
SA-23	8.85	6.65	1.1	1.8	Claygate	Good	1.2	3.85	1.6	1.6	1.7	Claygate	1.84	Moderate
SA-24	8.7	6.45	0.85	1.7	Claygate	Good	1.05	3.6	1.3	1.5	1.5	Claygate	1.64	Moderate
SA-25	8.95	7.1	1.2	2.2	Claygate	Good	1.7	3.95	1.65	2	1.7	Claygate	2.06	Moderate
SA-27	8.75	7.3	0.75	1.7	Claygate	Good	1.3	3.35	1.2	1.7	1.5	Claygate	1.64	Moderate
SA-28	12.85	3.5	1.95	3.25	Walton-on-	Good	2.85	3.65	3.25	2.25	2.25	Weybridge	2.78	Moderate

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
					Thames							Queens Road		
SA-29	8.75	6.55	1	1.7	Claygate	Good	1.1	3.75	1.45	1.4	1.6	Claygate	1.71	Moderate
SA-3	15.55	4.3	3.95	1.6	Cobham and Stoke D'Abernon	Good	4.2	4.05	4.2	1.65	3	Cobham	3.24	Moderate
SA-30	7.85	2.3	1.65	3.2	Walton-on-Thames	Good	2	2.4	1.8	1.85	1.8	Hersham	2.10	Moderate
SA-31	13.15	3.3	2.6	3	Walton-on-Thames	Good	2.6	3.9	3	2	2	Weybridge Queens Road	2.73	Moderate
SA-32	8.5	6.3	0.75	1.5	Claygate	Good	0.85	3.5	1.2	1.2	1.4	Claygate	1.49	Fair
SA-33	8.55	5.95	1.05	1	Claygate	Good	1.05	3.75	1.4	0.75	0.9	Claygate	1.41	Fair
SA-34	9	1.85	1.5	3.25	Walton on	Good	1.3	2.7	1.4	1.3	1.25	Hersham	1.81	Moderate

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
					Thames									
SA-35	9	7.5	1.15	2.1	Claygate	Good	1.75	3.45	1.6	2	2	Claygate	2.01	Moderate
SA-36	8.9	4.35	1	2.6	Claygate	Good	1.25	2.35	1.6	2	1.5	Esher	1.76	Fair
SA-37	8.35	1.65	1.35	2.55	Walton-on-Thames	Good	1.4	2.45	1.35	1.25	1.2	Hersham	1.65	Fair
SA-38	9.65	1.5	1.75	3.4	Walton-on-Thames	Good	0.7	2.15	0.75	0.85	0.8	Hersham	1.49	Good
SA-39	9.15	7.05	1.7	2.5	Claygate	Good	2.2	3.5	2	2.35	2.4	Claygate	2.38	Moderate
SA-4	14.9	4.9	2.8	1	Cobham and Stoke D'Abernon	Good	3.6	3.5	3.6	2.6	2.4	Cobham	2.79	Limited
SA-40	9.3	1.4	1.05	3.4	Walton-on-	Good	0.7	2.15	0.75	0.85	0.8	Hersham	1.39	Fair

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
					Thames									
SA-41	7.65	4.85	0.3	0.7	Claygate	Good	1	2.75	0.85	0.7	0.65	Claygate	0.99	Good
SA-42	7.75	4.65	0.45	0.8	Claygate	Good	1	2.65	0.65	0.8	0.7	Claygate	1.01	Good
SA-43	9.2	1.3	1	3.05	Walton-on-Thames	Good	0.6	2	0.65	0.75	0.7	Hersham	1.25	Good
SA-44	8.8	6.9	1.3	2.5	Claygate	Good	2	3.1	1.5	2.25	2.15	Claygate	2.11	Moderate
SA-45	9.15	0.95	0.65	1.95	Hersham	Good	0.3	1.7	0.35	0.45	0.45	Hersham	0.84	Good
SA-46	9.15	6.95	1.3	2.75	Claygate	Good	2.35	3.2	1.85	2.6	2.5	Claygate	2.36	Moderate
SA-47	9.2	0.8	0.5	1.8	Hersham	Good	0	1.55	0.2	0.3	0.3	Hersham	0.66	Excellent
SA-48	8.6	7.8	1	2.4	Claygate	Good	2.15	2.8	1.3	2.2	2.2	Claygate	2.01	Moderate
SA-49	8.8	6.75	1.15	2.6	Claygate	Good	2.5	3.1	1.5	2.4	2.4	Claygate	2.24	Moderate

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
SA-5	13.65	3.45	4.85	2.7	Oxshott	Good	2.15	3.5	2.85	2.6	1.8	Oxshott	2.92	Limited
SA-50	8.1	3.45	0.35	2.35	Esher	Good	2.25	1.55	1.6	1.2	0.6	Esher	1.41	Fair
SA-51	8.5	6.65	0.85	1.8	Claygate	Good	1.95	3.05	1.25	1.65	1.65	Claygate	1.74	Moderate
SA-52	8.55	2	0.45	2.75	Hersham	Good	2.25	1.85	1.95	1.7	1.35	Esher	1.76	Fair
SA-53	7.35	5.4	0.4	0.95	Claygate	Good	1.65	2.55	1	0.95	0.9	Claygate	1.20	Fair
SA-54	8.15	2	0.2	2.4	Esher	Good	2.15	1.45	1.5	1.25	0.6	Esher	1.36	Fair
SA-55	6.9	5.25	0.15	0.9	Claygate	Good	1.6	2.2	0.95	0.85	0.7	Claygate	1.05	Fair
SA-56	8.2	6.35	0.6	1.6	Claygate	Good	1.7	2.15	1	1.4	1.45	Claygate	1.41	Fair
SA-57	6.95	5.85	0.5	1	Hinchley Wood	Good	1.9	1.75	0.95	0.95	0.9	Hinchley Wood	1.14	Fair
SA-58	8.2	6.35	0.6	1.6	Claygate	Good	1.7	2.15	1	1.4	1.45	Claygate	1.41	Fair
SA-59	7.5	4.5	0.35	0.75	Claygate	Good	0.9	2.25	0.5	0.75	0.7	Claygate	0.89	Good

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
SA-6	15	5.8	2.5	0.25	Cobham and Stoke D'Abernon	Good	2.75	3	3	2	1.85	Cobham	2.19	Moderate
SA-60	7	4.9	0.3	1	Claygate	Good	1.35	2.2	0.75	1.55	1	Claygate	1.16	Fair
SA-61	7.15	5.5	0.2	1.1	Claygate	Good	1.9	1.85	1.2	1.1	1	Claygate	1.19	Fair
SA-62	7.3	5.65	0.25	0.95	Hinchley Wood	Good	1.85	1.7	0.9	0.85	0.75	Hinchley Wood	1.04	Fair
SA-63	6.85	5.3	0.3	1.4	Hinchley Wood	Good	1.6	2.15	1.1	1.5	1.3	Claygate	1.34	Fair
SA-64	6.7	5.45	0.75	2.05	Hinchley Wood	Good	2.9	2.75	2	2	1.9	Hinchley Wood	2.05	Moderate
SA-65	7.05	6.75	0.75	1.05	Hinchley Wood	Good	0.85	1	1	1	0.9	Hinchley Wood	0.94	Fair
SA-66	10.15	0.8	1.25	0.45	Hersham	Good	0.5	1.5	1.7	0.75	1.4	Hersham	1.08	Fair

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
SA-67	6.75	6.4	1.15	1.25	Hinchley Wood	Good	0.55	0.75	1.1	1.15	1.1	Hinchley Wood	1.01	Fair
SA-68	10.3	0.9	1.2	0.6	Hersham	Good	1	2.05	2.2	1.2	2	Hersham	1.46	Fair
SA-69	6.1	3.25	0.2	0.25	Esher	Good	1.4	1.95	1.45	0.95	1.1	Esher	1.04	Fair
SA-7	14.35	6.4	1.5	1	Cobham and Stoke D'Abernon	Good	2.4	2.25	2.3	1.25	1.3	Cobham	1.71	Moderate
SA-70	7.4	1.95	1.2	1.25	Esher	Good	0.8	0.65	0.6	1.5	1.2	Esher	1.03	Good
SA-71	8	1.1	1.5	1.3	Hersham	Good	1	1.2	1.05	2	1.7	Esher	1.39	Fair
SA-72	9.3	1.25	0.6	1.3	Hersham	Good	1.6	3	3.1	1.75	2.7	Walton Halfway	2.01	Fair
SA-73	9.45	0.4	0.35	0.5	Hersham	Good	0.9	2	2	0.8	1.85	Hersham	1.20	Good
SA-74	7.35	2.2	1.75	1.3	Esher	Good	0	1.25	1.15	2.1	1.75	Esher	1.33	Good
SA-75	8.1	1.75	1.25	1.95	Esher	Good	0.9	1.15	1.05	2	1.6	Esher	1.41	Fair
SA-76	8.3	1.5	1.15	2.2	Esher	Good	1.15	1.35	1.2	2.15	1.85	Esher	1.58	Fair

