

Croudace Homes

**Land South of Barrow Green Road,
Oxted**

**Transport Proof of Evidence of Paul
Cranley BA (Hons) CMILT**

December 2025

NEO Transport Planning

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- Appendix A – Highway Boundary / Dedication Plans
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- Appendix C – Stage 1 RSA and Designers' Response

Executive Summary

- i. This Proof of Evidence considers transport matters in respect of the appeal for the site at Land South of Barrow Green Road, Oxted. The appeal to PINS is against the refusal of the planning application by TDC, the Local Planning Authority, for the proposed redevelopment of the site for residential development of up to 190 dwellings (including affordable homes)(Use Class C3), an extra care facility with up to 80 beds (Use Class C2), together with the formation of vehicular access, landscaping, parking, open space, green and blue infrastructure, and all other associated development works (outline with all matters reserved except access)
- ii. The planning application for the proposed development was accompanied by Pell Frischmann TA [CD1.22.Z] and TP [CD1.21], both dated December 2024. These and other relevant documents are provided in the Core Documents (CDs) and as appendices to my evidence, where applicable.
- iii. It is noted that there is no transport matter outlined within the reasons for refusal, and SCC highway raised no objection to the scheme, subject to conditions.
- iv. The evidence considers the main issues relating to transport matters, and principally those raised by the LPA and Rule 6 party.
- v. The Proof demonstrates the effects of the proposals on the local highway network have been appropriately assessed and fall well short of being considered to be severe. This position is supported by Surrey County Council Highways, who have raised no objection to the proposal, subject to planning conditions and accepted that the transport information submitted to support the planning application was technically sound.
- vi. In respect to whether the proposed development would be sustainable, the TA demonstrates clearly that the site is located near public transport nodes, a range of key facilities and amenities, and Oxted town centre, all of which are within a reasonable walking distance of the site.
- vii. Clear evidence is provided to show that there is no third-party land between the site boundary and Wheeler Avenue and the proposed access to Wheeler Avenue can be delivered within the highway boundary and land within the control of the appellant.
- viii. It has been demonstrated that the appeal scheme is located approximately 500m (circa 6-minute walk) from Oxted Railway Station, which provides a regular and direct service to Central London and other destinations, including East Grinstead and Uckfield.
- ix. The points raised within the Rule 6 Party Statements of Case [CD8.1] and associated Velocity TN [CD8.1A] have been address insofar as they relate to transport and it has been demonstrated that, contrary to the points made, the proposed scheme will accord with the principles of SCC 'Healthy Streets for Surrey', and will provide safe and adequate pedestrian and cycle access via Bridleway 97 and Court Farm Lane.
- x. It has also been outlined that upgrades to Bridleway 97 will be satisfactorily delivered by planning condition, as agreed with SCC highways.

- xi. The analysis contained within the Proof provides the only reasonable conclusion that can be drawn in respect to transport, that the proposals at the appeal site do represent sustainable development in transport terms, and have been robustly assessed to demonstrate that they do not result in either a significant or, indeed, a severe highway impact.
- xii. Based on the assessment outlined above, I therefore conclude that there are no transport or highways reasons why the proposed development at the appeal site should not be permitted.

1. Qualifications and Experience

1.1 Paul Cranley BA (Hons) CMILT

- 1.1.1 My name is **Paul Cranley**. I am a chartered transport planning professional. I hold a Bachelor of Arts (**BA (Hons)**) degree in Geography, Business and the Environment from the University of Nottingham.
- 1.1.2 I am a Chartered Member of The Chartered Institute of Logistics and Transport (UK) ('CILT (UK)') (**CMILT**).
- 1.1.3 I have over 23 years of professional experience in transport planning. I am a Director of NEO Transport Planning (NEO), a specialist transport planning firm, and formerly Divisional Director at Pell Frischmann (PF), a UK-based multi-disciplinary firm of consulting engineers, working within the Transport and Land Development team.
- 1.1.4 I am a transport planner, specialising in development planning. I provide transport planning and highway design advice to landowners, developers and local authorities, and their teams of professional consultants, through all stages of the planning process, including pre-application and post-application discussions with planning and highways authorities. I prepare Transport Assessments ('TAs'), Transport Statements ('TSs') and Travel Plans ('TPs') to support and inform planning applications.

1.2 Declaration of Truth

- 1.2.1 I confirm that the evidence which I have prepared and provided for this appeal in this Proof of Evidence is true to the best of my knowledge, and I confirm that the opinions expressed are my true and professional opinions.

2. Scope of Evidence

2.1 Introduction

- 2.1.1 An outline application (Tandridge District Council (TDC) planning application reference: TA/2025/245) for residential development of up to 190 dwellings (including affordable homes)(Use Class C3), an extra care facility with up to 80 beds (Use Class C2), together with the formation of vehicular access, landscaping, parking, open space, green and blue infrastructure, and all other associated development works (outline with all matters reserved except access).
- 2.1.2 The planning application for the residential development was accompanied by Transport Assessment (TA) [CD1.22.Z] and Framework Travel Plan (TP) [CD1.21] reports, prepared by Pell Frischmann and dated December 2024.
- 2.1.3 The application was refused by TDC, and an appeal against this refusal was subsequently submitted.
- 2.1.4 My evidence covers traffic, transport, highways and accessibility matters associated with the appeal proposals and is specifically intended to provide an overview of the transport case pertaining to the scheme.
- 2.1.5 My evidence will also address the transport matters raised by the Rule 6 party (Oxted & Limpsfield Residents Group and Oxted Parish Council), and will specifically address the associated Statement of Case [CD8.1] and the points raised as they relate to transport and highways. It will also address the technical note prepared by Velocity Transport Planning on behalf of the Rule 6 party and will address the comments therein.
- 2.1.6 It should be noted that the relevant highways authority, Surrey County Council (SCC), has not raised an objection to the appeal proposal and a Statement of Common Ground (SOCG) [CD10.3] specifically covering transport matters has been produced and signed by the appellant and SCC.

2.2 Evidence Structure

- 2.2.1 Following these two introductory chapters, the remainder of my evidence is structured as follows:
 - Chapter 3: Summary of Pre-Application Scoping Discussions and Transport Assessment:
 - Chapter 4: Post Application Discussions and Additional Technical Information

- Chapter 5: Existing Rail Access
- Chapter 6: Response to SOC from Rule 6 Party and Velocity Transport Planning Technical Note
- Chapter 7: Conclusion

2.2.2 A number of Core Documents are referenced within this report.

2.2.3 It is also noted that on 16 December 2025, the government published the consultation version of the new NPPF with the consultation period running until 10 March 2026; thus, it is unlikely to be in a position for adoption prior to the determination of this appeal, given the planned completion of evidence on 27 March 2026. The consultation version of the NPPF places further emphasis on sustainable development, and in particular developments that are located with access to sustainable travel choices, and therefore the appeal site is entirely in accordance with the proposed wording therein.

3. Summary of Pre-Application Scoping Discussions and Transport Assessment

3.1 Introduction

- 3.1.1 In this chapter of my evidence, I present a summary of the transport and highway-related scoping discussions undertaken and agreements reached with Highways officers from SCC to the submission of the planning application. I also present a summary of the Transport Assessment submitted with the original planning application in February 2024.
- 3.1.2 Relevant correspondence and the technical notes not included in the TA are provided in the Core Documents (CDs) or as appendices to my evidence, where applicable.

3.2 Scoping

- 3.2.1 A series of scoping discussions and meetings were undertaken with SCC to discuss and agree the parameters of the assessment and information required in respect of highways and transport to support the planning application. A meeting on site with highways officers from SCC was also undertaken on 3rd September 2024.
- 3.2.2 A subsequent formal note, titled '*TA Scoping Report D01*' [CD14.1] was produced (dated March 2023), which outlined the details of the development proposals and reflected the previous discussions with SCC in respect of the transport information required to support the planning application.
- 3.2.3 The scoping report outlined the proposed methodology for trip generation and distribution and provided details of the proposed trip rates to be used within the traffic modelling assessment within the TA. It also detailed the proposed study area in terms of junctions to be assessed and outlined the proposed methodology for the junction modelling itself.
- 3.2.4 A meeting on site with highways officers from SCC was also undertaken on 3rd September 2024. A subsequent technical note (dated 6th November 2024) was submitted to SCC, '*Trip Distribution and Assignment*' [CD14.2], which clarified the details of the proposed distribution and assignment of development traffic for inclusion within the modelling assessment.

3.3 Transport Assessment

- 3.3.1 A Transport Assessment [CD1.22.Z] was produced, which covered the following main areas:

- Policy Review, provides a review of national and local policy, and other local transport studies;
- Baseline Conditions, summarises the existing transport conditions and the local highway context.
- Development Proposals, outlines the development proposals in outline and detail;
- Trip Generation and Distribution Assessment, identifies the vehicle trip rates, vehicle trip generation and traffic distribution and assignment; and
- Highway Impact Assessments, explain the wider highway network and site access junction modelling undertaken to assess the impact of the development.

3.3.2 The Transport Assessment was considered to demonstrate that the site was located with access to sustainable travel modes, convenient access to local facilities and amenities (which would be further enhanced by contributions to active travel improvements), and that suitable access to serve the proposed development could be provided from Wheeler Avenue and Barrow Green Road.

3.3.3 The TA also concluded that the impact of the proposed development on the surrounding highway network would be acceptable and fall well below the threshold of what the NPPF would regard as severe.

3.4 Summary

3.4.1 For completeness, below is a summary of the pre-application discussions and transport information submitted to support the planning application:

- March 2023: Transport Scoping Report submitted to SCC
- July 2023: Initial pre-application meeting with SCC
- September 2024: Meeting on-site with SCC
- November 2024: Trip Distribution and Assignment TN submitted to SCC
- February 2025: Transport Assessment submitted with planning application to TDC

4. Post Applications Discussions and Additional Technical Information

4.1 Introduction

4.1.1 In this chapter, I will present a summary of the post-application discussions and the formal consultation response from SCC Highways [CD3.2D] in respect of the site.

4.2 Additional Information

4.2.1 SCC requested further information (via TDC) in respect of copies of the speed survey data for Barrow Green Road, which was referred to in the TA, but did not include full details of the actual results. This was subsequently provided to SCC and TDC in the email dated 5th July 2025.

4.3 Consultation Response

4.3.1 SCC provided its formal consultation response [CD3.2D] in its role as highway authority in the letter dated 15th July 2025. The response proposes eight planning conditions in respect of highways and transport, which should be applied to any associated planning permission for the appeal scheme. These are outlined within the consultation response and are considered reasonable and appropriate for the appeal scheme.

