

09/0434

**MOOR LANE
WOKING**

Site Access Transport Statement


May 2009

the journey is the reward

**MOOR LANE
WOKING**

Site Access Transport Statement

May 2009

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**Woking Borough Council
Moor Lane, Woking**

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**Woking Borough Council
Moor Lane, Woking**

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1.0 INTRODUCTION

1.1 This report has been prepared on behalf of Woking Borough Council in respect of the redevelopment of land at Moor Lane, Westfield in Woking.

1.2 The site is currently undeveloped and has been identified as reserved land for future housing development.

1.3 The proposals are for the creation of main access points into the site and a secondary emergency access. Whilst the form of the development on the site is not included within this application, the accesses will be suitable to serve a residential development of around 450 dwellings. For assessment purposes, this has been taken to be:

- 270 Affordable Housing (60% of total)
- 180 Private for Sale Housing (40% of total)

1.4 A number of different access options have been examined as part of various studies carried out by Mayer Brown. These are summarised below and are shown in drawing Figure 1.3 of this report:

- Option 1: Moor Lane
- Option 2: north side of Westfield Way
- Option 3: the southern end of Newlands Avenue which abuts the site directly
- Option 4: Balfour Avenue (between nos. 7 and 9)
- Option 5: Quartermaine Avenue (through nos. 3-5)
- Option 6: Quartermaine Avenue (through Quartermaine House)
- Option 7: Quartermaine Avenue (through Quartermaine House)
- Option 8: Quartermaine Avenue (through Quartermaine House)
- Option 9: Westfield Way (two potential routes a and b - through nos. 34 and 35)
- Option 10: Westfield Way (through rear garden of no. 2)
- Option 11: Balfour Avenue opposite Willow Bank
- Option 12: south side of Westfield Way (two potential routes a and b)
- Option 13: north side of Westfield Way (different alignment to Option 2)

1.5 Over the course of the studies, the above routes have been referenced differently in order to be logical for the individual study reports. There is obvious potential for confusion, so for consistency in this report they are referred to by the above numbers. It should be noted that there might be some discrepancies where old drawings are provided. To avoid any misunderstandings, any old drawings are provided as separate Appendices.

- 1.6 Throughout these studies, discussions have been held with the County Highway Authority and the recommended approach set out in this report has been agreed in principal.
- 1.7 The outcome of the studies was that Options 3 (emergency access), 5 and 12b were considered to be the most suitable locations for access to the site. It is these accesses that are the subject of the current application.

2.0 SITE ACCESSIBILITY

- 2.1** It was agreed with the County Highway Authority that suitable bus stops lie within walking distance of the site, but that pedestrian links would require improvement.
- 2.2** The most attractive bus stops (eastbound and westbound) to the site are located on Westfield Road, near to the Cricketers pub. This is approximately 500 metres west of the centre of development site, a walk of just under 10 minutes. From the rear of the site it is approximately 615m, a walk of just over 7.5 minutes. This is within the commonly accepted walking distance detailed in the PTAL methodology and also within the accepted distances recommended by IHT guidelines.
- 2.3** These bus stops on Westfield Road are sheltered with real-time information facilities (eastbound only) and DDR compliant kerbing.
- 2.4** There is an alternative stop on New Lane at Warners Corner. This lies approximately 640m to the southwest of the centre of the site, but would be a useful alternative for residents living on the southern side of the site.
- 2.5** Both stops are served by the number 34 route. Buses stop every 30 minutes Monday to Saturday and hourly on Sundays.
- 2.6** This route provides services to Guildford Bus Station, Jacobs Well, Woking Train Station, Knaphill, Lightwater, Bagshot and Camberley Train Station.
- 2.7** In addition, the stop is served by the 134, 664 and 686 school bus routes.
- 2.8** Pedestrian routes to the bus stops from the site are currently relatively poor and indirect. However, following discussions with County Highway Authority, it was agreed that informal routes could be created across common land. Potential routes are shown in drawing WBCMoorLane2.1/01, which is included as Appendix A.

3.0 TRAFFIC ATTRACTION AND INITIAL JUNCTION MODELLING

3.1 Due to the layout of the local highway network, it was clear that, for all but Option 1 (which involves Moor Lane), any traffic wishing to access the site would have to pass through the Westfield Road / Balfour Avenue junction. As a consequence, it was thus necessary to establish at an early stage that this junction would have sufficient capacity to accommodate the predicted traffic levels.

