

PAINSHILL PARK



Draft Baseline Review of Transport and Access Conditions

May 2004



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INTRODUCTION

Background to project

The European Garden Heritage Network is an Interreg IIB funded project.

Parks and gardens form an essential part of European cultural heritage. They bring economic, social and environmental benefits, but they also share issues and challenges.

The European Garden Heritage Network (EGHN) with partners from Germany, France and the UK will look at the role of parks and gardens in their regions. There will be several demonstration projects where partners will work together to find innovative solutions to issues facing gardens now. They will build on the historical trans-nationality of parks and gardens, seen in the cultural transfer of ideas and styles across Europe in previous centuries – eg the French and English garden styles - and their wide contemporary appeal and potential.

Actions

- **Impacts on regional spatial planning strategy** Parks and gardens impact on planning, regeneration, transport, economic and social issues. They bring visitors into the area, employ local people and influence spending in the local economy. There is a need to reflect this in strategy, with the development of an innovative and integrated approach to their management, enhancement, promotion and regional development. A spatial strategy for parks and gardens will draw together these strands and set new directions for the future.
- **Parks and gardens as inter-regional gateways** having a significant impact on the area, facilities and resources around them. Visitors may stay in the area using local shops, accommodation or visiting other attractions. The project will examine the impact of selected gardens on the area that surrounds them. It will develop ways of encouraging visitors to stay in the region.
- **Trans-national themes** relating to the development, history, design, architecture and the future of gardens will be identified and developed. A thematic approach will enable gardens to broaden their appeal to new visitors and enable more innovative interpretation and marketing.
- **Access** - understanding how visitors access parks and gardens, how they move around within the sites and how they obtain information about access. This theme will investigate and deliver sustainable and integrated ways to improve access by public transport, walking and cycling. It will also look at ways of providing easy access for all within gardens.
- **Interpretation** will develop new ways of providing information on gardens to encourage renewed interest and development. This will include providing integrated information about access or visiting other attractions in the wider region.
- **Education** will focus on public education programmes to promote an appreciation of the garden's role within the wider socio-economic and cultural context. The project will develop strategies and resources to enable teachers to introduce the study of garden heritage and design into the national curricula as well as programmes for continued development and training of professionals working in the sector.

Access

Surrey County Council is leading on the access elements. Trans-national access projects will be developed between the partner regions that will allow joint project development, a sharing of knowledge and expertise and achievement of policy objectives and enhancement.

Each Project Partner has initially been asked to produce a Baseline Review of Transport and Access Conditions for their respective park or garden.

- Somerset – Hestercombe
- Cheshire – Tatton Park
- Nordrhein Westfalen – Schloss Dyck
- Pays de la Loire – Maulevrier

Following production of the Baseline Reviews partners will:

- Identify the key priorities that have come out of the Baseline Review of Access Conditions.
- Identify potential projects that could be taken forward.
- Outline the SWOT analysis for each of the areas.
- Identify where (and on what) partners will work together
- Put together a draft work programme.

This report is the Baseline Review of Transport and Access Conditions at Painshill Park, Surrey.