4.3.2 The consultation response provides a summary and a series of conclusions in respect of the appeal site, and it is useful to consider sections of these in more detail. The response states:

Highway safety

The CHA has reviewed the proposed development and is satisfied that there would not be any unacceptable detriments to the safe operation of the public highway, with reference to the requirements of the NPPF 2024 Paragraph 116, so long as the above conditions are secured.'

4.3.3 From the above, it is clear that SCC consider that they have discharged their duty as the local highway authority and fully reviewed the appeal proposals, and consider that there are no detrimental impacts on highway safety, subject to the conditions outlined within their response and referenced above.

4.3.4 The response further states:

Sustainable Transport

The site is in a sustainable location in transport terms, in close proximity to existing amenities and opportunities for longer distance sustainable modes of travel, such as via the Oxted Railway Station. It is important that the measures required by condition 5 are provided in order to ensure that a safe, accessible and attractive route can be provided for all users.'

4.3.5 The extract of the consultation response above clearly shows that SCC consider the location of the site to be sustainable in transport terms, with further reference to its proximity to local amenities and Oxted Railway Station. It also makes reference to the importance of Condition 5 (which relates to the requirement to upgrade the existing PROW Route 97 between the site boundary and Court Farm Lane), and the delivery of these works is considered in more detail in section 6 of this proof.

4.3.6 The consultation response further states:

'Highway capacity impacts'

It should be noted that the proposed development will lead to some increased queueing at local junctions; however this does not represent a reason in isolation for the proposals to be prevented on highways grounds. The NPPF 2024 sets out the requirement for a refusal based on impacts on the road network as follows:

"116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

The level of impacts that can be reasonably expected to occur as a result of the development are not considered to represent a 'severe' impact and there is no evidence that the level of additional movements would represent a material detriment to the safe operation of the public highway'

4.3.7 The conclusion above made by SCC is clear that the impacts of the proposed development, when considered against the criteria set out within Paragraph 116 of the NPPF, would not be 'severe' and would not have a detrimental impact on highway safety.

4.4 Wheeler Avenue Highway Boundary

4.4.1 Following submission of the planning application and receipt of the consultation comments from SCC, representations were made by Debenhams Ottaway on behalf of residents in respect of whether the existing highway boundary on Wheeler Avenue abuts the site boundary. It was suggested by Debenhams Ottaway that it does not.

4.4.2 The design of the proposed access arrangements was undertaken with reference to and acknowledgement of the highway boundary as supplied by SCC, an extract of which is shown on **Figure 4.1** below, with the full drawing attached at Appendix A:

Figure 4.1 - Highways Boundary as supplied by SCC



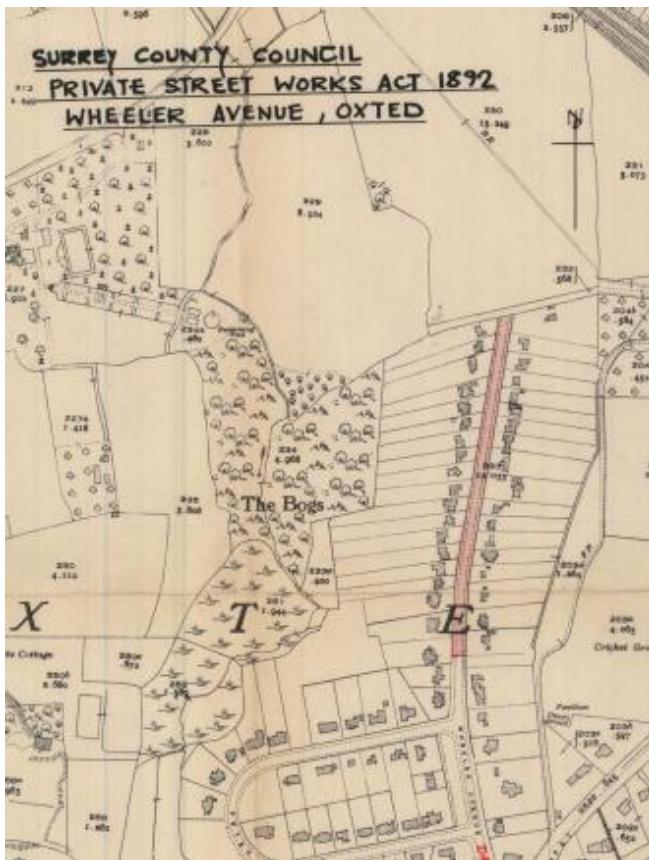
Extent of the Publicly Maintainable Highway

4.4.3 The above is considered to demonstrate clearly that the existing highway boundary (shown in yellow) clearly abuts the site boundary.

4.4.4 In light of further representations from Debenhams Ottaway in respect of the accuracy of the plans above, this matter was investigated in greater detail to confirm the position above.

4.4.5 The official dedication plans have been obtained and are attached at Appendix A of this proof. The dedication from 1935 outlines the first phase of the road, whilst the plan named D438-10-59H-619 outlines the second phase. The three date stamps indicate the various committee dates for its adoption as highway, and it is noted that this was finalised in 1962. An extract of the 1962 is shown at **Figure 4.2** below:

Figure 4.2 – Land dedication plan as supplied by SCC



4.4.6 The plan above is considered to confirm the information contained within Figure 4.1, and shows that the area of land dedicated as highway includes the complete section of Wheeler Avenue up to the boundary of the appeal site. This is also understood to be the position of SCC as the highway authority on this matter. There is therefore no related issue with regard to the delivery of the proposed access from Wheeler Avenue, which can be constructed entirely within the adopted highway and the appeal site.

4.4.7 It is noted that this matter is raised in TDC Statement of Case [CD7.1] in Section 21 Key 14 Highway Safety at paragraph 21.3, where it states the following:

'The LPA has outstanding concerns relating to whether the land for formation of the proposed new access from Wheeler Avenue is dedicated as highway land. The LPA is seeking further information from the CHA and counsel's advice. Depending on the further information received and counsel' advice, this may be a matter that the LPA will address in its evidence having reconsulted the CHA because it may affect the appellant's proposed creation of a second point of vehicular and pedestrian access from Wheeler Avenue. This second point of access is currently a precondition for the CHA finding the proposed development acceptable on highway grounds.'

4.4.8 As detailed in paragraphs 4.4.2 – 4.4.6 of this proof, this matter has been fully investigated, and the plans at Figures 4.1 and 4.2 provide conclusive evidence that the land at the northern end of Wheeler Avenue connecting to the site boundary is dedicated as highway.

4.4.9 It is noted that the LPA is 'seeking further information the CHA' on this matter, however this information (including the dedication plans referred above and appended to this proof) is understood to have already been provided by SCC, as detailed in the email from James Lehane at SCC on 15th July 2025 which is attached at Appendix B of this proof for reference.

5. Existing Rail Access

5.1 Introduction

5.1.1 This section of my proof considers the potential ability of residents to access Oxted railway station in greater detail, together with the destinations served and frequency of service provided by the station.

5.2 Connection to Station

5.2.1 Oxted railway station is located approximately 500m south-east of the proposed development site. The route to the station is made up of three main sections, the first section between the south-east corner of the site and Court Farm Lane which is made up of a Public Right of Way (PROW) (Bridleway 97) of around 60m, which is proposed to be upgraded to ensure its suitability to serve as a pedestrian and cycle access to the site. This condition is proposed by SCC and is referenced with Sections 4 and 6 of this proof.

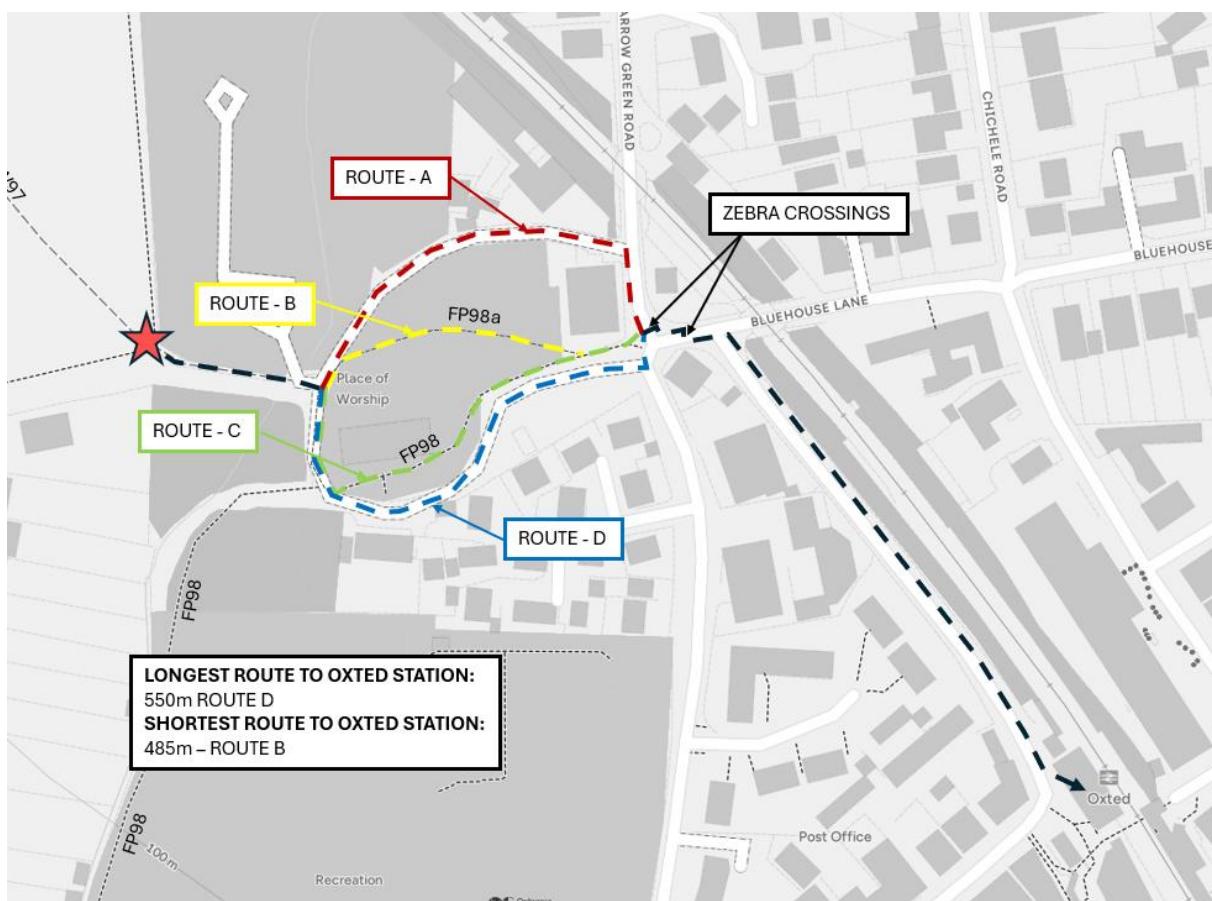
5.2.2 The second section of the route to the station is around the existing Church. This section is actually comprised of four different route choices, either north or south on Court Farm Lane, or via the two existing PROWs, which align through the existing church yard. These sections are approximately 150m to 200m in length (depending on the route choice), and each connects to Barrow Green Road in the vicinity of the junction with Bluehouse Lane.