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
SA-77	9.2	0.85	0.4	0.8	Hersham	Good	1.25	2.65	1.6	0.9	2.15	Walton Halfway	1.39	Fair
SA-78	5.1	4.2	0.3	0.85	Thames Ditton	Good	1.2	1.05	1.05	1	1.05	Thames Ditton	0.93	Fair
SA-79	9.25	1.25	0.2	1.25	Hersham	Good	1	2.45	1.4	0.7	1.65	Walton Halfway	1.24	Fair
SA-8	13.75	5.25	3.65	2.05	Cobham and Stoke D'Abernon	Good	1.9	4.2	2	1.4	2	Oxshott	2.46	Moderate
SA-80	6.85	3.15	1.5	1.4	Esher	Good	0.4	1.6	1.4	2.4	2.15	Esher	1.55	Fair
SA-81	8.05	2.15	1.05	2	Esher	Good	1	1.25	1.05	2.05	1.75	Esher	1.45	Fair
SA-82	8.9	1.05	0.3	1	Hersham	Good	1.2	2.65	1.65	1	1.9	Walton Halfway	1.39	Fair
SA-83	9.15	1.35	0.4	1.8	Hersham	Good	2.2	3.6	2.5	1.9	2.8	Walton Halfway	2.17	Moderate

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
SA-84	8.2	1.15	0.1	1.7	Hersham	Good	2.1	3.5	2.4	1.8	2.7	Walton Halfway	2.04	Moderate
SA-85	9	2.65	0.55	3	Hersham	Good	0.25	3.4	2.1	1.9	0.45	Walton Terrace Road	1.66	Good
SA-86	5.75	1.7	0.85	1.8	Thames Ditton	Good	0.65	4.3	0.65	0.8	0.85	East Molesey	1.41	Good
SA-87	8.2	1.15	1.1	3.65	Hersham	Good	0.65	4.05	2.75	2.55	1	Walton Terrace Road	2.25	Fair
SA-88	6	1.1	1.1	2.45	Hampton Court	Good	0.75	5.15	0.7	1.1	1.25	East Molesey	1.79	Fair
SA-89	8.45	2.35	0.95	3.35	Hersham	Good	0.45	4.05	2.75	2.25	0.8	Walton Terrace Road	2.09	Moderate
SA-9	13.4	5.7	3.3	1.5	Cobham and Stoke D'Abernon	Good	1.5	4	1.6	1	1.6	Oxshott	2.07	Moderate

Ref	Distance to major service centre / employment location	Distance to significant employment site (km)	Distance to bus stop with good / very good / excellent service (km)	Distance to railway station (km)	Railway Station	Quality of rail service	Distance to primary school (km)	Distance to secondary school (km)	Distance to health centre / GP (km)	Distance to dentist (km)	Distance to nearest retail centre (km)	Local retail centre	Average distance to local services (km)	Overall Score
SA-90	9.2	3.35	0.9	3.45	Walton-on-Thames	Good	0.95	3.7	2.35	2.15	0.7	Walton Terrace Road	2.03	Moderate
SA-91	5.6	1.4	0.9	2.2	Hampton Court	Good	0.65	5.45	0.55	0.7	1	East Molesey	1.64	Fair
SA-92	9.25	3.05	1.3	4.6	Walton-on-Thames	Good	0.9	4.25	2.85	2.65	1.2	Walton Terrace Road	2.54	Moderate
SA-93	8.15	2.25	1.7	3.85	Hersham	Good	1	4.25	2.95	2.75	1.3	Walton Terrace Road	2.54	Moderate
SA-94	7.3	0.75	0.65	2.6	Hersham	Good	1.45	4.05	2.35	2.25	2.3	East Molesey	2.24	Fair

Findings

1.6 Following the individual assessment against each accessibility criteria, a judgement was made as to the overall accessibility performance of the weakly performing Local Areas (WPLA), Key Strategic Areas (KSA) and the Sub Division Areas (SDA). Tables 13, 14 and 15 provide the overall performance of the areas against the accessibility considerations as a whole.

1.7 The tables also highlight the walkability of each area to the nearest railway station and the proximity to a bus stop with a 'good' or better bus service which, in accordance with the requirements of paragraph 137(b) of the NPPF provides an indication to whether the area is currently 'well served by public transport'.

Weakly Performing Local Areas

Table 13: Overall performance of Weakly Performing Local Areas against accessibility considerations and access to public transport

Weakly Performing Local Area	Access to a bus stop with a good or better service	Access to railway station	Overall accessibility performance
LA18	Good	Limited	Moderate
LA36	Good	Limited	Moderate
LA37	Good	Limited	Fair
LA50	Fair	Limited	Fair
LA51	Excellent	Limited	Good
LA53	Excellent	Limited	Good
LA70	Limited	Fair	Fair
LA71	Good	Limited	Fair
LA77	Fair	Moderate	Good

Key Strategic Areas

Table 14: Overall performance of Key Strategic Areas against access

Key Strategic Area	Access to a bus stop with a good or better service	Access to railway station	Overall accessibility performance
LA14	Limited	Moderate	Limited
LA20	Excellent	Limited	Moderate
LA58	Fair	Limited	Limited

Sub Division Areas

Table 15: Overall performance of Sub Division against accessibility considerations and access to public transport

Sub Division Area	Distance to bus stop with good / very good / excellent service (Km)	Distance to railway station (Km)	Overall accessibility Performance	Sub Division Area	Distance to bus stop with good / very good / excellent service (Km)	Distance to railway station (Km)	Overall accessibility performance
SA-1	Limited	Moderate	Limited	SA-53	Excellent	Fair	Fair
SA-10	Good	Limited	Fair	SA-54	Excellent	Limited	Fair
SA-11	Limited	Limited	Moderate	SA-55	Excellent	Fair	Fair
SA-12	Good	Limited	Fair	SA-56	Good	Moderate	Fair
SA-13	Excellent	Limited	Fair	SA-57	Good	Fair	Fair
SA-14	Limited	Limited	Moderate	SA-58	Good	Moderate	Fair
SA-15	Limited	Limited	Moderate	SA-59	Excellent	Good	Good
SA-16	Excellent	Limited	Fair	SA-6	Limited		Moderate
SA-17	Limited	Limited	Moderate	SA-60	Excellent	Fair	Fair
SA-18	Limited	Limited	Moderate	SA-61	Excellent	Fair	Fair
SA-2	Limited	Limited	Moderate	SA-62	Excellent	Fair	Fair
SA-20	Limited	Limited	Moderate	SA-63	Excellent	Moderate	Fair
SA-21	Limited	Limited	Limited	SA-64	Good	Limited	Moderate
SA-22	Fair	Fair	Fair	SA-65	Good		Fair
SA-23	Fair	Limited	Moderate	SA-66	Moderate	Good	Fair
SA-24	Fair	Limited	Moderate	SA-67	Fair	Moderate	Fair
SA-25	Fair	Limited	Moderate	SA-68	Fair	Good	Fair
SA-27	Good	Limited	Moderate	SA-69	Excellent	Excellent	Fair
SA-28	Limited	Limited	Moderate	SA-7	Moderate	Fair	Moderate
SA-29	Fair	Limited	Moderate	SA-70	Fair	Moderate	Good
SA-3	Limited	Moderate	Moderate	SA-71	Moderate	Moderate	Fair

Sub Division Area	Distance to bus stop with good / very good / excellent service (Km)	Distance to railway station (Km)	Overall accessibility Performance	Sub Division Area	Distance to bus stop with good / very good / excellent service (Km)	Distance to railway station (Km)	Overall accessibility performance
SA-30	Limited	Limited	Moderate	SA-72	Good	Moderate	Fair
SA-31	Limited	Limited	Moderate	SA-73	Excellent	Good	Good
SA-32	Good	Moderate	Fair	SA-74	Limited	Moderate	Good
				SA-75	Moderate	Limited	Fair
SA-33	Fair	Fair	Fair	SA-76	Fair	Limited	Fair
SA-34	Moderate	Limited	Moderate	SA-77	Excellent	Limited	Fair
SA-35	Fair	Limited	Moderate	SA-78	Excellent	Fair	Fair
SA-36	Fair	Limited	Fair	SA-79	Excellent	Moderate	Fair
SA-37	Moderate	Limited	Fair	SA-8	Limited	Limited	Moderate
SA-38	Limited	Limited	Good	SA-80	Moderate	Moderate	Fair
SA-39	Limited	Limited	Moderate	SA-81	Fair	Limited	Fair
SA-4	Limited	Fair	Limited	SA-82	Excellent	Fair	Fair
SA-40	Fair	Limited	Fair	SA-83	Excellent	Limited	Moderate
SA-41	Excellent	Good	Good	SA-84	Excellent	Limited	Moderate
SA-42	Good	Good	Good	SA-85	Excellent	Limited	Good
SA-43	Fair	Limited	Good	SA-86	Fair	Limited	Good
SA-44	Moderate	Limited	Moderate	SA-87	Fair	Limited	Fair
SA-45	Good	Limited	Good	SA-88	Fair	Limited	Fair
SA-46	Moderate	Limited	Moderate	SA-89	Fair	Limited	Moderate
SA-47	Good	Limited	Excellent	SA-9	Limited	Moderate	Moderate
SA-48	Fair	Limited	Moderate	SA-90	Fair	Limited	Moderate
SA-49	Fair	Limited	Moderate	SA-91	Fair	Limited	Fair
SA-5	Limited	Limited	Limited	SA-92	Moderate	Limited	Moderate
SA-50	Excellent	Limited	Fair	SA-93	Limited	Limited	Moderate
SA-51		Limited	Moderate	SA-94	Good	Limited	Fair

Sub Division Area	Distance to bus stop with good / very good / excellent service (Km)	Distance to railway station (Km)	Overall accessibility Performance	Sub Division Area	Distance to bus stop with good / very good / excellent service (Km)	Distance to railway station (Km)	Overall accessibility performance
SA-52	Excellent	Limited	Fair				

1.8 There was just one area which had excellent overall accessibility and 59 areas with fair or good overall accessibility. In total 70 areas benefitted from fair to excellent access to a bus stop on a route with at least a 'good' service, whilst 23 areas benefitted from fair to excellent access to a railway station. Table 16, 17 & 18 provide a list of the areas by their performance against all services and facilities, access to a railway station and bus services.