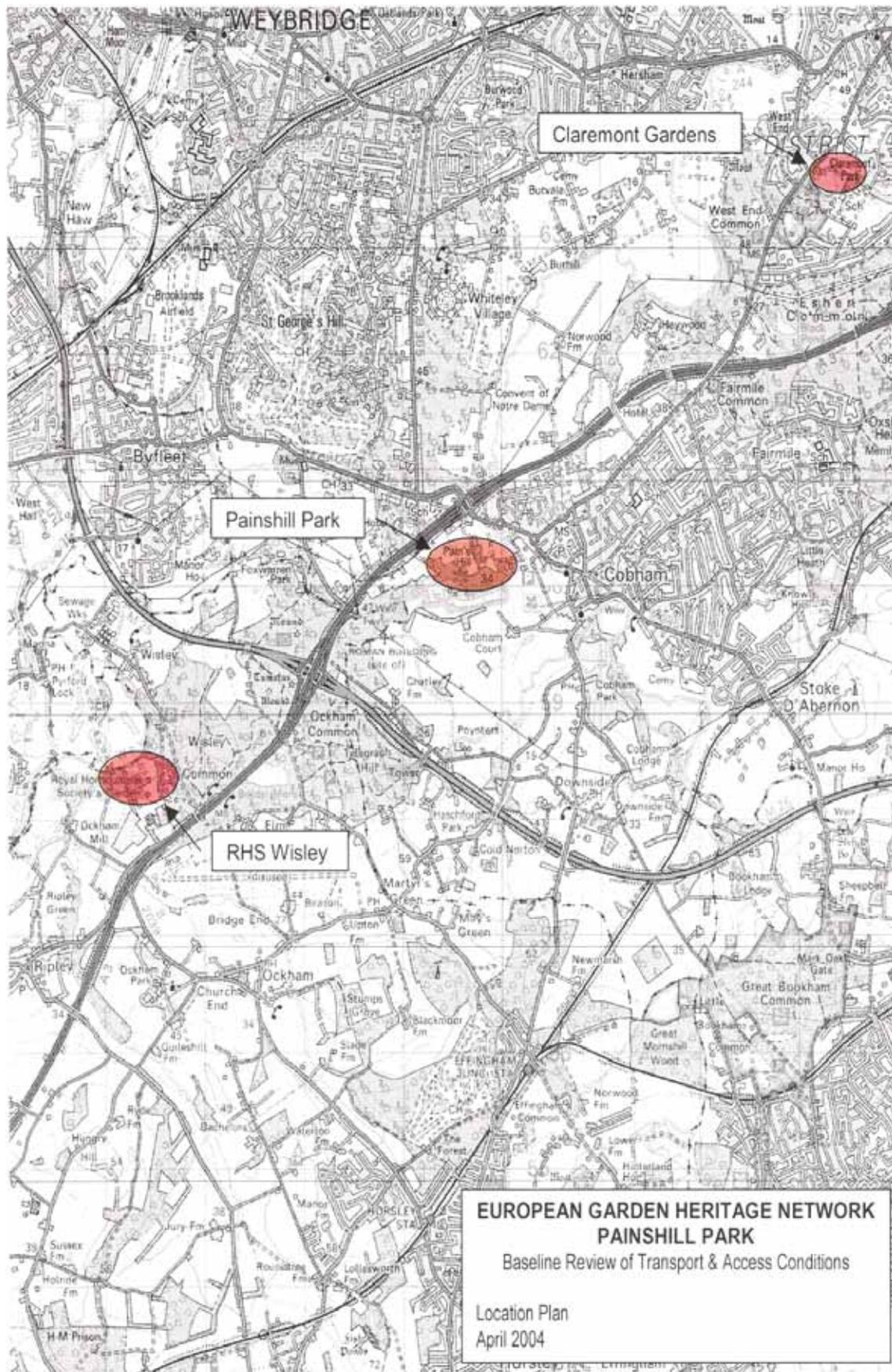
Location of Anchor Garden and Study area

Painshill Park is located on the edge of Cobham (population 11,633), which sits within the Thames Basin Lowlands, which cut across Surrey from east to west. It is an undulating area of small, mixed farms interspersed by small woodlands and meandering rivers that feed the Thames.

The rural nature of this area has been altered over time with the construction of the M25, the London orbital road, and suburban development. The park now sits in the densely populated urban fringe between London and the county of Surrey one of the most affluent counties in the UK. Many of the characteristics of being located within a successful economy, such as full employment, high land and property prices and congestion, can have a detrimental effect on the development and management of the park.

Despite this many of the towns and villages have maintained their individuality and the area benefits from its close proximity to London with good transport links and access to services. The area has a variety of high quality visitor attractions including a number of nationally and internationally well known gardens such as RHS Wisley. See Figure 1.