5.2.3 Court Farm Lane is characterised by extremely low vehicle speeds and is very lightly trafficked, and as such is considered to be suitable for pedestrian and cycle use.

5.2.4 The third section of the route is via the existing pedestrian footways on Barrow Green Road, Bluehouse Lane and Station Approach, which is around 275m in length. There are existing zebra crossings in place on Barrow Green Road and Bluehouse Lane, broadly located on the pedestrian desire line, to ensure safe crossing for pedestrians accessing the station from the site.

5.2.5 The pedestrian and cycle connections between the site and Oxted Railway Station are shown on **Figure 5.1** below:

Figure 5.1 - Routes to Oxted Station



5.2.6 The distance between the site and the station represents an approximate walking time of 6 minutes and an approximate cycle time of 2 minutes. The terrain between the site and the station is flat and appropriately surfaced to enable both walking and cycling (given the proposed condition to upgrade the short section of Bridleway 97). On this, the site benefits from excellent access to the existing station.

5.3 Oxted Railway Station

5.3.1 Oxted Railway Station is operated by Southern Railways and is served by both Southern Railways and Thameslink services. It provides approximately four train services to Central London (London Victoria and London Bridge) in the morning peak hour, and five return services in the evening peak hour.

5.3.2 The station also provides four train services in the morning peak to either East Grinstead or Uckfield, and three return journeys in the evening peak.

5.3.3 These services operate throughout the day, with an approximate journey time of 33 to 39 minutes to London, and 17 minutes and 46 minutes to East Grinstead and Uckfield, respectively.

5.3.4 The station's facilities include:

- ticket office and machine;
- 30 secure cycle parking spaces, covered and secured by CCTV;
- 385 car parking spaces (including seven disabled Blue Badge spaces);
- Step-free access;

- taxi rank; and
- toilets (including accessible), WiFi, heated waiting area, and refreshments.

5.4 Summary

5.4.1 The proposed development is located approximately 500m from Oxted Railway Station and can be conveniently accessed by foot or by cycle. The routes between the site and station are generally flat and entirely suitable for both pedestrian and cycle use, with zebra crossings in place on Barrow Green Road and Bluehouse Lane and the route made up of either PROW, very lightly trafficked streets and pedestrian footways.

5.4.2 The station itself provides all necessary facilities to ensure easy access for all users and provides a regular and direct service to Central London, Uckfield and East Grinstead and thus should be considered to be well connected in this regard.

6. Response Rule 6 Party SOC and Velocity Transport Planning Technical Note

6.1 Introduction

6.1.1 In this section of my evidence, I will consider the Statement of Case (SOC) of Oxted & Limspfield Residents Group and Oxted Parish Council [CD8.1] as the Rule 6 party. I will also consider the Technical Note produced by Velocity Transport Planning [CD8.1A] in respect of the appeal scheme and, in particular, where it is referenced within the Rule 6 party SOC.

6.2 Rule 6 Party SOC

6.2.1 For ease of reference, I have used the same labelling as included within the Rule 6 party SOC and responded to each of the points in turn. Where direct references are made to the Velocity Transport Planning Technical Note (which is Appendix 1 of the Rule 6 party SOC), I will address these documents separately in this section of the proof.

6.2.2 The Rule 6 Party SOC states on page 21:

'Highway Safety'

72. Two vehicle accesses to the site are being proposed, one via Barrow Green Road, a country lane, and the other via the residential road Wheeler Avenue. Both are unsuitable, and neither could safely accommodate the volume of traffic proposed. There would be harmful effects on road safety, pedestrian/horse riders/cyclists fear and intimidation, and driver delay as set out in Appendix 1.'

6.2.3 The access strategy has been developed through discussions with officers at SCC highway, and with reference to the relevant design standards within Manual for Streets. As detailed in Section 3 of this proof, this included an on-site meeting with SCC highways, where both potential access points were reviewed and observed.

6.2.4 There is no evidence to suggest that either access point would be unsuitable or could not safely accommodate the volume of traffic proposed. A Stage 1 Road Safety Audit (RSA) has been undertaken for both proposed access points and is attached at Appendix C of this report together with a Designer's Response.

6.2.5 The Designer's Response was issued back to the auditor, who subsequently signed off the report and confirmed that '*the RSA actions identified in response to the road safety audit problems in this road safety audit have been addressed.*'

6.2.6 The TA [CD1.22.Z] contains a highway impact assessment in Section 6 of the report (pages 30-35), which demonstrates that there would be no unacceptable impact on the highway network, including Barrow Green Road and Wheeler Avenue.

6.2.7 Furthermore, there is no evidence that there would be harmful effects on road safety, pedestrian/horse riders/cyclists' fear and intimidation, and driver delay. This is also the conclusion of SCC highways following their review of the information provided and their own review of the site location and development proposals.

6.2.8 The SOC states on page 21:

'73. As also explained in Appendix 1, Velocity Transport Planning have raised concerns that the appeal proposals clearly prioritise private vehicles over pedestrians and cyclists, fail to make safe provision for pedestrians and cyclists, and do not connect with existing places. Sustainable transport modes are not prioritised and safe and suitable access to the site cannot be achieved for all users. This would be unsustainable development and contrary to local and national planning policy.'

6.2.9 The appeal scheme is ideally located to enable residents to make use of sustainable travel alternatives to the private car. The site is within a reasonable walking distance of Oxted Railway Station, existing bus stops, local schools and Oxted town centre and the range of facilities and amenities therein. Full details of local facilities and amenities are contained within Section 3.4 (pages 12-14) of the TA [CD1.22.Z].

6.2.10 The appeal scheme makes safe provision for pedestrians and cyclists who can readily access the site via Wheeler Avenue or the PROW connecting from the site boundary to Court Farm Lane. The latter is subject to a planning condition which requires the upgrading of the PROW to ensure that it is safe and suitable for all users. This condition has been requested by SCC highways, who are satisfied that the condition ensures that safe and suitable access can be achieved.

6.2.11 The suggestion that the appeal scheme would be '*unsustainable development and contrary to local and national planning policy*', is entirely incongruent with any logical conclusion that can be made when considering the location of the site and the availability of sustainable travel options and facilities within walking distance.

6.2.12 The SOC further states on page 21:

'74. As evidenced by Velocity Transport Planning, for properties in the northern part of the site, the shortest and most direct route to facilities such as St Mary's Primary School would be along Barrow Green Road, where no pedestrian facilities are being provided and which is a dangerous route for pedestrians. A safe pedestrian route is

more than double the distance. This is likely to mean pedestrians would use the unsafe route.'

6.2.13 The SOC is correct insofar as there are no existing pedestrian facilities on Barrow Green Road, and the nearest existing footway on Barrow Green Road starts at the junction with Gordon Way, approximately 170m east of the proposed site access. It is therefore considered that this is not a suitable route for pedestrians, and for this reason, no footway adjacent to the proposed site access has been proposed. It is intended that pedestrians would access from the south-east through the provision of the upgraded PROW and connection to Court Farm Lane.

6.2.14 St Mary's School is located approximately 450m from the proposed northern access on Barrow Green Road, and is located approximately 600m from the existing PROW access to the site in the south-east corner. From the northern section of the site, it would be between 750m and 900m to the existing primary school via the PROW access, which still represents a reasonable walking distance from the site. It is considered, therefore, that there is no evidence to suggest that pedestrians seek to travel via Barrow Green Road where no footways are in place or a defined route exists.

6.2.15 The SOC further states on page 22:

'75. The R6 accordingly consider the proposals to be contrary to development plan policies DP5 and paragraphs 115, 116 and 117 of the NPPF.'

6.2.16 In respect of policy DP5: Highway Safety and Design, of the TDC Local Plan Part 2: Detailed Policies 2014-2029 [CD4.2] page 19, it states:

'A. Development will be permitted subject to meeting the requirements of all other appropriate Development Plan policies and where the proposal:

- 1. Complies with the relevant Highway Authority's and any other highways design guidance;*
- 2. Does not unnecessarily impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;*
- 3. Retains or enhances existing footpaths and cycleway links;*
- 4. Provides safe and suitable access to the site which is achievable by all and promotes access by public transport, foot and bicycle to nearby residential, commercial, retail, educational, leisure and recreational areas where appropriate; and*

5. Fully funds where appropriate, or contributes towards the costs of any measures required to cost-effectively mitigate the significant impacts arising from the development.

B. In accordance with the Council's Local Validation Requirements and national guidance, all development proposals that generate significant amounts of movement should be supported by a Travel Plan and either a Transport Statement or Transport Assessment (proportionate to the scale of the proposed scheme and extent of the transport implications), both of which should be submitted alongside the planning application.'

6.2.17 The TA [CD1.22.Z] details clearly how the appeal scheme meets each of these five criteria, and this is the position shared by SCC highways as concluded within their consultation response [CD3.2D]. The TA and SCC consultation response also concludes that the proposals are in accordance with the NPPF, including the criteria outlined within Paragraphs 115, 116 and 117.

6.3 Velocity Transport Planning Technical Note

6.3.1 Velocity Transport Planning (Velocity) produced a Technical Note (TN) dated 1st October 2025 [CD8.1A], on behalf of the Rule 6 party. The TN focuses on three main issues: Access Arrangements – Barrow Green Road, Bridleway 97 and Court Farm Lane and each of these issues are considered in this section. Each of these issues are addressed in this proof, using the same subject headings for ease of reference.