Table 16: Area grouped by overall accessibility performance

Access	Area reference	Total
Excellent	SA-47	1
Good	LA53 LA77 SA-38 SA-41 SA-42 SA-43 SA-45 SA-59 SA-70 SA-73 SA-74 SA-85 SA-86	13
Fair	LA37 LA50 LA51 LA70 LA71 SA-10 SA-12 SA-13 SA-16 SA-22 SA-32 SA-33 SA-36 SA-37 SA-40 SA-50 SA-52 SA-53 SA-54 SA-55 SA-56 SA-57 SA-58 SA-60 SA-61 SA-62 SA-63 SA-65 SA-66 SA-67 SA-68 SA-69 SA-71 SA-72 SA-75 SA-76 SA-77 SA-78 SA-79 SA-80 SA-81 SA-82 SA-87 SA-88 SA-91 SA-94	46
Moderate	LA18 LA20 LA36 SA-11 SA-14 SA-15 SA-17 SA-18 SA-2 SA-20 SA-23 SA-24 SA-25 SA-27 SA-28 SA-29 SA-3 SA-30 SA-31 SA-34 SA-35 SA-39 SA-44 SA-46 SA-48 SA-49 SA-51 SA-6 SA-64 SA-7 SA-8 SA-83 SA-84 SA-89 SA-9 SA-90 SA-92 SA-93	38
Limited	LA14 LA58 SA-1 SA-21 SA-4 SA-5	6

Table 17: Area grouped by access to a railway station

Access	Area reference	Total
Excellent	SA-6 SA-69	2
Good	SA-41 SA-42 SA-59 SA-66 SA-68 SA-73 SA-77	7
Fair	LA70 SA-22 SA-33 SA-4 SA-53 SA-55 SA-57 SA-60 SA-61 SA-62 SA-65 SA-7 SA-78 SA-82	14
Moderate	LA14 LA77 SA-1 SA-3 SA-32 SA-56 SA-58 SA-63 SA-67 SA-70 SA-71 SA-72 SA-74 SA-79 SA-80 SA-9	16
Limited	LA18 LA20 LA36 LA37 LA50 LA51 LA53 LA58 LA71 SA-10 SA-11 SA-12 SA-13 SA-14 SA-15 SA-16 SA-17 SA-18 SA-2 SA-20 SA-21 SA-23 SA-24 SA-25 SA-27 SA-28 SA-29 SA-30 SA-31 SA-34 SA-35 SA-36 SA-37 SA-38 SA-39 SA-40 SA-43 SA-44 SA-45 SA-46 SA-47 SA-48 SA-49 SA-5 SA-50 SA-51 SA-52 SA-54 SA-64 SA-75 SA-76 SA-8 SA-81 SA-83 SA-84 SA-85 SA-86 SA-87 SA-88 SA-89 SA-90 SA-91 SA-92 SA-93 SA-94	65

Table 18: Areas grouped by access to a bus stop with a 'good' or better bus service

Access	Area reference	Total
Excellent	LA20 LA51 LA53 SA-13 SA-16 SA-41 SA-50 SA-53 SA-54 SA-55 SA-59 SA-60 SA-61 SA-62 SA-63 SA-69 SA-73 SA-77 SA-78 SA-79 SA-82 SA-83 SA-84 SA-85	24
Good	LA18 LA36 LA37 LA71 LA77 SA-10 SA-12 SA-27 SA-32 SA-42 SA-45 SA-47 SA-52 SA-56 SA-57 SA-58 SA-64 SA-65 SA-72 SA-94	20
Fair	LA50 LA58 SA-22 SA-23 SA-24 SA-25 SA-29 SA-33 SA-35 SA-36 SA-40 SA-43 SA-48 SA-49 SA-51 SA-67 SA-68 SA-70 SA-76 SA-81 SA-86 SA-87 SA-88 SA-89 SA-90 SA-91	26
Moderate	SA-34 SA-37 SA-44 SA-46 SA-66 SA-7 SA-71 SA-75 SA-80 SA-92	10
Limited	LA14 LA70 SA-1 SA-11 SA-14 SA-15 SA-17 SA-18 SA-2 SA-20 SA-21 SA-28 SA-3 SA-30 SA-31 SA-38 SA-39 SA-4 SA-5 SA-6 SA-74 SA-8 SA-9 SA-93	24

1.9 **Appendix 2** sets out a series of maps which present Tables 16, 17 and 18 diagrammatically.

Conclusion

1.10 This assessment has considered the performance of the weakly performing Local Areas, including the Key Strategic Areas (KSA) and all the Sub Areas (SA) as identified through the Green Belt Boundary Reviews, against a range of accessibility standards. Section 5 has provided details of how each area performs against each accessibility criteria. Section 6 provides an overall assessment of each area performance in terms of its accessibility alongside access to public transport nodes.

1.11 The areas subject to the assessment have been identified through the Green Belt Boundary Review (GBBR) 2016 and 2018 work which, as part of the assessment, considered the proximity of the local and sub areas to the existing built up area. Therefore, as a starting point they represented the most accessible areas of the Green Belt.

1.12 The overall accessibility score was reached by considering access to all facilities and services, this also included proximity to employment centres within and outside of the Borough. The findings show that there are a limited number of areas that perform good or above in accessibility terms. However, this is reflective of the spatial distribution of many of the existing facilities and infrastructure across the Borough. Therefore, it was not unusual for an area to have a lower overall accessibility score whilst being located close to a railway station and vice-versa.

1.13 However, the assessment did identify the walkability of each area to the nearest railway station and the proximity to a bus stop with a 'good' or better bus service which, in accordance the requirements of paragraph 137(b) of the National Planning Policy Framework (NPPF), provides an indication to whether the area is currently 'well served by public transport'. The Council will need to consider whether to attribute greater weight to access to public transport rather than considering accessibility to all facilities and services including employment centres.

1.14 The NPPF requires that when assessing a site that may be allocated for development, local authorities should ensure that appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location. This assessment has several limitations, for example, it is solely focused on the existing infrastructure and service provision and does not consider mitigation measures or infrastructure

improvements that could improve accessibility. Nor does it consider the introduction of new facilities such as new educational facilities. Therefore, the assessment does not conclude whether an individual area would be conducive to promoting sustainable patterns of development.

1.15 In addition, when promoting sustainable patterns of development, is not just about accessibility. To this end, the assessment does not make any recommendations to discount or progress an area for further consideration against the other aspects of sustainable development including, how it performs against constraints or designations which the NPPF seeks to protect.

1.16 The outputs from this assessment together with the series of Green Belt Boundary Review documents will inform the identification of the Council's options and preferred approach for the Local Plan and site selection.