Figure 1 - Location Map



Painshill Park

The man responsible for creating Painshill Park, an artistic masterpiece, was the Honourable Charles Hamilton. Born in Dublin in 1704, he was the ninth son and youngest child of James, sixth Earl of Abercorn and his wife Elizabeth. Inspired by his visit to Continental Europe on the 'Grand Tour' and his appreciation of the great Renaissance artists he set about creating a park of subtle and surprising vistas out of five farms around Cobham, Surrey between 1738 and 1773, when his debts caught up with him and he had to sell the Park.

Hamilton's designs enriched by water, trees and shrubberies and buildings, such as the Gothic Temple, Chinese Bridge and Crystal Grotto, created as a romantic landscape and were at the vanguard of the picturesque. The Park used these contrasting architectural styles, landforms and planting methods to create moods and stimulate the senses and emotions.

Until the outbreak of World War Two it was held by a series of private owners. The main decay started in 1948 and continued until 1980 when Elmbridge Borough Council completed their purchase of 158 acres of the original estate. The Painshill Park Trust was then formed in 1981 and in 1984 the Painshill master plan was prepared which has acted as the blue print for the restoration of the landscape, lake, plantings and buildings.

CURRENT ACCESS POINTS AND TRANSPORT PROVISION TO THE PARK

Current and Historic access points

The main public access to Painshill Park is off the A245 Between Streets in Cobham. This is approximately 800 metres south of the junction with the A3. To the west of Cobham Bridge there is a staff and delivery vehicle entrance. Figure 2 shows the location of access points.

Walking

The site is easily accessible on foot from the surrounding highway network. The local population of Cobham can easily reach the Park using the pavements alongside the roads and a number of specific footpaths. Public footpaths 66A (Church Path) and Public Footpath 67 (Anvil Lane) provide a pleasant alternative route to the main entrance from the south, with Public Footpath 66 coming in from the north.

Cycling

There are no dedicated cycle lanes along either the A 245 or the A307, although there is a cycle lane westbound alongside the A3. Direct cycle access is available via these A class roads, although it is possible to find less direct routes via residential back roads. Figure 3 shows the cycle provision in the Painshill Park area.