Access Arrangements – Barrow Green Road

6.3.2 The Velocity TN correctly highlights that the appeal scheme does not propose to provide pedestrian and cycle facilities at the vehicle access from Barrow Green Road. It then makes reference to the SCC guidance, where it states the following:

'Surrey County Council has adopted guidance entitled 'Healthy Streets for Surrey' which sets out the design guidance for new streets within the County. Two of the 'Core Principles' of the Healthy Streets for Surrey guidance are as follows:

- *"Streets in which it is easy for everyone to move. Streets must be designed with a clear 'hierarchy of users' in mind, designed firstly for pedestrians, cyclists, public transport and then private vehicles*
- *"Streets that connect seamlessly to existing places, allowing natural movement. Streets should link to existing roads and local services and not turn their back on neighbours."*

6.3.3 In relation to this, the TN then further states:

'The proposed access to the site from Barrow Green Road has been designed to accommodate private motor vehicles only and make no provision for pedestrians or cyclists. Furthermore, no pedestrian or cycle access to the proposed development would be provided along any part of the Barrow Green Road frontage of the site. It is therefore evident that access to the site, including the design of the street from Barrow Green Road, does not accord with the Core Principles of the Healthy Streets for Surrey guidance as the design of the access to the site from Barrow Green Road prioritises private motor vehicles over pedestrians and cyclists, by making no provision for pedestrians or cyclists.'

6.3.4 Whilst it is correct that no pedestrian and cycle access is to be provided on Barrow Green Road, it is incorrect to suggest that the design of the scheme does not accord with the core principles of 'Healthy Streets for Surrey'. Firstly, 'Healthy Streets for Surrey' is a Design Code against which the scheme as a whole should be considered, and secondly, it is primarily focused on the design of internal streets within new developments. Given the outline nature of the application, it will be primarily applied at the reserved matters stage.

6.3.5 However, it is pertinent to respond to the suggestion that the appeal scheme does not accord with the two principles highlighted in the Velocity TN. We must therefore deal with the suggestion that the absence of footways at the northern access means that pedestrians and cyclists have not been prioritised within the design of the scheme. To do this, it is important to consider the access arrangements for the scheme overall, rather than simply focusing on a single access.

6.3.6 As detailed previously in this proof, the scheme will provide a dedicated pedestrian and cycle access in the south-east corner of the site via Bridleway 97, which is proposed to be upgraded by planning condition. This access will provide convenient and direct access to the town centre, local facilities and amenities, existing bus stops and Oxted railway station, and is considered to represent the primary desire line for the vast majority of pedestrian movements.

6.3.7 The Velocity TN further states:

'There is an existing pedestrian footway on Barrow Green Road, approximately 150m east of the site access and 100m east of the site boundary, at the junction between Barrow Green Road and Gordons Way. There is further existing pedestrian footway on Barrow Green Road, approximately 100m west of the site at the junction between Barrow Green Road and Chalkpit Lane. The proposed development does not include

any pedestrian connection from the Site to the existing pedestrian infrastructure on Barrow Green Road, either to the east or west. As such, the proposed development does not connect to existing places and therefore does not accord with this Core Principle of Healthy Streets for Surrey in this regard.'

- 6.3.8 The first part of the statement above is correct, and helps to explain exactly why pedestrian connections at the northern access will not be provided, as there is no existing footway for the access to connect into. Without any existing footway in place on Barrow Green Road, the provision of a footway at the proposed access would be inappropriate and would not prioritise pedestrian safety.
- 6.3.9 The second part of the statement is entirely incorrect, and the suggestion that the scheme '*does not connect to existing places*' is simply not the case. As is outlined in this proof, and in detail within the TA [CD1.22.Z], the proposed access arrangements for the overall scheme provide safe and suitable access for pedestrians and cyclists to key facilities and public transport nodes, and for vehicles to the existing highway network.
- 6.3.10 It is therefore clear when taking into account the design of the scheme as a whole, that pedestrians and cyclists have been prioritised and the proposed scheme does accord with the principles of 'Healthy Streets for Surrey'.
- 6.3.11 The Velocity TN, then looks in isolation at the potential connection from the site to St Mary's primary school. This is considered in para 6.2.14 of this proof, where it is acknowledged that the distance to the school from the northern section of the site would technically be shorter via Barrow Green would be shorter. However, as stated, the absence of footways on Barrow Green Road means that this route would be unattractive for use, particularly when a safe alternative route via the connection to Court Farm Lane will be provided and would still be within a reasonable walking distance from all sections of the appeal site.

Bridleway 97

- 6.3.12 The Velocity TN correctly identifies Bridleway 97 as the most direct pedestrian/cycle connection between the site and Oxted railway station and other local facilities. It further states:

'Bridleway 97 connects from the boundary of the site to Court Farm Lane. Bridleway 97 is currently an un-made route with an uneven surface route, tree canopy cover and tree roots protruding through the surface...'

Drawings submitted alongside the planning application indicate that some improvements to Bridleway 97 are proposed as part of the current application. However, no highways drawing were submitted alongside the planning application detailing what improvements to Bridleway 97 will be delivered and how these improvements will be secured. No information is provided on the proposed width or surface treatment of the improvements to Bridleway, and no consideration has been given to the impact of these improvements on existing trees, plants and hedgerows. Providing a surfaced pedestrian and cycle route along this section of the Bridleway from the site to Court Farm Lane could impact trees, tree roots, plants and hedgerows and could result in damage or removal of existing trees, plants and hedgerows.'

6.3.13 The proposed improvements to Bridleway 97 will be addressed by a planning condition, the wording of which has been provided by SCC as is extracted from the SCC consultation response [CD3.2D] and shown below for ease of reference:

'No part of the development shall be first occupied unless and until surface improvements and low-level lighting have been provided along public right of way route 97, between the site boundary and Court Farm Lane.'

6.3.14 This condition can satisfactorily address any improvements required to Bridleway 97 to ensure that it is fit for purpose to serve as the primary pedestrian and cycle access to the site. Full drawings will be provided of the proposed improvements to SCC for their approval prior to the improvements being delivered. As outlined within the wording of the condition, these will comprise improvements to surfacing and lighting, and any proposals will consider and mitigate any potential impact on existing vegetation in providing this route. It should be further noted that the relevant section, Bridleway 97, is within the boundary of the site and therefore there is no impediment to the ability to deliver the improvements as required.

Court Farm Lane

6.3.15 The Velocity TN correctly states that there are no improvements proposed for Court Farm Lane associated with the appeal scheme. It further states that:

'On-site observations (see images below) have shown that Court Farm Lane is a narrow street and subject to on-street parking on one side of the carriageway. With parking in place, the effective width of Court Farm Lane is narrowed to circa 2.5m, which is insufficient to allow a vehicle and pedestrian to pass on the street, in particular for those with mobility needs. Furthermore, there is no street lighting'

provided along Court Farm Lane and, as such, it is not considered to provide a safe pedestrian route, in particular during the hours of darkness.'

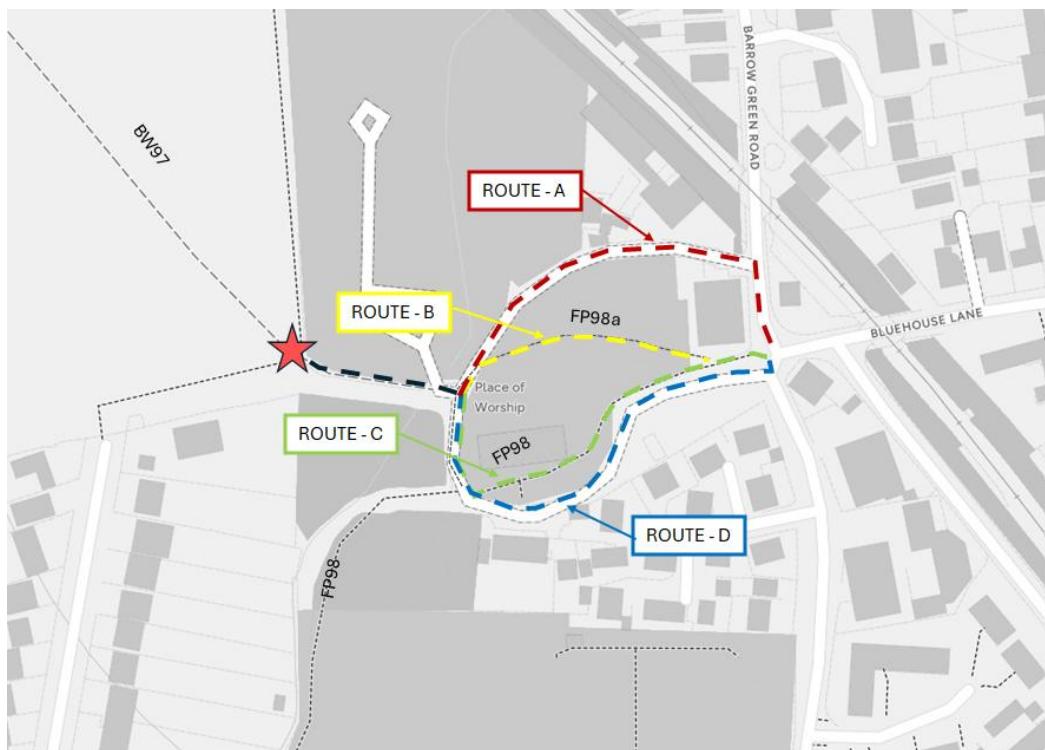
6.3.16 The TN then includes two images which show on-street parking on one side of the carriageway.

6.3.17 The analysis of Court Farm Lane focuses purely on width and the presence of parking, but fails to consider the function and operation of the road. Court Farm Lane is aligned as a loop around the existing St Mary Church between junctions with Barrow Green Road and Church Lane at either end. It serves the cemetery at its western end, a veterinary practice at its north-eastern end and approximately four residential properties along the southern section. At the south-eastern end, it also serves an existing public car park. The lane is very lightly trafficked and subject to very low vehicle speeds. As such, the majority of the lane operates largely as a shared surface around the whole of the loop and is entirely suitable for pedestrian and cycle use.

6.3.18 The Velocity TN only chooses to consider the route along Court Farm Lane to the north of the Church. At the point where Bridleway 97 joins Court Farm Lane, pedestrians have the choice of four different routes to connect towards the town centre, via either Court Farm Lane or via the existing PROWs (98 and 98a), which pass through the existing churchyard. Cyclists would be able to use Court Farm Lane north or south.

6.3.19 These routes are highlighted in **Figure 6.1** below.

Figure 6.1 - Routes to Barrow Green Road



6.3.20 Each of these routes is considered to be entirely suitable to provide connections between the site and key local facilities. There is low-level lighting along part of the southern section of Court Farm Lane, and existing lighting within the churchyard; therefore, given the choice of routes for site residents, the absence of lighting along some sections is not considered to represent an issue.

6.3.21 These routes were also walked with highway officers at SCC during the meeting on site and have been considered by SCC in their role as highway authority, who have raised no concerns with their ability to act as a key pedestrian and cycle route for residents of the appeal scheme.