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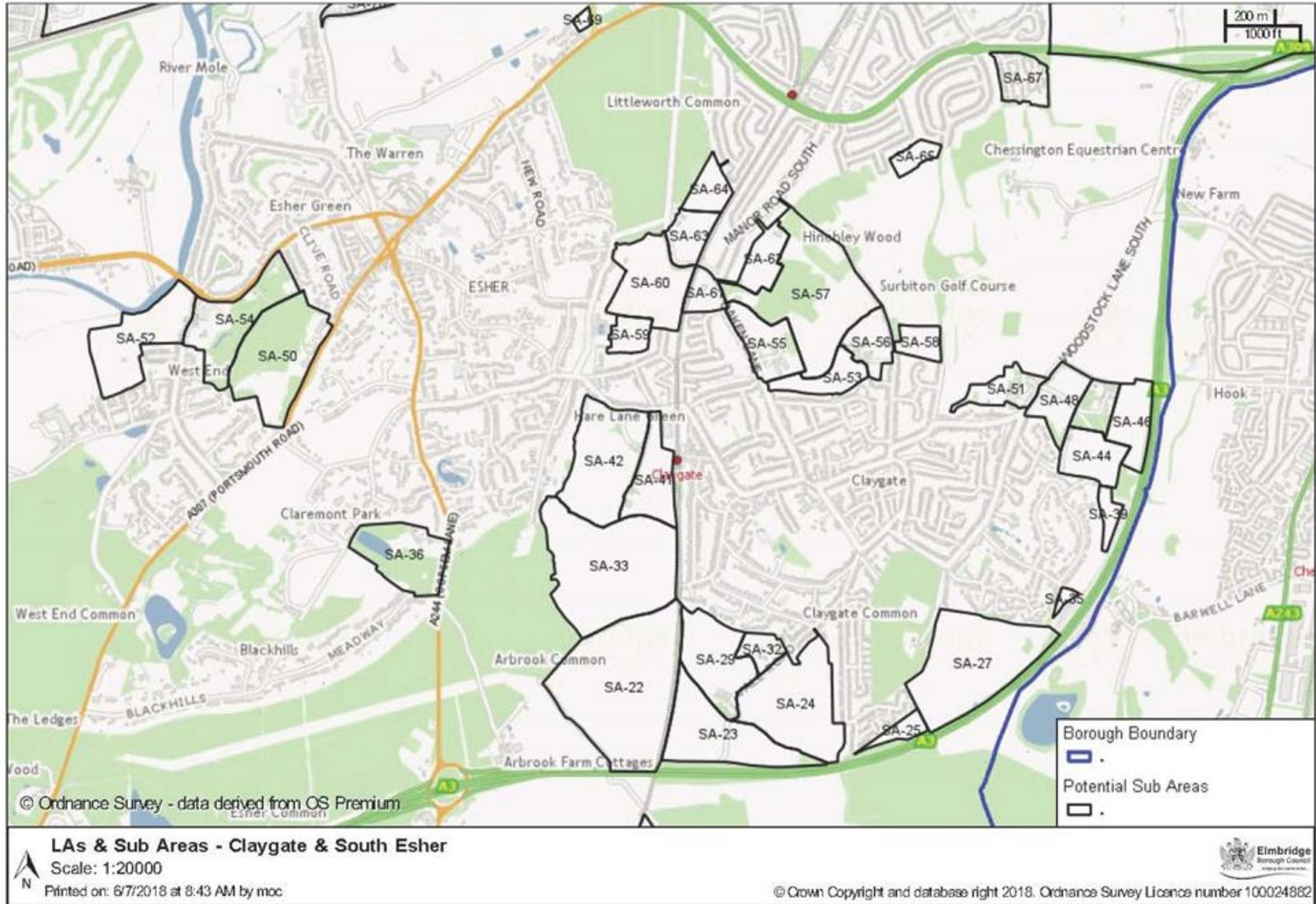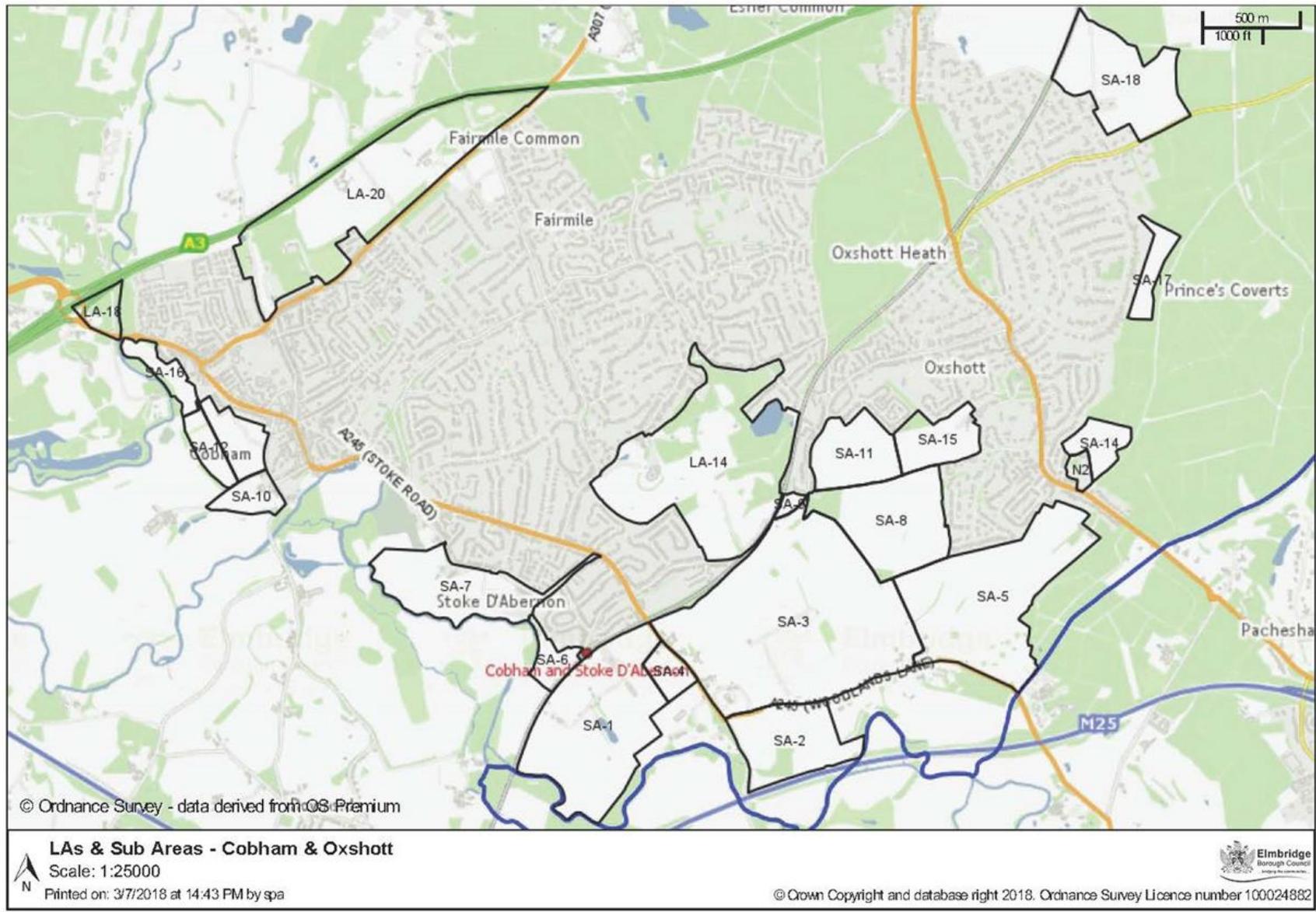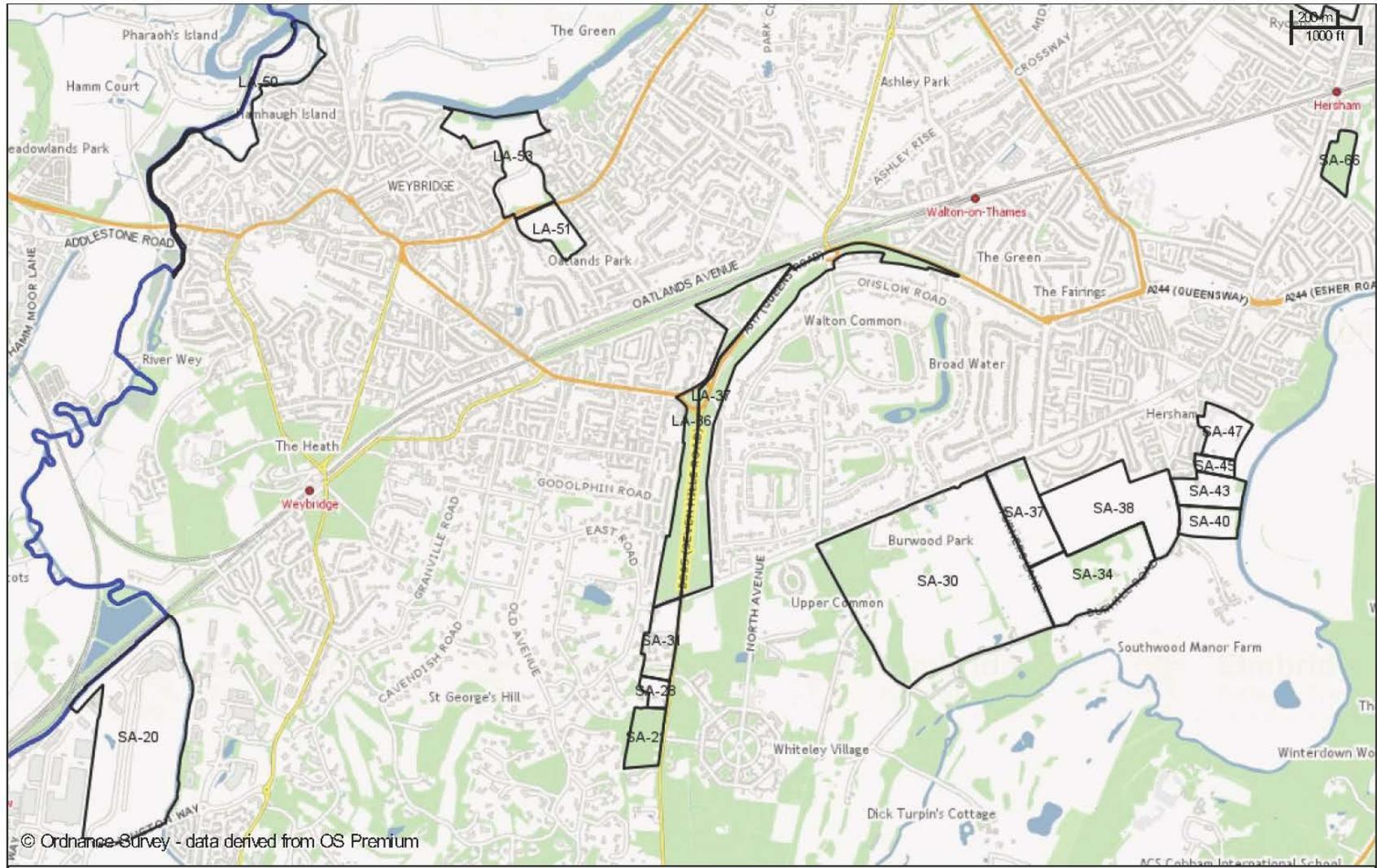
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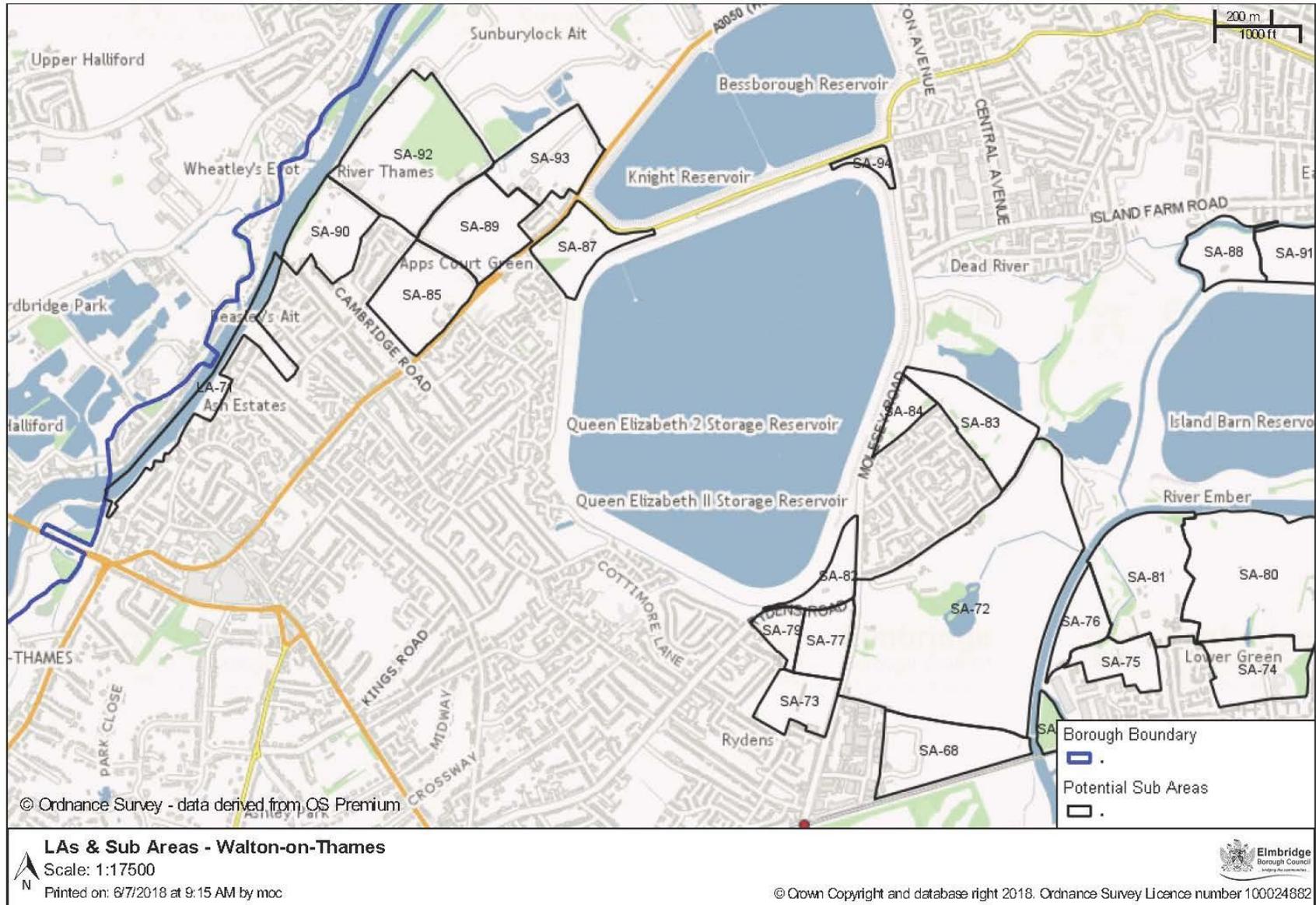
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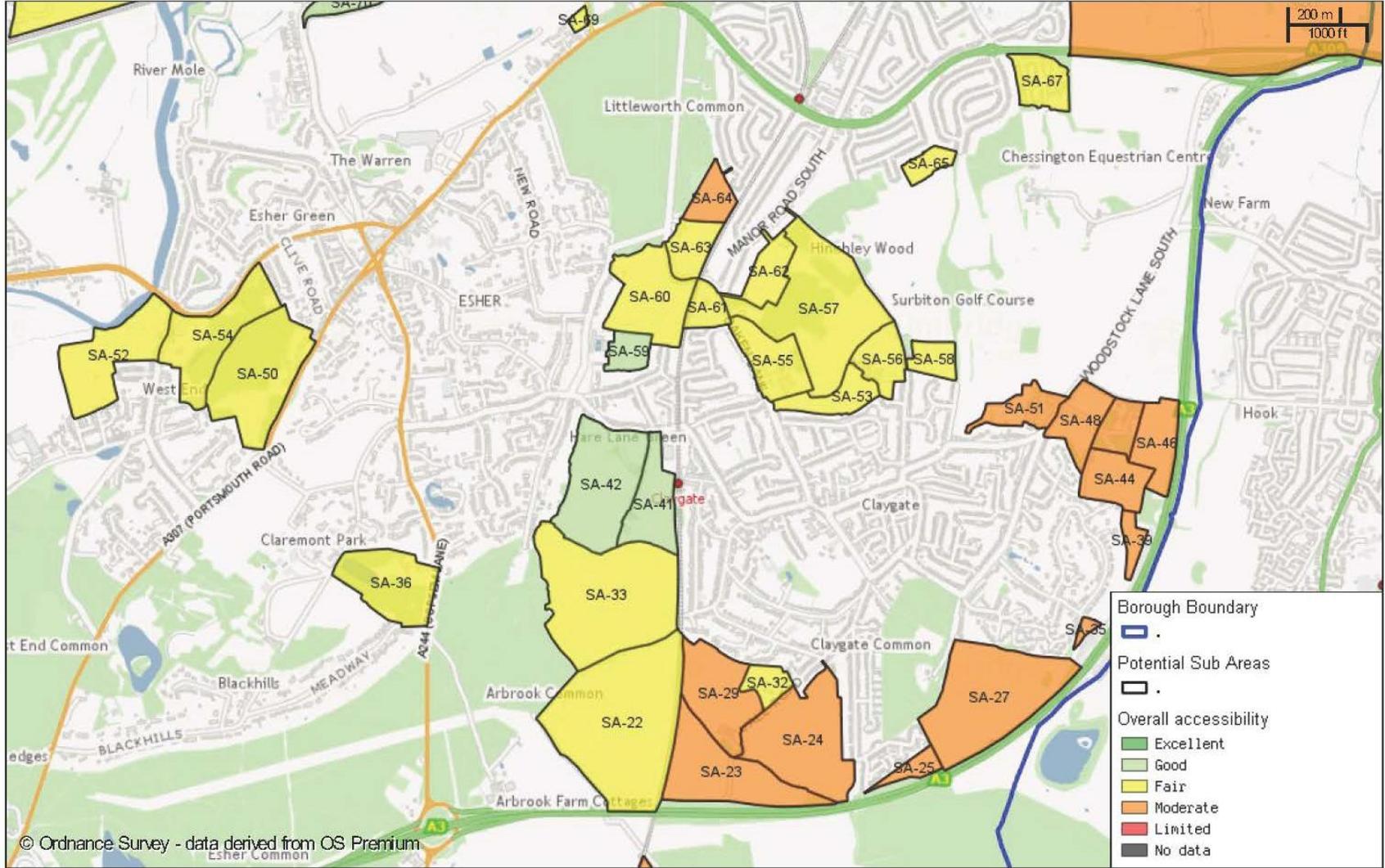