Figure 2 - Footpath and Bridleway links

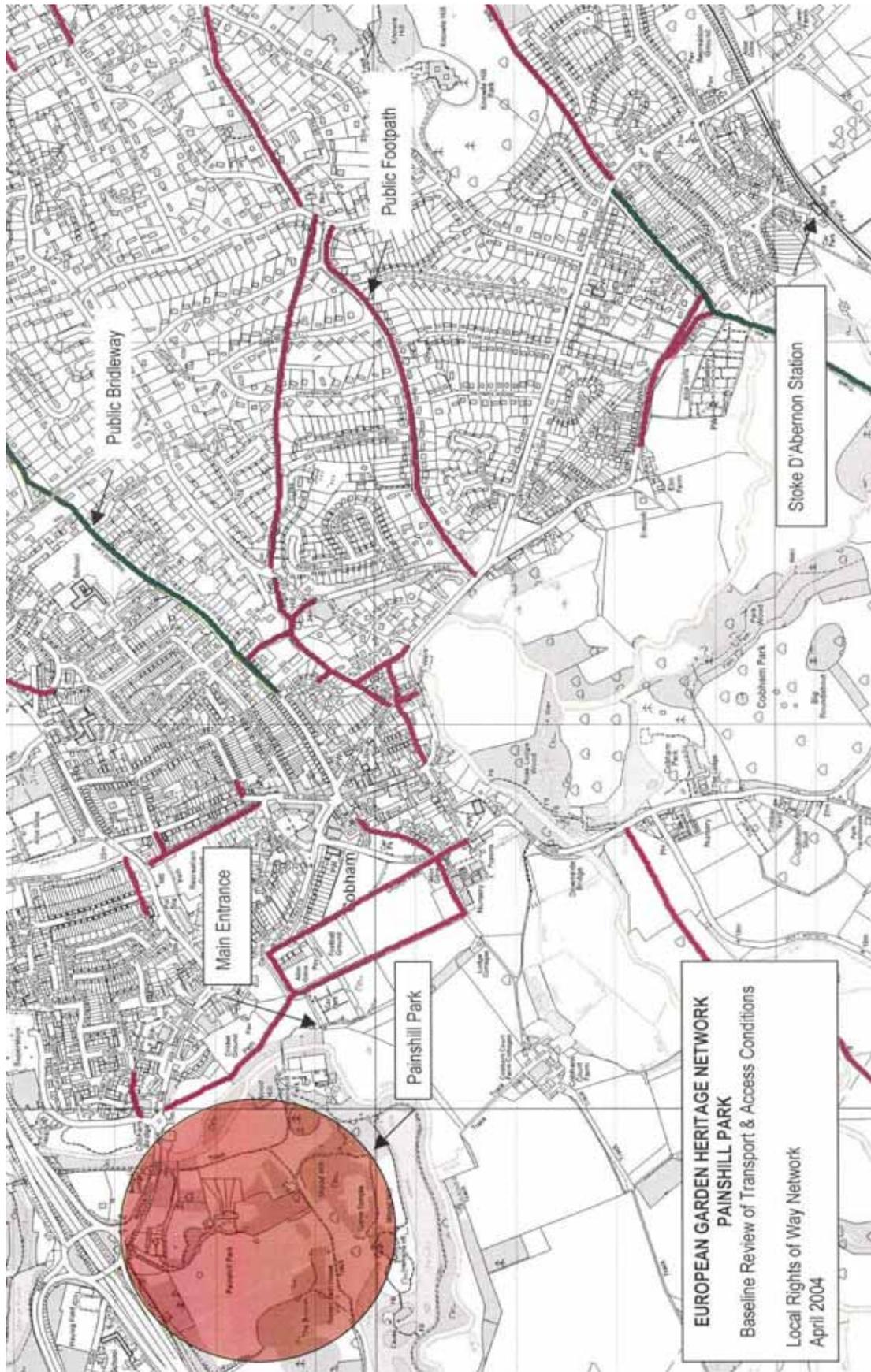
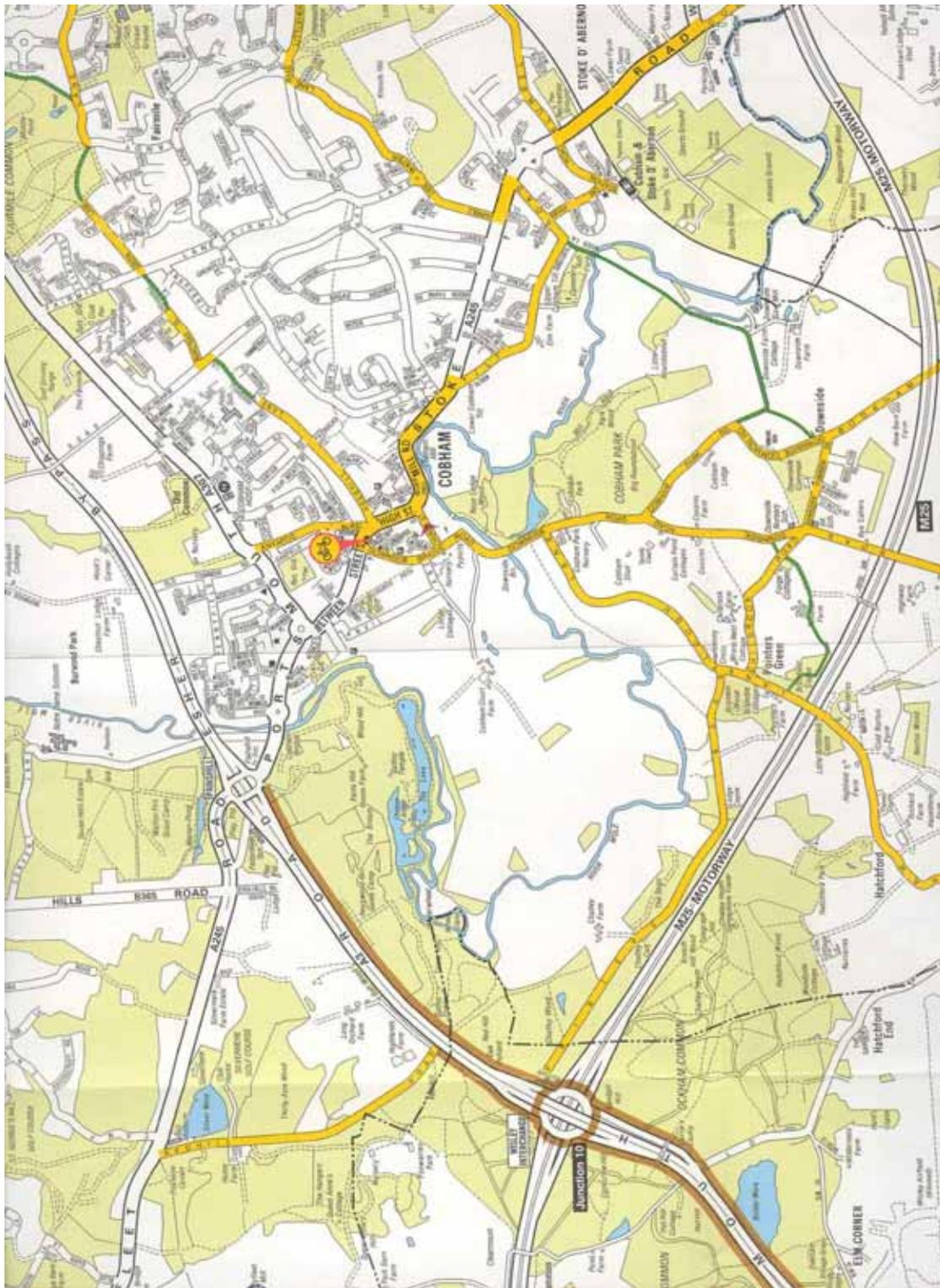