Summary

6.3.22 The Velocity TN provides a summary of the points made as follows, and whilst each of the points is addressed previously in this proof, a direct response to the points is detailed below for clarity:

- *'The proposed access to the site from Barrow Green Road, has been designed to accommodate private vehicles only. This does not accord with the Core Principle of SCCs 'Healthy Streets for Surrey' guidance as it prioritises private vehicles over pedestrians and cyclists and does not connect with existing places;'*

6.3.23 The design of the site should be considered overall in the context of SCCs 'Healthy Streets for Surrey', and the provision of a dedicated pedestrian and cycle access, and the ability of pedestrian and cycle access via Wheler Avenue, clearly demonstrates that accordance with this guidance.

- *'There would be pedestrian desire lines to the north of the site along Barrow Green Road, in particular the route towards St Mary's Church of England School and no pedestrian facilities are provided on this desire line;'*

6.3.24 There are no existing footways on Barrow Green Road in the vicinity of the proposed access, and therefore it is considered inappropriate to provide a footway at the access. There is an alternative safe route to be provided via Court Farm Lane towards the primary school, which will be within a reasonable walking distance for all residents of the scheme.

- *'The existing layout and condition of Bridleway 97 does not currently provide an appropriate pedestrian or cycle route between the site and the wider pedestrian/cycle network. No highways drawing is submitted alongside showing the layout of proposed improvements to Bridleway 97, including the width of the route;'*

6.3.25 The improvements to Bridleway 97 are to be provided by condition, and this is agreed as the appropriate mechanism for delivery by SCC highways.

- *'The pedestrian access route to the site via Court Farm Lane requires pedestrians to walk on the carriageway of Court Farm Lane. Existing on-street parking reduces the effective width of Court Farm Lane such that it is insufficient to allow a vehicle and pedestrian to pass on the street, in particular for those with mobility needs; and,'*

6.3.26 Court Farm Lane is characterised by very low vehicle speeds and traffic volumes, and as such is considered to be suitable for pedestrian and cycle use.

- *'No street lighting is provided along Court Farm Lane and, as such, it is not considered to provide a safe pedestrian route during the hours of darkness.'*

6.3.27 Whilst there is no lighting proposed on the northern section of Court Farm Lane, this is only over a short distance and is not considered to preclude safe pedestrian use. Furthermore, there are alternative routes for pedestrians through the churchyard and on the southern section of Court Farm Lane, where there is lighting on part of the route.

7. Summary and Conclusions

7.1 Summary of Key Points

- 7.1.1 I am instructed by Croudace Homes to act as an expert witness in matters related to transport, at the appeal for the site at Land South of Barrow Green Road, Oxted. The appeal to PINS is against the refusal of the planning application by TDC, the Local Planning Authority, for the proposed redevelopment of the site for residential development of up to 190 dwellings (including affordable homes)(Use Class C3), an extra care facility with up to 80 beds (Use Class C2), together with the formation of vehicular access, landscaping, parking, open space, green and blue infrastructure, and all other associated development works (outline with all matters reserved except access)
- 7.1.2 The planning application for the proposed development was accompanied by Pell Frischmann TA [CD1.22.Z] and TP [CD1.21], both dated December 2024. These and other relevant documents are provided in the Core Documents (CDs) and as appendices to my evidence, where applicable.
- 7.1.3 It is noted that there is no transport matter outlined within the reasons for refusal, and SCC highway raised no objection to the scheme, subject to conditions.
- 7.1.4 My evidence considers the main issues relating to transport matters, and principally those raised by the LPA and Rule 6 party.
- 7.1.5 I demonstrate in my evidence that the effects of the proposals on the local highway network have been appropriately assessed and fall well short of being considered to be severe. This position is supported by Surrey County Council Highways, who have raised no objection to the proposal, subject to planning conditions and accepted that the transport information submitted to support the planning application was technically sound.
- 7.1.6 In respect to whether the proposed development would be sustainable, the TA demonstrates clearly that the site is located near public transport nodes, a range of key facilities and amenities, and Oxted town centre, all of which are within a reasonable walking distance of the site.
- 7.1.7 I have provided clear evidence that there is no third-party land between the site boundary and Wheeler Avenue, and the proposed access to Wheeler Avenue can be delivered within the highway boundary and land within the control of the appellant.

- 7.1.8 I have demonstrated that the appeal scheme is located approximately 500m (circa 6-minute walk) from Oxted Railway Station, which provides a regular and direct service to Central London and other destinations, including East Grinstead and Uckfield.
- 7.1.9 I have addressed the points raised within the Rule 6 Party Statements of Case [CD8.1] and associated Velocity TN [CD8.1A] and demonstrated that, contrary to the points made, the proposed scheme will accord with the principles of SCC 'Healthy Streets for Surrey', and will provide safe and adequate pedestrian and cycle access via Bridleway 97 and Court Farm Lane. I also outline that upgrades to Bridleway 97 will be satisfactorily delivered by planning condition, as agreed with SCC highways.