Traffic Attraction

3.2 For residential developments it is generally accepted that the most critical periods in terms of traffic attraction are the morning and evening peak hours. These are the time periods when the combination of base traffic and development traffic is likely to be at its highest.

3.3 The Moor Lane site is currently vacant; the current proposals are to develop the site for up to 450 residential dwellings which will include a mixture of both Social and Intermediate housing.

3.4 For feasibility purposes, the proposed development was divided as follows:

- 270 Affordable Housing (60% of total)
- 180 Private for Sale Housing (40% of total)

3.5 The site's proposed traffic attraction was assessed by reference to the TRICS database. The database contains the results of numerous surveys of various developments around the country, and is a widely accepted method of calculating traffic attraction.

3.6 In order to provide a robust assessment, 85th percentile figures were calculated from the traffic attraction rates given by TRICS. For further robustness, the Affordable Housing was assessed as '*Houses for Rent*' and the Private for Sale Housing as '*Houses Privately Owned*'.

3.7 The full results of the TRICS assessment included as Appendix B and are summarised in the following table:

Residential Use	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Affordable	43	118	161	143	79	221
Private	39	85	125	80	45	125
Total	83	203	286	222	124	346

Table 3.1: Proposed Residential Traffic Attraction at Development Site

3.8 The TRICS assessment indicated that the proposed development would result in an additional 286 movements during the AM peak hour and an additional 346 movements during the PM peak hour. This is a reasonably significant increase in traffic on the local highway network and the key Westfield Road / Balfour Avenue junction was therefore modelled to test its ability to accommodate the predicted increases in traffic resulting from the development.

Junction Modelling

3.9 For all access options considered, the Westfield Road / Balfour Avenue priority junction would be of critical importance, as all of the potential access routes lead to this point. This performance of this junction was therefore modelled in order to assess whether it has sufficient capacity to support a development of the size proposed.

3.10 Traffic surveys were carried out at the site on the 24th May 2006 as part of the initial feasibility study. Site traffic was distributed at the junction on a pro-rata basis according to the base traffic flows. The resulting traffic flows are set out in Figures 3.1 – 3.8.

3.11 The junction was modelled using the Transport Research Laboratory's PICADY program. The program assesses the maximum theoretical capacity of junctions and compares it to the actual traffic flow through the junction. It gives a measure of the ratio of flow to capacity (RFC). This generally lies between 0 and 1, with 1 being the junction operating at its maximum theoretical capacity. However it is generally accepted that junctions do continue to operate above this theoretical capacity level.

3.12 In order to provide a robust assessment, all modelling was carried out using the program's 'ODTab' option, which simulates an artificial traffic peak within the recorded peak hour.

3.13 The full results of the modelling are included as Appendix C and are summarised in the following tables:

Movement	AM Peak		PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Balfour Avenue left out	0.969	6.89	0.278	0.38
Balfour Avenue right out	0.976	8.16	0.560	1.21
Westfield Road (S) ahead or right	0.248	0.78	0.450	1.53

Table 3.2: Westfield Road / Balfour Avenue PICADY Results – With Development Flows, Existing Layout

- 3.15** The above table clearly indicates that the junction would operate within capacity with the addition of the predicted development traffic flows. However, there would be some delays for vehicles exiting the junction, as the total flows would be close to the junction's maximum theoretical capacity.
- 3.16** In order to remedy this, it is recommended that minor widening works be carried out on the northern side of the minor arm (Balfour Avenue). These would fit within the existing verge area and no common land would be affected. A 2m wide footway would be maintained throughout.
- 3.17** The effect of these widening works would be to allow the centre line of the road to be relocated, allowing two vehicles (i.e. left and right turners) to wait at the give-way line at the same time. This arrangement is shown in drawing WBCMoorLane2.1/10, which is included as Appendix D. Note that these works are not included within this application.
- 3.18** The above capacity testing was repeated with these features included. The results are summarised in the following table:

Movement	AM Peak		PM Peak	
	Max RFC	Max Queue	Max RFC	Max Queue
Balfour Avenue left out	0.640	1.62	0.232	0.30
Balfour Avenue right out	0.820	3.69	0.481	0.90
Westfield Road (S) ahead or right	0.248	0.78	0.439	1.45

Table 3.3: Westfield Road / Balfour Avenue PICADY Results – With Development Flows, Proposed Layout

- 3.20** The above table clearly demonstrates the beneficial effect of the works, with junction capacity significantly improved. The junction would work comfortably within capacity, with minimal queuing.
- 3.21** Mayer Brown is not aware of any accident history at the Westfield Road / Balfour Avenue junction and thus no further improvements were recommended.
- 3.22** Given the extremely limited impact of the development traffic on the adjacent junctions, it was considered that, for the purposes of this report, no further junction modelling work was required. In addition, the nearest significant junctions on the B382 Westfield Road are some distance from the development (Vicarage Road / High Street and Westfield Road / Egley Road) and traffic would have various opportunities to dissipate over the local highway network. This approach was agreed with County Highway Authority.