Figure 3 - Cycle Provision



Key

Yellow Routes – Routes recommended by local cycle forums and user groups.

Brown Routes – Off road cycling facilities adjacent to the highway.

Cycle Symbol – Location of cycle shop.

Car

Painshill Park is just a few minutes drive the A3 and in turn is only one junction away from the M25. This provides good access links by road to London, the South West and many points off the M25 (see figure 1).

There is ample car parking at Painshill Park – both for cars and coaches. This is located to the south of the Park.

Painshill Park is signed from the A3 but not from the M25. New highway directional signs have recently been installed from the A3, though Cobham to Painshill Park.

New panel signs at the entrance to Painshill Park from Between Street have recently been installed.

Figure 4 - Entrance Signing



Bus

Bus service 515 between Guildford and Kingston calls at the entrance to Painshill Park. This service also provides a link to nearby attractions at RHS Wisley and Claremont Landscape garden.

The service operates Monday to Saturday – there is no service on a Sunday. It operates once per hour during the day although does take a rather circuitous route taking 50 minutes to reach Painshill Park from Kingston and 30 minutes from Guildford.

Although the service is included in the Surrey Bus and Train Guides and mentioned on Painshill Park publicity the service in itself is not marketed well.

Figure 5 - Bus Timetable

Guildford - Kingston		Tellings-Golden Miller		515	
Mondays to Saturdays					
X					
Guildford Friary Bus Station	---	0730	0840	40	1340 1440 1540 1640 1750 1840
Burpham Green Man	---	0741	0851	51	1351 1451 1551 1651 1801 1851
Burnt Common Roundabout	---	0745	0855	55	1355 1455 1555 1655 1805 1855
Ripley Post Office	---	0749	0859	59	1359 1459 1549 1659 1809 1859
Wisley Gardens A1	---	0752	0902	Then at 02	1402 1502 1602 1702 1812 1902
Cobham egg Wobase	0710	0800	0910	10	1410 1510 1610 1710 1820 1909
Esher Church Street	0719	0809	0919	these 19	1419 1519 1619 1719 1829 ---
Lower Green Douglas Road	0723	0813	0923	mins 23 until	1423 1523 1623 1723 1833 ---
Thames Ditton Station	0730	0820	0930	past 30	1430 1530 1630 1730 1840 ---
Thames Ditton Home of Compassion	0733	0823	0933	each 33	1433 1533 1633 1733 1843 ---
Dittoes Winters Bridge	0735	0825	0935	hour 35	1435 1535 1635 1735 1845 ---
Long Ditton Effingham Road	0738	0828	0938	38	1438 1538 1638 1738 1848 ---
Lovelace Gardens	0741	0831	0941	41	1441 1541 1641 1741 1851 ---
Surbiton Station	0743	0833	0943	43	1443 1543 1643 1743 1853 ---
Kingston Cromwell Road	0752	0842	0952	52	1452 1552 1652 1752 1900 ---