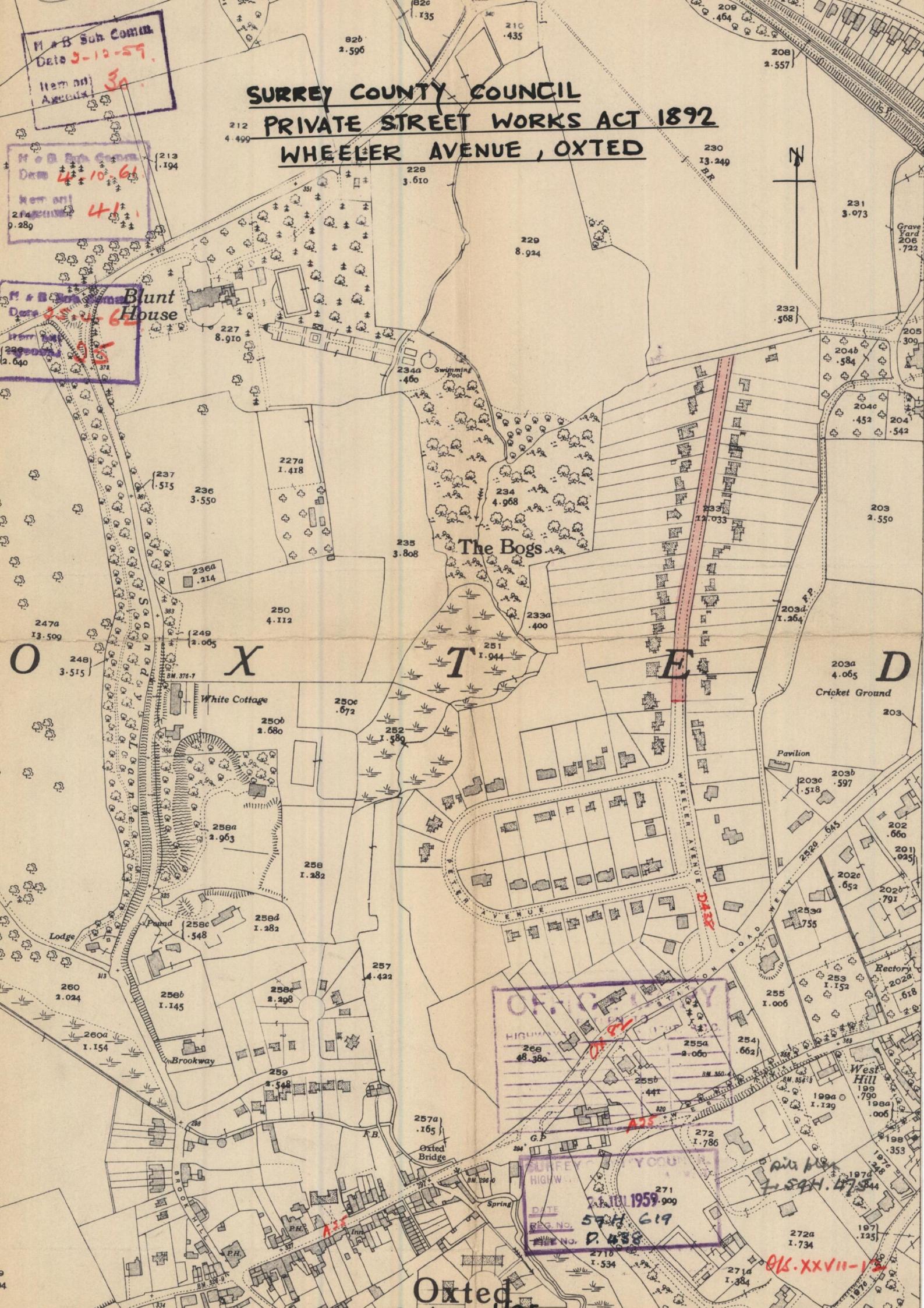
7.2 Conclusions

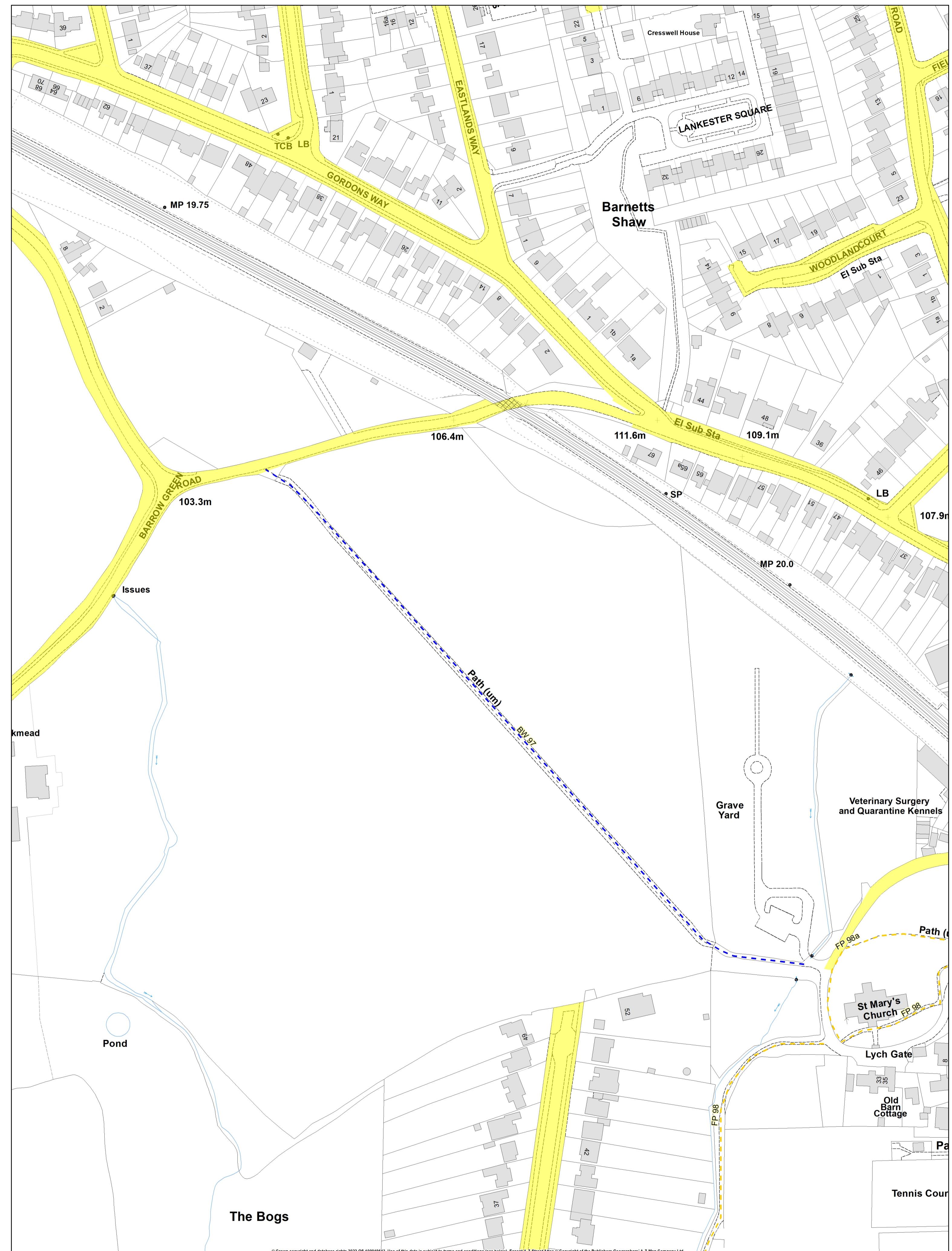
- 7.2.1 My analysis leads me to the conclusion that the proposals at the appeal site do represent sustainable development in transport terms, and have been robustly assessed to demonstrate that they do not result in either a significant or, indeed, a severe highway impact. Indeed, I consider that the transport impacts of the appeal proposals fall well short of what could reasonably be concluded as being severe; this is a position agreed with SCC.
- 7.2.2 Based on the assessment outlined above, I therefore conclude that there are no transport or highways reasons why the proposed development at the appeal site should not be permitted.

Appendix A – Highway Boundary / Dedication Plans

SURREY COUNTY COUNCIL

PRIVATE STREET WORKS ACT 1892
WHEELER AVENUE, OXTED





Appendix B – SCC Email

Paul Cranley

From: James Lehane <James.Lehane@surreycc.gov.uk>
Sent: 15 July 2025 11:41
To: Paul Cranley
Subject: RE: Land at Barrow Green Road
Attachments: D438-10-59H-619.jpg; 1935-9-30 Dedication.jpg

Hi Paul,

I looked into this as part of assessing the application (my comments are now with TDC by the way), and the dedication plans reflect the highway boundary plans.

Please see the official dedication plans attached. The dedication from 1935 outlines the first phase of the road whilst the plan named D438-10-59H-619 outlines the second phase. The three date stamps indicate the various committee dates for its adoption as highway, and you will see this was finalised in 1962.

I provided a copy of the highway boundaries plan to the LPA and advised as follows:

If you receive contact from the residents or their solicitor about this issue, please could you share the attached plan with them and advise them to contact SCC via the following email address if they would like to challenge it: highwayinfo@surreycc.gov.uk

I'd recommend you do the same as, if there is any dispute, it is between the residents and the CHA.

Kind regards,

James Lehane MCIHT
#MyNames: Jayms Le-harn (Pronouns: He / Him)
Principal Transport Development Planning Officer
Environment, Infrastructure & Growth (EIG)
james.lehane@surreycc.gov.uk



New [#HealthyStreetsForSurrey](#) guidance is live, designed to prioritise air quality, physical activity and community wellbeing. Visit <https://healthystreets.surreycc.gov.uk/>

From: Paul Cranley <pcranley@neotransportplanning.com>
Sent: 15 July 2025 10:51
To: James Lehane <James.Lehane@surreycc.gov.uk>
Subject: Land at Barrow Green Road

Caution: This email originated from outside Surrey County Council.

Do not click links or open attachments unless you recognise the sender and know the content is safe.

Morning James

Hope you are well.

I'm not sure if you've been made aware but we have had some questioning by residents of Wheeler Avenue in respect of the highway boundary and whether it extends to the site boundary. I have attached the highway boundary plan as supplied by SCC which would indicate that it clearly does. Our client has taken legal advice on the matter and suggested that we try and obtain the actual records of the adoption / adoption agreement. Is this something that you or others at the county are able to provide, or failing that do you know how / where we would be able to obtain this?

Happy to discuss over the phone on the number below if easier?

Regards

Paul Cranley
Director

T: 07914 689417

E: pcranley@neotransportplanning.com

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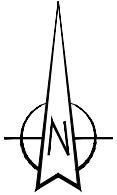
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Appendix C – Stage 1 RSA and Designers' Response



Site access connection into wider site

WHEELER AVENUE

METRES
@ 1:250

Pr

Stoneyfield, Oxte

5TH FLOOR, 85 STRAND, LONDON WC2R 0DW
Telephone +44 (0)207 486 366
Email: pfondon@pellfrischmann.com
www.pellfrischmann.com

Site Access

Wheeler Avenue

NOTES

1. All dimensions are in meters, unless stated otherwise.
2. This drawing to be read & printed in colour.
3. This drawing to be read in conjunction with other contract drawings.
4. This layout represents preliminary design only and is subject to detailed design and review

Key

- Site Boundary
- Proposed connection of Wheeler Avenue onto the site
- Indicative alignment of site access within the site boundary.
The masterplan for the site is indicative at this stage so the final alignment of the site access road within the site would be determined at Reserved Matters once the masterplan is fixed.

P02	Updates following RSA Stage 1	JMH	PW	MN	30.01.24
P01	Initial	GR	MN	PC	27.11.24
REV	DESCRIPTION	DRN	CHK	APP	DATE

Client	Croudace Homes			Status
				For Issue
				Status Code
	Drawn	GR	Nov 2024	-
	Designed	N/A	N/A	Scale 1:250 @A3
Checked	MN	Nov 2024	Revision P02	P02
Approved	PC	Nov 2024		
Project No.	107101-BEF-VX-VX-BR-H-0000			

**LAND SOUTH OF BARROW
GREEN ROAD, OXTED,
SURREY**

PROPOSED HIGHWAY WORKS

STAGE 1
ROAD SAFETY AUDIT REPORT

REQUESTED BY:
PELL FRISCHMANN

January 2025



RKS
Associates

Project: Land South of Barrow Green Road, Oxted, Surrey
Proposed Highway Works

Client: Pell Frischmann

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1890 - RSA 1

Issue date: 23rd January 2025

Status: Final

Authorised by: VP/BN

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RKS
Associates

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Bushey
Hertfordshire
WD23 3AQ

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2	Items Raised At Stage 1 Road Safety Audit.....	3
3	Audit Team Statement.....	5

Appendices

Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit

Appendix B: Road Safety Decision Log

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works associated with an outline application for a residential development and care home development on land south of Barrow Green Road, Oxted in Surrey. The proposed development comprises of up to 190 dwellings with a care home facility accommodating up to 80 beds with associated infrastructure.

1.2 The highway works subject to this Stage 1 Road Safety Audit include two separate accesses to serve the proposed development. The proposed access on Barrow Green Road to the north of the development takes the form of a simple priority junction, it is 6m wide with 10m junction radii. The southern access is via the extension of Wheeler Avenue to the south, the proposed access road is 5.5m wide with a 2m footway along its eastern side that connects with the existing footway infrastructure along Wheeler Avenue.

1.3 Barrow Green Road is a single two-way rural carriageway aligned generally in an east to west direction. The carriageway along the development frontage is unlit and is subject to a 30mph speed limit with a grass verge/hedgerow along both sides of the carriageway. Wheeler Avenue is single two-way residential street aligned in a north to south direction, it is lit and subject to a 30mph speed limit with parking restrictions in the form of single yellow lines along both sides of the carriageway. Pedestrian footways are located either side of Wheeler Avenue, they are set back from the carriageway by a grass verge and interspersed with vehicle crossovers serving private residential driveways.

1.4 Pell Frischmann has supplied the following information upon which this Stage 1 RSA is based:

- Draft Transport Assessment prepared by Pell Frischmann Reference: 107491 (December 2024);
- Omega Architects Drawing Number 3129-C-1005-PL Revision A – Illustrative Masterplan;
- Pell Frischmann Drawing Numbers:
 - 107491-PEF-XX-XX-D-H-0300 Revision P01 – Proposed Site Access Barrow Green Road; and
 - 107491-PEF-XX-XX-D-H-0300 Revision P01 – Refuse Access Barrow Green Road; and
 - 107491-PEF-XX-XX-DR-H-0200 Revision P01 – Proposed Site Access Wheeler Avenue.

1.5 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Overseeing Organisation	Surrey County Council
Design Organisation	Pell Frischmann

1.6 The Audit was carried out following examination of the submitted documents, including a site visit undertaken on Tuesday 21st January 2025 between the hours of 1:30 pm and 2:30 pm. The weather was overcast, and the road surface was dry, no traffic congestion or incidents were observed during the site inspection. Low traffic flows and no pedestrians and cyclists were observed along Barrow Green Road and low traffic and pedestrian flows, and no cyclists were observed travelling along Wheeler Avenue, albeit on-street parking was prevalent during the site inspection.

Terms of Reference

1.7 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB). The extent of this Road Safety Audit relates to the proposed layout contained in Appendix A.

1.8 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team have not been made aware of any Departures from Standard or previous road safety audits undertaken on the scheme proposals.

1.9 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

1.10 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

1.11 The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

1.12 Publicly available personal Injury Collision (PIC) information obtained from the Crashmap UK website (www.crashmap.co.uk) for the five-year period up to December 2022 for the local highway. The collision data indicates no collisions have occurred along Barrow Green Road and Wheeler Avenue in the vicinity of the proposed highway works.

Traffic Generation

1.13 The Transport Assessment prepared by Pell Frischmann provides details of traffic generation associated with the proposed development. The assessment indicates that the proposed development is likely to generate 111 and 103 two-way vehicle trips in the morning and evening peak hours respectively.

2 ITEMS RAISED AT STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers

Location: *Burrow Green Road & Wheeler Avenue Accesses*

No details have been provided in respect of surface water drainage or other utility services covers and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water that could increase the risk of loss of control collisions.