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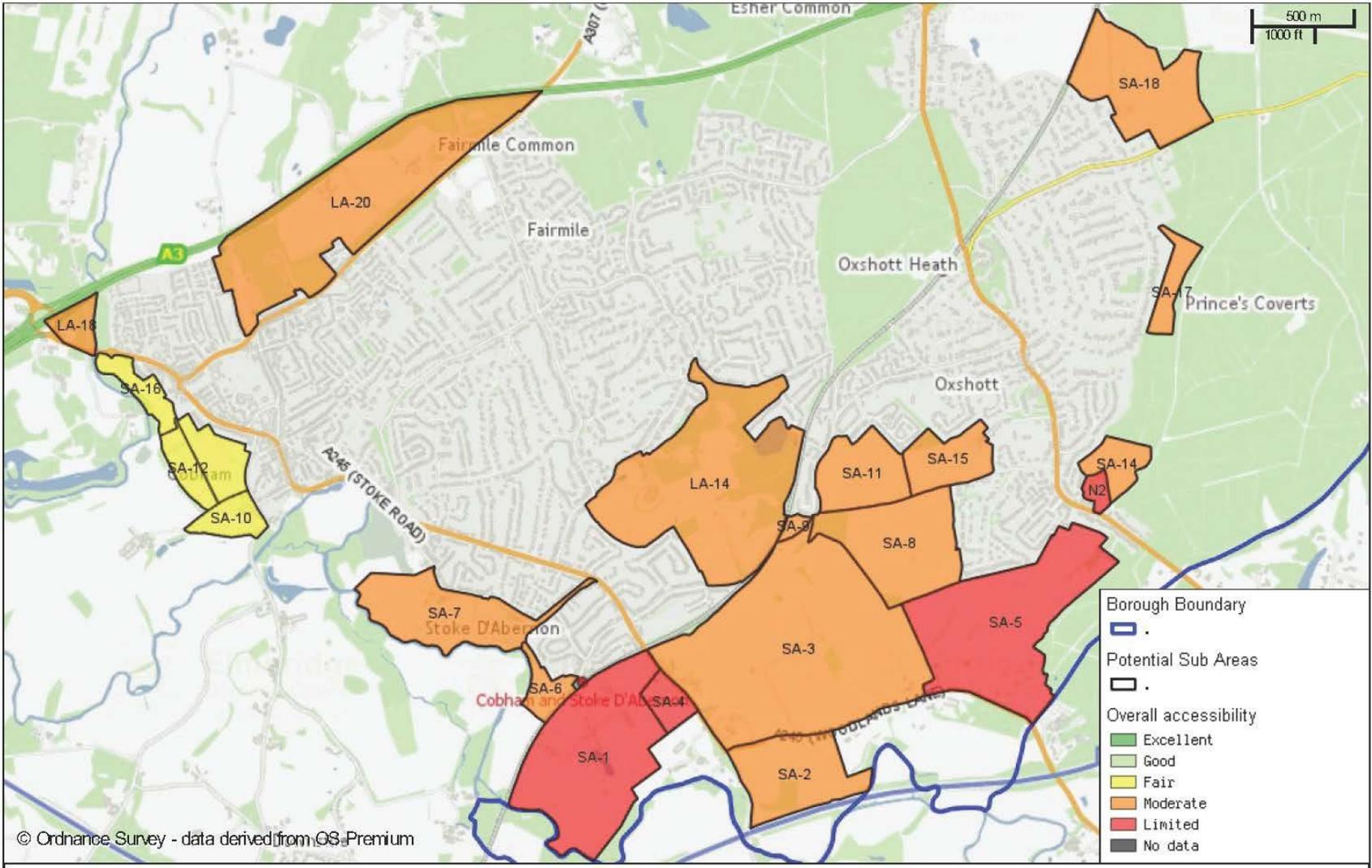
LAs & Sub Areas - Cobham & Oxshott - overall accessibility
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LAs & Sub Areas - Hersham & Weybridge - overall accessibility