Mondays to Saturdays					
Kingston Cromwell Road	0657	0757	0907	07	1807
Kingston Edno Street	0700	0800	0910	10	1810
Surbiton Station	0709	0809	0919	19	1819
Lovelace Gardens	0711	0811	0921	21	1821
Long Ditton Effingham Road	0714	0814	0924	Then 24	1824
Dittoes Winters Bridge	0717	0817	0927	at 27	1827
Thames Ditton Home of Compassion	0719	0819	0929	these 29	1829
Thames Ditton Station	0722	0822	0932	mins 32 until	1832
Lower Green Douglas Road	0729	0830	0939	past 39	1839
Esher High Street	0733	0836	0943	each 43	1843
Cobham Wobase	0742	0848	0952	hour 52	1852
Wisley Gardens A1	0750	0900	1000	00	1900
Ripley Post Office	0753	0903	1003	03	1903
Burnt Common Roundabout	0757	0907	1007	07	1907
Burpham Green Man	0801	0911	1011	11	1910
Guildford Friary Bus Station	0815	0922	1022	22	1919

Code: X - journey at 1540 runs via George Abbot School on Schooldays and runs 5 minutes later to Kingston 10.01.04

Buses run a 'Hail and Ride' service along the following roads (just give a clear signal to the driver and the bus will stop anywhere it is safe to do so): Lovelace Gardens, Lovelace Road, St. Marys Road in Surbiton, Speer Road, Thames Ditton; and in Lower Green along Wood End, The Woodlands and Douglas Road.

No service on Sundays or Public Holidays

This service is operated on behalf of Surrey County Council

Coach

The car park at Painshill Park is able to accommodate around 10 coaches. Coaches arrive at Painshill Park with tour group visitors and groups participating in educational activities at the Park.

Rail

Cobham and Stoke D'Abernon, on the Waterloo to Guildford line, is the nearest railway station to Painshill. Services run half-hourly during the week and hourly on a Sunday, taking 35 minutes from Waterloo or 20 minutes from Guildford. The Park is 3km (1.9 miles) away.

Links in the area

RHS Wisley is 5.3km (3.3 miles) from Painshill Park by the shortest available pedestrian route, which runs alongside the A245 and the A3. Bicycles can also use the majority of this route, which could not, however, be described as pleasant. It is safe though, being segregated from the carriageway and having dedicated pelican/ toucan crossings at the A3/M25

Figure 6 - Train map of Surrey



intersection. There is an alternative off road route from this intersection, running over Wisley Common, which is suitable for use by mountain bikes.

Claremont Landscape Garden (National Trust) is 4.7km (2.9 miles) from Painshill Park by the shortest available pedestrian route, which follows the A307 Portsmouth Road. There is a footway throughout, which is not officially designated for use by cyclists. There is an alternative route that runs over Esher Common then follows public bridleways and residential roads. This might be suitable for use by mountain bikes, but it is about 1 km longer than the road route.

CURRENT INTERNAL ACCESS ARRANGEMENTS WITHIN THE PARK

Parking

Parking is located to the south of the Park off Between Streets. There is generally ample parking space available. There are disabled spaces close to the Park entrance and one side of the car park is reserved for coaches.

Figure 7 - Car and Coach Park



Public transport infrastructure/ awareness

There is a real lack of public transport infrastructure. Although bus services are likely to stop at the gate for visitors to alight/board there are no formal bus stops, shelters, timetables or information boards.