Recommendation:

Ensure that adequate surface water drainage is provided, any proposed drainage gullies should be relocated away from pedestrian and cycle desire lines.

2.2 Problem:

Summary: Potential risk of collisions associated with obstruction in visibility

Location: *Visibility to and from the proposed Burrow Green Road development access*

Visibility splays to and from the proposed Burrow Green Road development access have been provided and accord with the highway standards. However, there is concern that vegetation behind the visibility splays may grow over time and restrict visibility to and from the proposed development access. Poor visibility to and from the proposed development access may increase the risk of turning collisions as motorist exiting the development enter Burrow Green Road to observe on-coming traffic.

Recommendation:

Ensure that vegetation behind the visibility splay is cut back and regularly maintained alternatively it should be replaced with a low-level variety.

2.3 Problem:

Summary: Potential risk of collisions associated with insufficient carriageway space

Location: *Refuse vehicle accessing proposed development via Burrow Green Road*

The vehicle track plots for a refuse vehicle accessing the proposed development via Barrow Green Road indicate that it will overrun the opposing traffic lane to negotiate the turning movement into/out of the development. Insufficient carriageway space to allow a refuse/large vehicle to access the development unimpeded may result in them to stop suddenly and/or reverse to allow a vehicle to pass, this could lead to a risk of collisions associated with late braking or collisions with other road users whilst reversing.

Recommendation:

Ensure that visibility splays are introduced showing inter-visibility between motorists entering/exiting the development and traffic travelling along Barrow Green Road, the area within the visibility splays should be kept clear of any obstructions.

2.4 Problem:

Summary: Potential risk of collisions associated with poor visibility

Location: *Residential access opposite proposed development access on Barrow Green Road*

Observations during the site inspection noted that the visibility to and from the private access located opposite the proposed development access on Barrow Green Road is restricted by vegetation. A convex mirror was noted on site placed on the southern side of Barrow Green Road opposite the private access to assist vehicles exiting the private access. The proposed development access will result in the removal of the convex mirror and as a result it may increase the risk of vehicles exiting the private access entering the carriageway in to the path of approaching vehicles due to reduced visibility of by traffic travelling along Barrow Green Road.

Recommendation:

Ensure that either vegetation adjacent to the private access on the northern side of Barrow Green Road is cut back or alternatively ensure that a convex mirror is provided in a location that assists vehicles exiting the private driveway.

2.5 Problem:

Summary: Potential risk of collisions associated with poor visibility

Location: *Proposed southern access via Wheeler Avenue*

The proposed southern access via the extension of Wheeler Avenue results in a deviation in the horizontal alignment of Wheeler Avenue. It is unclear from the information provided if the forward visibility across the horizontal deviation will be compromised by vegetation. Poor forward visibility across the carriageway horizontal deviation may increase the risk of side-swipe or head-on collisions between vehicles entering and exiting the development simultaneously.

Recommendation:

Ensure that the forward visibility across the horizontal deviation is provided, any obstructions within the forward visibility should be removed or alternative realign the southern site access.

2.6 Problem:

Summary: Potential risk of collisions associated with insufficient carriageway space

Location: *Proposed southern access via Wheeler Avenue*

It is noted that the width of the proposed southern access via the extension of Wheeler Avenue is 5.5m wide. However, no details of vehicle track plots for the largest anticipated vehicles accessing the proposed development have been provided. There is concern that insufficient carriageway space may increase the risk of side-swipe or head-on collisions between vehicles entering and exiting the development simultaneously.

Recommendation:

Ensure that vehicle track plots for the largest anticipated vehicles accessing the proposed development are provided, if necessary amend the layout.

3 AUDIT TEAM STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose is to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, RegRSA (IHE), NH Cert Comp

Signed:



Date: 23rd January 2025

Audit Team Member

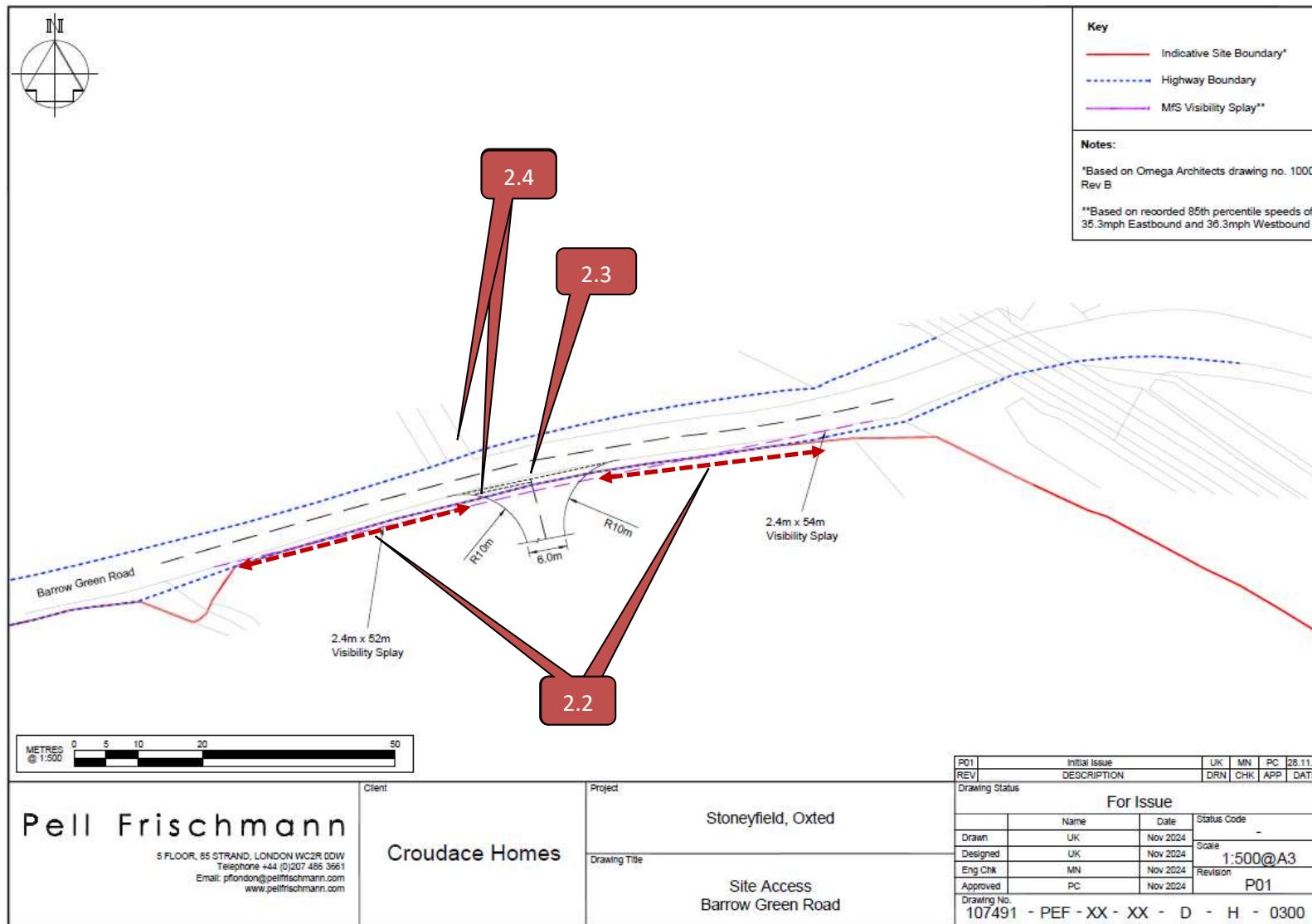
Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed:

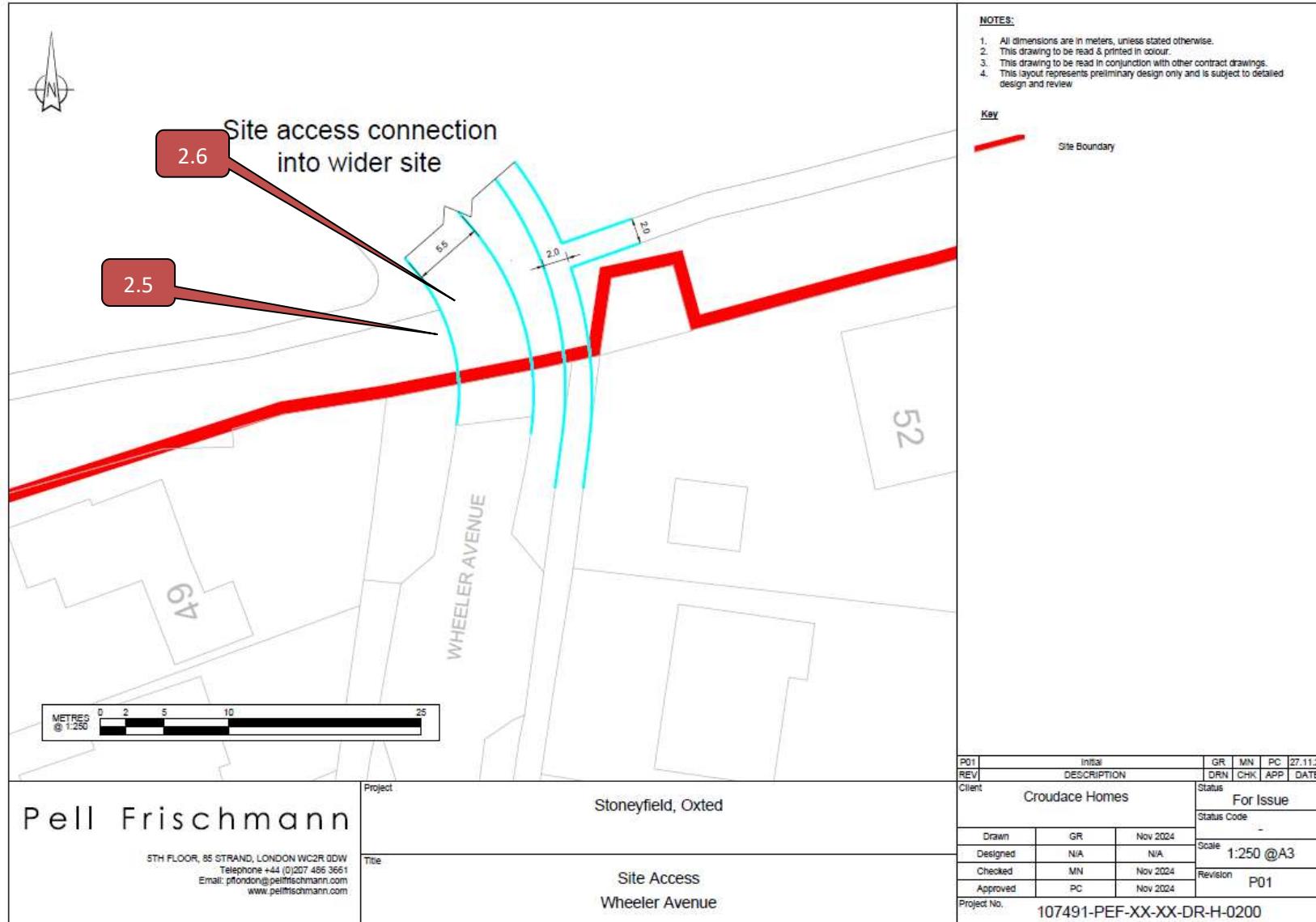


Date: 23rd January 2025

Appendix A



2.1
General Issue



2.1
General
Issue

Appendix B

Issue No	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other utility services covers and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water that could increase the risk of loss of control collisions.	Ensure that adequate surface water drainage is provided, any proposed drainage gullies should be relocated away from pedestrian and cycle desire lines.			
2.2	Visibility splays to and from the proposed Burrow Green Road development access have been provided and accord with the highway standards. However, there is concern that vegetation behind the visibility splays may grow over time and restrict visibility to and from the proposed development access. Poor visibility to and from the proposed development access may increase the risk of turning collisions as motorists exiting the development enter Burrow Green Road to observe on-coming traffic.	Ensure that vegetation behind the visibility splay is cut back and regularly maintained alternatively it should be replaced with a low-level variety.			