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Borough Boundary

Potential Sub Areas

Overall accessibility
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

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Borough Council

LAs & Sub Areas - North Esher, Dittons & Molesey - overall accessibility

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Borough Boundary

Potential Sub Areas

Overall accessibility
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

Elmbridge Borough Council

Map legend:

Borough Boundary

Potential Sub Areas

Overall accessibility
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

Map labels visible:
- Upper Halliford
- Sunburylock Ait
- Bessborough Reservoir
- CENTRAL AVENUE
- ISLAND FARM ROAD
- East A
- Wheatley's Eyot
- River Thames
- SA-92
- SA-93
- Knight Reservoir
- SA-94
- SA-90
- SA-89
- SA-87
- Dead River
- SA-88
- SA-91
- idge Park
- Apps Court Green
- Island Barn Reservoir
- SA-85
- easley's Ait
- LA-71
- Ash Estates
- CAMBRIDGE ROAD
- ford
- Queen Elizabeth 2 Storage Reservoir
- SA-84
- SA-83
- River Ember
- Queen Elizabeth II Storage Reservoir
- MOLESEY ROAD
- SA-82
- SA-81
- SA-80
- SA-72
- AMES
- KINGS ROAD
- COTTIMORE LANE
- SA-79
- SA-77
- PARK CLOSE
- MIDWAY
- SA-73
- SA-68
- Rydens
- CROSSWAY
- River Mole
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LAs & Sub Areas - Walton-on-Thames - overall accessibility
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57

Access to a Railway Station (Table 17)

LAs & Sub Areas - Claygate & South Esher - access to a railway station
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Borough Boundary

Potential Sub Areas

Access to railway station
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

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LAs & Sub Areas - Cobham & Oxshott - access to railway station

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Borough Boundary

Potential Sub Areas

Access to railway station
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

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LAs & Sub Areas - Hersham & Weybridge - access to a railway station

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LAs & Sub Areas - North Esher, Dittons & Molesey - access to a railway station

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Legend

Borough Boundary

Potential Sub Areas

Access to railway station
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

Elmbridge Borough Council

LAs & Sub Areas - Walton-on-Thames - access to a railway station

Scale: 1:17500

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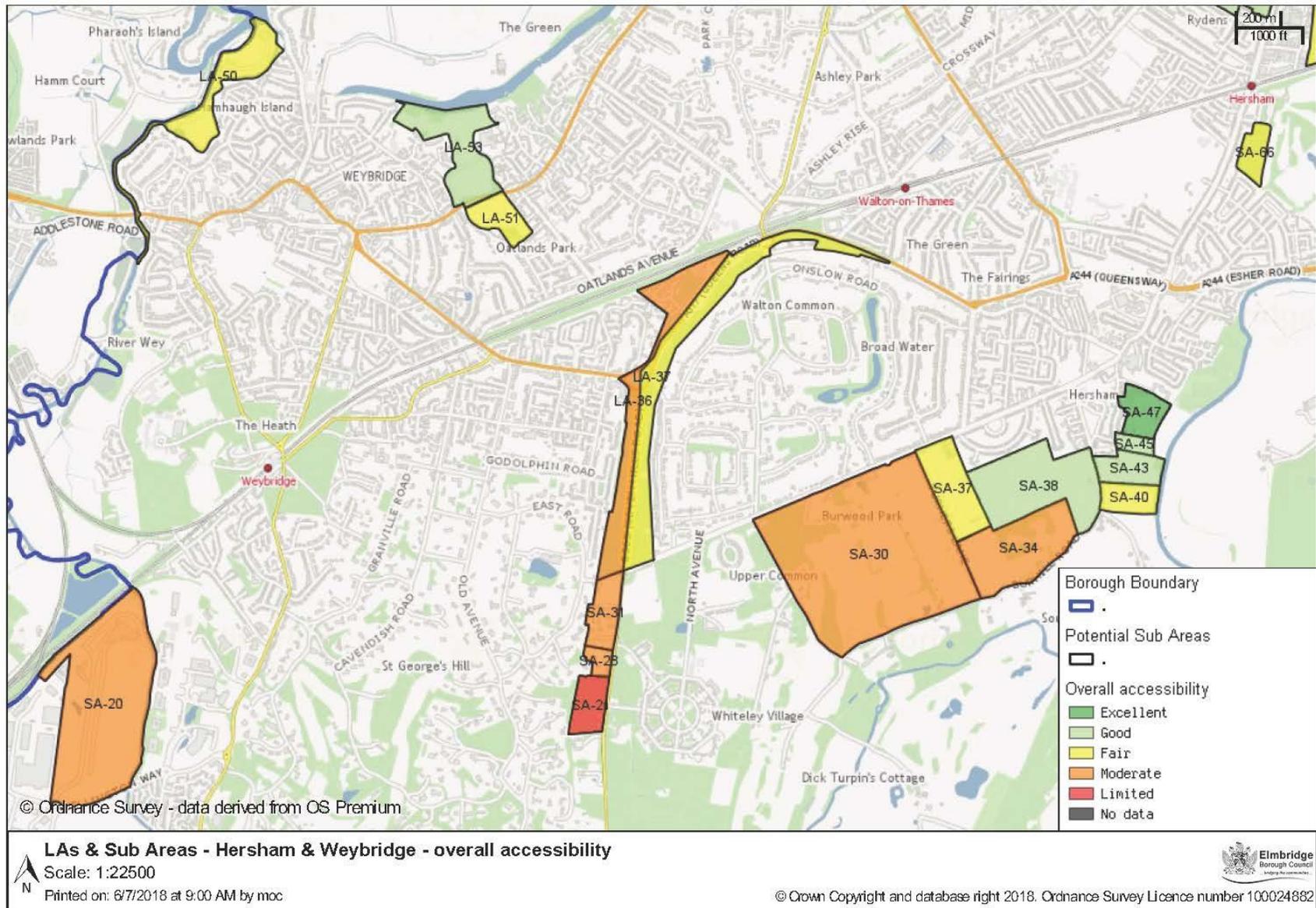© Crown Copyright and database right 2018. Ordnance Survey Licence number 100024882

Legend:

Borough Boundary

Potential Sub Areas

Access to railway station
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

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Access to a bus stop on route with at least a 'good' service (Table 18)

LAs & Sub Areas - Claygate & South Esher - access to a bus stop on a route with at least a 'good' service
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Borough Boundary
Potential Sub Areas

Access to 'good' bus service
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