Access for people with disabilities

Access for visitors with disabilities is good. There are ample designated parking spaces available next to the visitor entrance. The main paths around the level parts of the park are of good quality and several seats / benches are available for visitors on the main routes around the park. The visitor buildings and education centre are all wheelchair accessible and there are disabled routes signed around the Park. Some areas, particularly at the extremities of the Park are steep and unsuitable for wheelchairs. Alternative routes to avoid steps are signed. The Park has previously won an award for disabled access.

Figure 8 - Easy access paths



Figure 9 - Disabled Access Certificate



Signage

Signage within the Park is good. A number of new signs have recently been installed. There are a number of types:

Interpretation Panels – providing background information and facts at key locations

Directional Signs (metal and wooden repeaters) – to main features and facilities

Plant labelling – indicating name and origin information

The directional signs identify the main features around the Park as well as a disabled access route and historic trail route.

Figure 10 - Signing in Painshill Park



EXISTING TRAVEL PATTERNS / DEMANDS

Staff / Volunteers

Painshill Park Trust employs 14 full time and 8 part time staff. The Park also has the help of approximately 100 volunteers.

Visitors

Painshill currently attracts around 67,000 visitors a year and aims to increase this to 100,000 by 2005. The majority of visitors come from within a 15 mile radius. In addition, Painshill Park attracts 12,000 schoolchildren.

CURRENT TRANSPORT RELATED PROBLEMS, ISSUES AN LIMITATIONS

Access Workshop

An access workshop took place at Painshill Park in October 2003. This workshop include staff from all departments and specialisms at the Park (Chief Executive, Development, Fundraising, Education, Marketing) and also staff from Surrey County Council.

The purpose of the workshop was to brainstorm problems, issues and ideas about access to Painshill Park. Many of the issues that were identified are featured in this report.

Pedestrian / cycle access

Walking

Being situated close to the urban area of Cobham pedestrian access is generally good via metalled pavements and footpaths, which are also lit. The main problem is that access is only available from one direction – the east. There may be a lack of awareness within the local community about the existence of pedestrian links to reach Painshill Park.

Cycling

Although the most direct access routes are via A class roads, these are mainly subject to 30 or 40 mph limits. Nevertheless, the volumes of motor traffic on the major routes are such that they would be likely to deter all but the most intrepid cyclists. There may be opportunities to promote more cycling between Cobham Station and Painshill Park.

The highway network

Although Painshill Park is conveniently located near the A3 and M25 these are notorious congestion areas and journey times in the area can be unreliable. Painshill Park is not signed from the M25.

Public transport

There is no public transport service to Painshill Park on Sundays while the Monday – Saturday bus service is poorly promoted. There is a lack of infrastructure such as bus stops and information boards. The workshop highlighted a potential lack of visitor confidence in the use of the bus service.

The lack of link to Cobham train station makes using the train unappealing for visitors.

The lack of integrated marketing, ticketing and information on public transport services provides a challenge.

Links to RHS Wisley and Claremont Landscape Garden are currently not promoted heavily and can be developed in the future.

There are major cost and availability difficulties in securing coach companies to deliver students to study at Painshill Park as part of their expanding education programme.

CURRENT INTERNAL ACCESSIBILITY PROBLEMS, ISSUES AND LIMITATIONS

Entrance from Between Streets

The entrance from Between Streets to the main car park is poor. There is a need for better surfacing and a more imposing visitor entrance. The current track is dusty and of poor quality for walkers, cyclists or the disabled.

Figure 11 - Entrance from Between Streets



Access for people with disabilities

There could be scope to develop greater interpretation for routes around the Park eg for the visually impaired. Although much of the park is accessible innovations like a land train, horse and cart or new electric buggies or web cams would open up new areas to those with limited mobility.

Language

Signs around the park are predominantly in English although the direction signing also relies on recognisable and consistent symbol icons. Printed material or audio tours could be developed in alternative languages.

Use of Technology

The use of technology such as web cams, interactive terminals and information terminals at a central point would enhance the concept of virtual, wet weather and intellectual access.

Layout of the Park