2.3	<p>The vehicle track plots for a refuse vehicle accessing the proposed development via Barrow Green Road indicate that it will overrun the opposing traffic lane to negotiate the turning movement into/out of the development. Insufficient carriageway space to allow a refuse/large vehicle to access the development unimpeded may result in them to stop suddenly and/or reverse to allow a vehicle to pass, this could lead to a risk of collisions associated with late braking or collisions with other road users whilst reversing.</p>	<p>Ensure that visibility splays are introduced showing inter-visibility between motorists entering/exiting the development and traffic travelling along Barrow Green Road, the area within the visibility splays should be kept clear of any obstructions.</p>			
2.4	<p>Observations during the site inspection noted that the visibility to and from the private access located opposite the proposed development access on Barrow Green Road is restricted by vegetation. A convex mirror was noted on site placed on the southern side of Barrow Green Road opposite the private access to assist vehicles exiting the private access. The proposed development access will result in the removal of the convex mirror and as a result it may increase the risk of vehicles exiting the private access entering the carriageway in to the path of approaching vehicles due to reduced visibility of by traffic travelling along Barrow Green Road.</p>	<p>Ensure that either vegetation adjacent to the private access on the northern side of Barrow Green Road is cut back or alternatively ensure that a convex mirror is provided in a location that assists vehicles exiting the private driveway.</p>			

2.5	<p>The proposed southern access via the extension of Wheeler Avenue results in a deviation in the horizontal alignment of Wheeler Avenue. It is unclear from the information provided if the forward visibility across the horizontal deviation will be compromised by vegetation. Poor forward visibility across the carriageway horizontal deviation may increase the risk of side-swipe or head-on collisions between vehicles entering and exiting the development simultaneously.</p>	<p>Ensure that the forward visibility across the horizontal deviation is provided, any obstructions within the forward visibility should be removed or alternative realign the southern site access.</p>			
2.6	<p>It is noted that the width of the proposed southern access via the extension of Wheeler Avenue is 5.5m wide. However, no details of vehicle track plots for the largest anticipated vehicles accessing the proposed development have been provided. There is concern that insufficient carriageway space may increase the risk of side-swipe or head-on collisions between vehicles entering and exiting the development simultaneously.</p>	<p>Ensure that vehicle track plots for the largest anticipated vehicles accessing the proposed development are provided, if necessary amend the layout.</p>			

Road Safety Audit Response Report

Project details

Report title:	Land South of Barrow Green Road Stage 1 Road Safety Audit
Date:	31/01/2025
Document reference and revision:	VRP1890 - RSA 1
Prepared by:	Pell Frischmann
On behalf of:	Croudace Homes

Authorisation sheet

Project:	Land South of Barrow Green Road, Oxted, Surrey
Report title:	Stage 1 Safety Audit Designers Response
Prepared by:	Pell Frischmann
Name:	Paul Cranley
Position:	Divisional Director
Signed:	P. Cranley
Organisation:	Pell Frischmann
Date:	31/01/2025
Approved by:	
Name:	
Position:	
Signed:	
Organisation:	
Date:	

Introduction

Road Safety Audit Response Report for the proposed vehicle site access points from Barrow Green Road and Wheeler Avenue.

Key personnel

Key personnel

Overseeing Organisation:	Surrey County Council
RSA team:	Vimal Patel and Beth Newiss
Design organisation:	Paul Cranley and Morteza Nejad

Road safety audit decision log

Insert RSA decision log. This can be a spreadsheet appended to the RSA response report.

Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response	Road Safety Audit Team Response	Overseeing Organisation response	Agreed RSA action
2.1 No details have been provided in respect of surface water drainage or other utility services covers and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water that could increase the risk of loss of control collisions.	Ensure that adequate surface water drainage is provided, any proposed drainage gullies should be relocated away from pedestrian and cycle desire lines.	The drainage design will be provided at detailed design stage.			
2.2 Visibility splays to and from the proposed Burrow Green Road development access have been provided and accord with the highway standards. However, there is concern that vegetation behind the visibility splays may grow over time and restrict visibility to and from the proposed development access. Poor visibility to and from the proposed development access may increase the risk of turning collisions as motorists exiting the development enter Burrow Green Road to observe on-coming traffic.	Ensure that vegetation behind the visibility splay is cut back and regularly maintained alternatively it should be replaced with a low-level variety.	It is accepted that the area within the visibility envelope would be cut back and maintained.			
2.3 The vehicle track plots for a refuse vehicle accessing the proposed development via Barrow Green Road indicate that it will overrun the opposing traffic lane to negotiate the turning movement into/out of the	Ensure that visibility splays are introduced showing inter-visibility between motorists entering/exiting the development and traffic travelling along Barrow Green Road, the area	Refuse truck movements are occasional and given the level of traffic flows expected at the junction it is not considered necessary to widen the junction.			

RSA problem	RSA recommendation	Design organisation response	Road Safety Audit Team Response	Overseeing Organisation response	Agreed RSA action
<p>development. Insufficient carriageway space to allow a refuse/large vehicle to access the development unimpeded may result in them to stop suddenly and/or reverse to allow a vehicle to pass, this could lead to a risk of collisions associated with late braking or collisions with other road users whilst reversing.</p>	<p>within the visibility splays should be kept clear of any obstructions.</p>	<p>The junction visibility splays provided would be kept clear of obstructions and would provide intervisibility between motorists on Barrow Green Road and the site access.</p> <p>Additionally, the alignment of the internal road layout (which is not yet fixed), would be reviewed as part of detailed design stage to ensure it does not impede visibility in a way which could result in large vehicles entering having to stop on Barrow Green Road mid-maneuvre.</p>			
<p>2.4 Observations during the site inspection noted that the visibility to and from the private access located opposite the proposed development access on Barrow Green Road is restricted by vegetation. A convex mirror was noted on site placed on the southern side of Barrow Green Road opposite the private access to assist vehicles exiting the private access. The proposed development access will result in the removal of the convex mirror and as a result it may increase the risk of vehicles exiting the private</p>	<p>Ensure that either vegetation adjacent to the private access on the northern side of Barrow Green Road is cut back or alternatively ensure that a convex mirror is provided in a location that assists vehicles exiting the private driveway.</p>	<p>The provision of a convex mirror and visibility for the adjacent site access would be considered in detail as part of the detailed design stage.</p>			

RSA problem	RSA recommendation	Design organisation response	Road Safety Audit Team Response	Overseeing Organisation response	Agreed RSA action
access entering the carriageway in to the path of approaching vehicles due to reduced visibility of by traffic travelling along Barrow Green Road.					
2.5 The proposed southern access via the extension of Wheeler Avenue results in a deviation in the horizontal alignment of Wheeler Avenue. It is unclear from the information provided if the forward visibility across the horizontal deviation will be compromised by vegetation. Poor forward visibility across the carriageway horizontal deviation may increase the risk of side-swipe or head-on collisions between vehicles entering and exiting the development simultaneously.	Ensure that the forward visibility across the horizontal deviation is provided, any obstructions within the forward visibility should be removed or alternative realign the southern site access.	<p>The internal site layout is not yet fixed and illustrative.</p> <p>The proposed site access drawing has been updated (107491-PEF-XX-XX-DR-H-0200 Rev P02) to specify that the alignment of the road within the red line boundary is indicative and would be determined at Reserved Matters stage.</p> <p>Therefore, as part of the Reserved Matters stage and detailed design, the internal site layout would be designed to ensure appropriate forward visibility, horizontal curve radii, and local widening are provided.</p>			
2.6 It is noted that the width of the proposed southern access via the extension of Wheeler Avenue is 5.5m wide. However, no details of vehicle track plots for the largest anticipated vehicles accessing the proposed development are provided, if necessary amend the layout.	Ensure that vehicle track plots for the largest anticipated vehicles accessing the proposed development are provided, if necessary amend the layout.	<p>The internal site layout is not yet fixed and illustrative.</p> <p>The proposed site access drawing has been updated (107491-PEF-XX-XX-DR-H-0200 Rev P02) to specify that the</p>			

RSA problem	RSA recommendation	Design organisation response	Road Safety Audit Team Response	Overseeing Organisation response	Agreed RSA action
<p>provided. There is concern that insufficient carriageway space may increase the risk of side-swipe or head-on collisions between vehicles entering and exiting the development simultaneously.</p>		<p>alignment of the road within the red line boundary is indicative and would be determined at Reserved Matters stage.</p> <p>Therefore, as part of the Reserved Matters stage and detailed design, the internal site layout would be designed to ensure appropriate forward visibility, horizontal curve radii, and local widening are provided.</p>			

Design organisation and Overseeing Organisation statements

Include the following statements to be signed by the design organisation and the Overseeing Organisation.

Design organisation statement

On behalf of the design organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Paul Cranley
Signed	
Position:	Divisional Director
Organisation:	Pell Frischmann
Date:	

Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Road Safety Audit Team Statement

On behalf of the Road Safety Audit Team I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been addressed	
Name:	Vimal Patel
Signed:	
Position:	Road Safety Audit Team Leader
Organisation:	RKS Associates
Date:	31/01/2025