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LAs & Sub Areas - Cobham & Oxshott - access to a bus stop on a route with at least a 'good' service
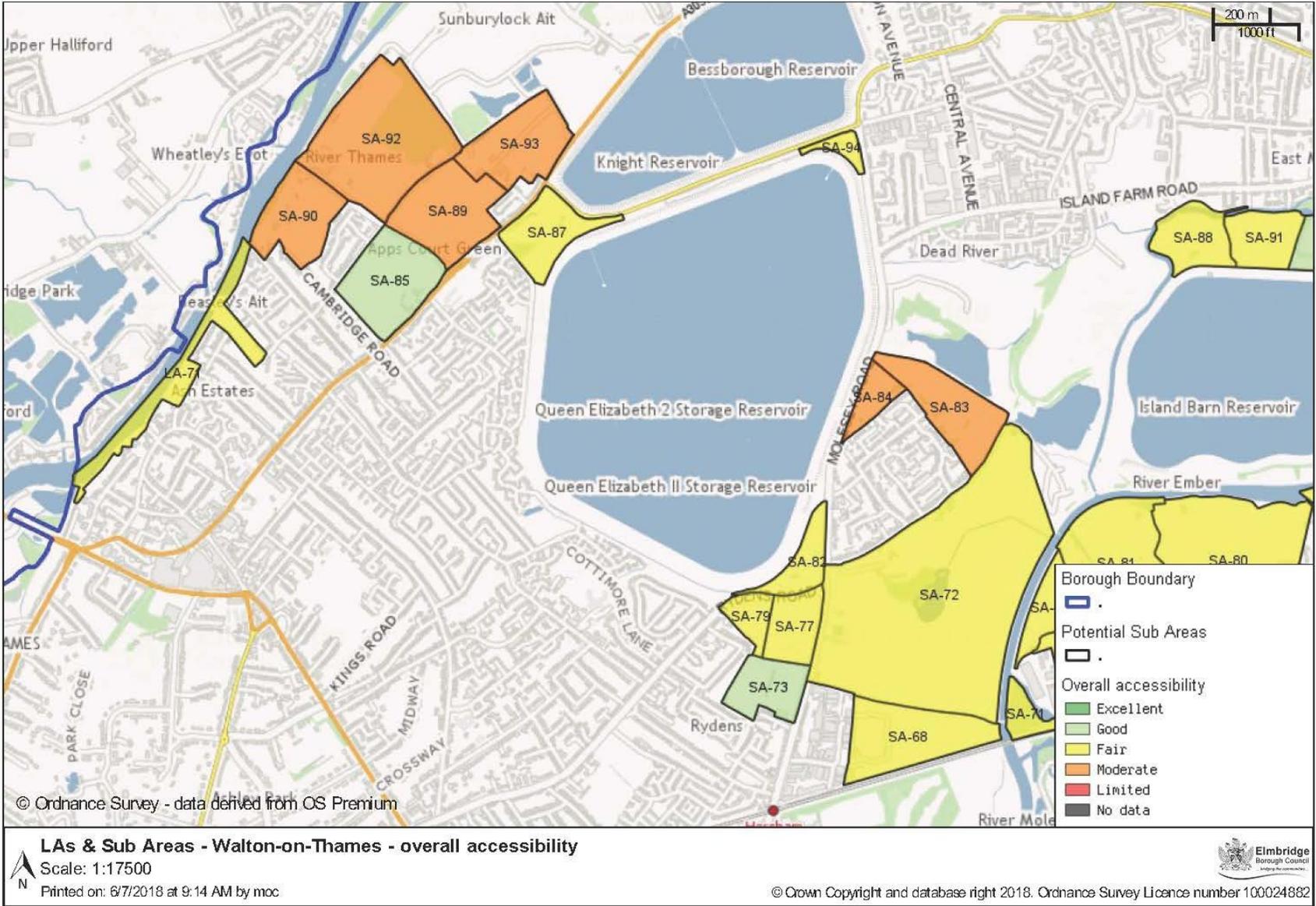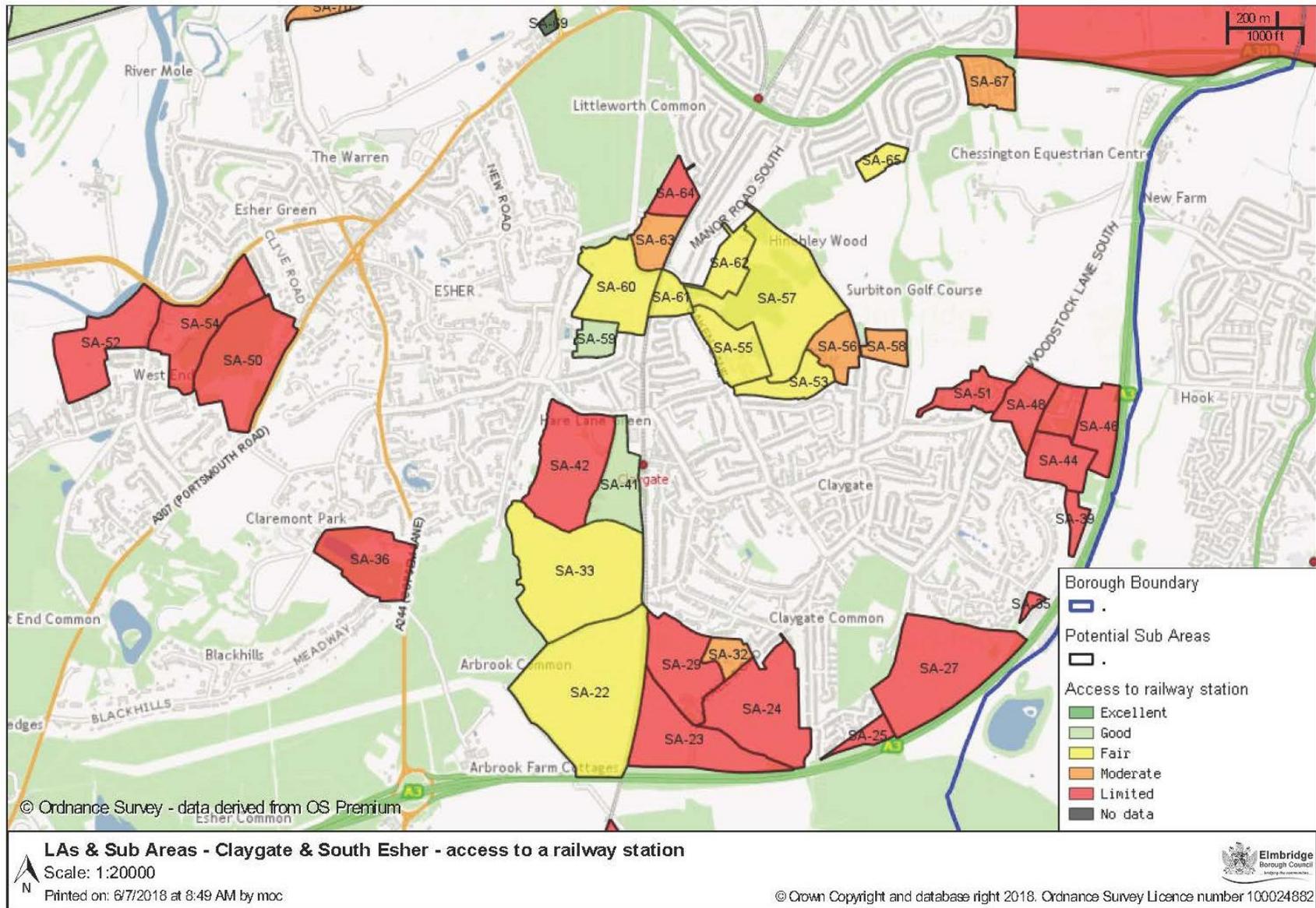
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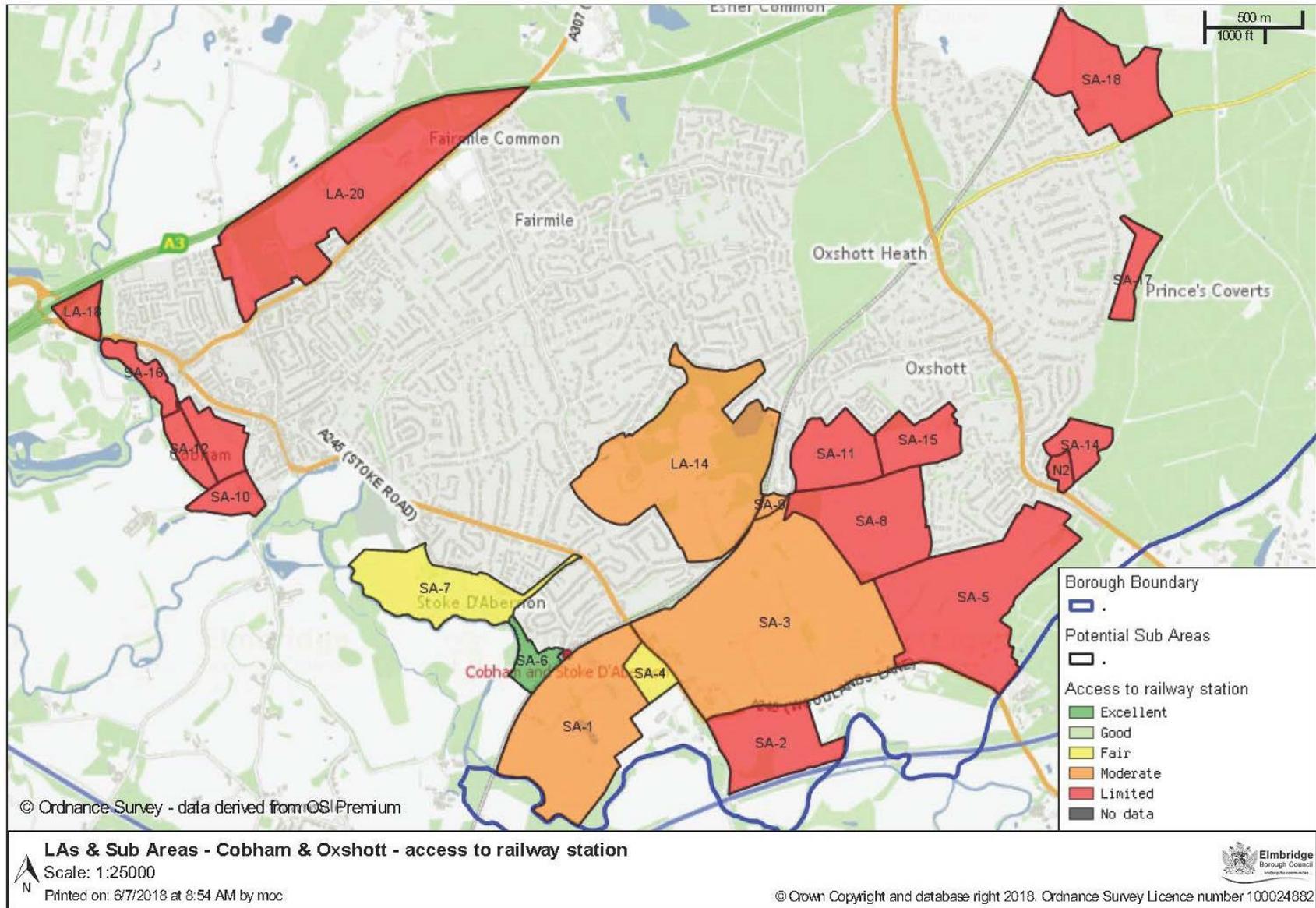© Crown Copyright and database right 2018. Ordnance Survey Licence number 100024882

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Borough Boundary

Potential Sub Areas

Access to 'good' bus service

- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

LAs & Sub Areas - Hersham & Weybridge - access to a bus stop on a route with at least a 'good' service

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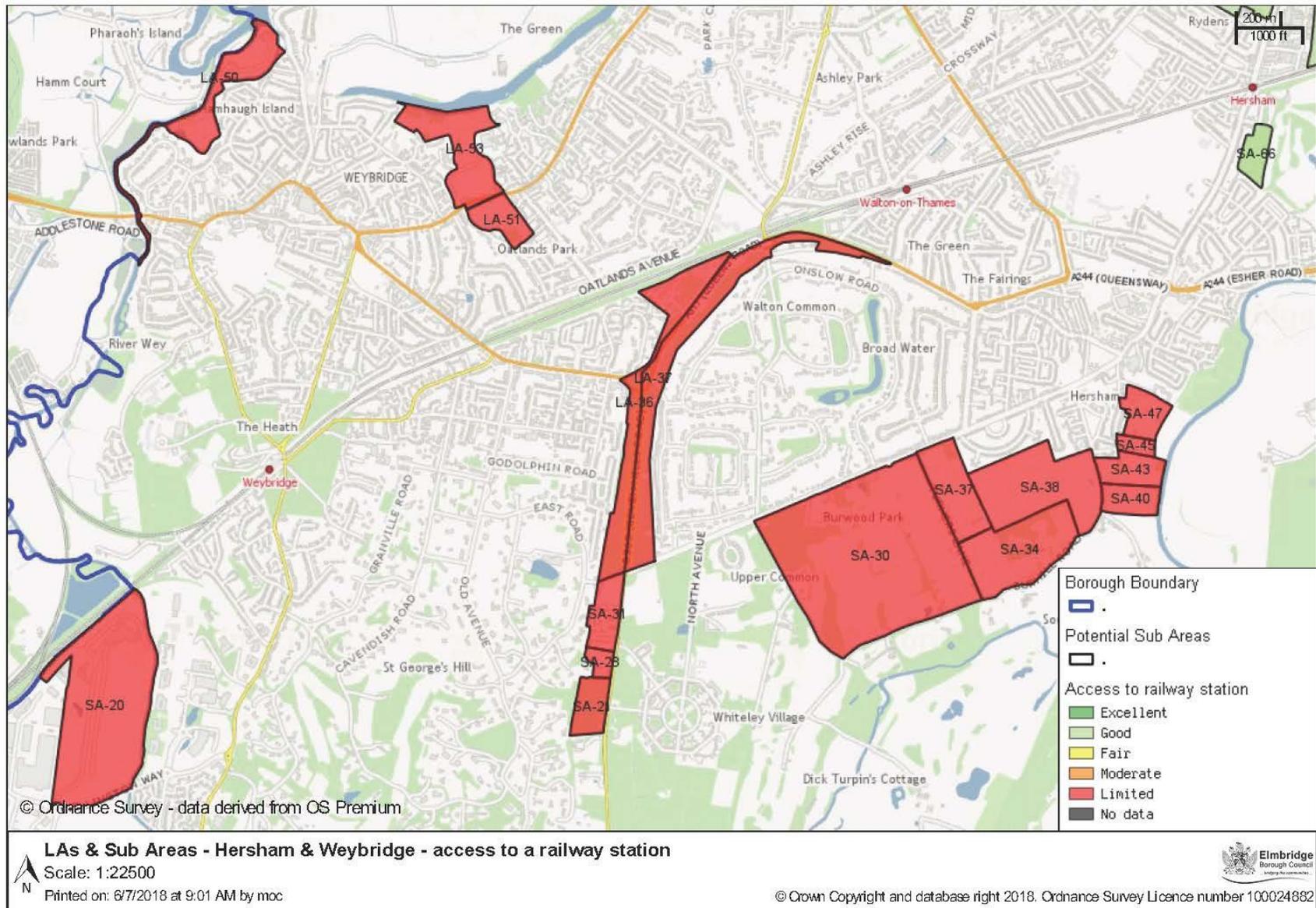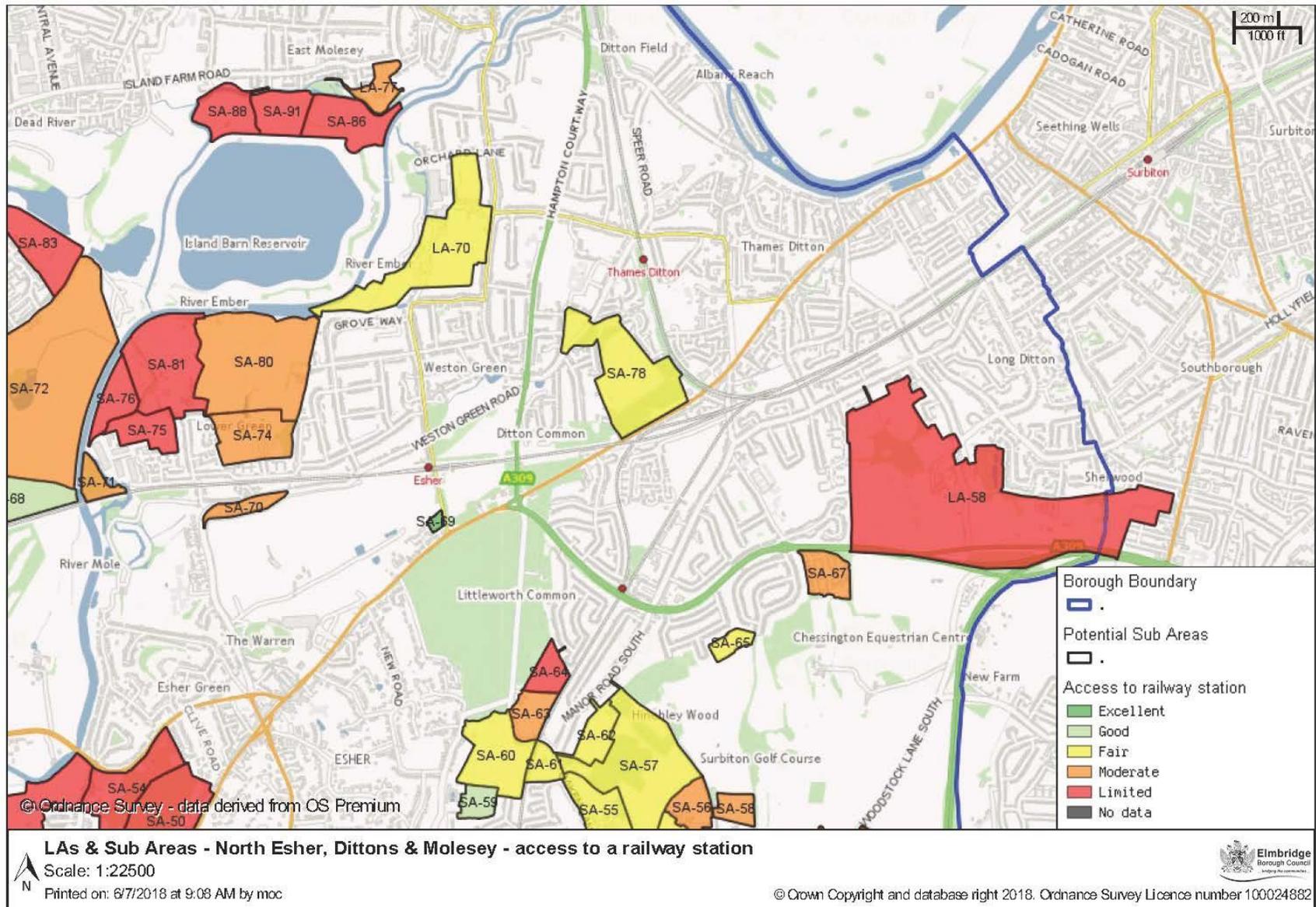© Ordnance Survey - data derived from OS Premium

Borough Boundary

Potential Sub Areas

Access to 'good' bus service
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

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Borough Council

LAs & Sub Areas - North Esher, Dittons & Molesey - access to a bus stop on a route with at least a 'good' service

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Elmbridge
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Borough Boundary

Potential Sub Areas

Access to 'good' bus service
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

LAs & Sub Areas - Walton-on-Thames - access to a bus stop on a route with at least a 'good' service

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Borough Boundary

Potential Sub Areas

Access to 'good' bus service
- Excellent
- Good
- Fair
- Moderate
- Limited
- No data

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