- 3.23 The modelling results confirmed that the junction could accommodate the level of predicted vehicles and that it would be suitable point of access for a 450 unit development. However, to help minimise any delays at the junction the study report recommended that some minor road widening works be carried out at the junction. Again, the modelling methodology and the proposals were agreed in principal with County Highway Authority.
- 3.24 The advantages and disadvantages of the potential access points were examined and are discussed below.

4.0 ACCESS OPTIONS APPRAISAL

4.1 Mayer Brown has been commissioned to carry out a number of studies into potential access options for the Moor Lane site. These studies have allowed an informed decision to be made of the optimal access solution onto the site within the various constraints.

4.2 Apart from highway considerations, the constraints that have shaped the access options explored have included:

- Minimising uptake of common land
- Minimising disruption to residents
- Minimising impact on significant trees and wildlife
- Avoidance of third party land

4.3 There was an original study in 2006 to determine that access onto the site was feasible in principal before submitting an outline planning application for the site. Further investigation of the land ownership issues since that initial proposed solution has required further access options to be explored.

4.4 This positional statement will demonstrate the various options considered and the reasoning behind their acceptance or rejection.

Initial Feasibility Study to Determine Access

4.5 Mayer Brown produced an initial access feasibility study report for the site in 2006 during the preparation of the outline planning application for the development. At this time, discussions were held with the County Highway Authority and broad agreement was reached on matters of access. It was concluded that, given the size of the development scheme under consideration, for any access solution there should be two main vehicular site accesses.

4.6 Examination of the site's surrounds identified three potential opportunities from which to create new accesses in to the site:

- Option 1: Moor Lane
- Option 2: north side of Westfield Way
- Option 3: the southern end of Newlands Avenue which abuts the site directly

4.7 These arrangements are indicated on drawing WBCPFI.1/04-D (provided as Appendix E).

Option 1: Moor Lane

- 4.8 Mayer Brown recommended that a footway be added to the northern side of Moor Lane and traffic calming features added. Moor Lane itself would need to be widened and improved to take the increased traffic. The access would cross a small area of common land.
- 4.9 PICADY junction modeling showed that the junctions of Moor Lane and New Lane and Moor Lane and Westfield Road would have adequate capacity to accommodate the development traffic.
- 4.10 An access from this point would help to distribute traffic and would provide permeability advantages for the potential site layout.
- 4.11 Option 1 using Moor Lane was therefore recommended as a good option for site access.

Option 2: north side of Westfield Way

- 4.12 This option went across common land and would provide permeability advantages for the potential site layout when combined with Option 1.
- 4.13 Mayer Brown recommended that the new access be made the priority route, with the eastern end of Westfield Way becoming the minor arm.
- 4.14 It was concluded that Option 2 would combine well with Option 1 and it was thus recommended as a good access option.

Option 3: Newlands Avenue

- 4.15 Newlands Avenue is a residential road approximately 4.5 - 5m wide. It lies in a north / south alignment at the eastern end of the 'trident' formed by Campbell Avenue, Balfour Avenue and Quartermaine Avenue. It can only be accessed from these three roads, all of which are largely residential, apart from the western section of Balfour Avenue.
- 4.16 Both Campbell Avenue and Quartermaine Avenue join onto Balfour Avenue, which in turn forms the minor arm of a priority junction with the B380 Westfield Road. Any traffic wishing to access the site from this point would therefore have to use Balfour Avenue.
- 4.17 Due to the largely residential nature of these roads, it was considered that, whilst it would be a feasible route to provide a means of access to the site, it would not be ideal to increase traffic levels on these roads significantly.

4.18 In addition, the road widths are relatively narrow and below that which would normally be considered sufficient for the proposed number of dwellings. Furthermore, parking on these roads is unrestricted, and given the number of residential units fronting the road, the roads would be vulnerable to further narrowing through on-street parking.

4.19 For the above reasons, it was confirmed that this option would not be suitable to form a main vehicular access to the site. However, it was established that this access option does have potential to act as an emergency, pedestrian and cycle access for any future development. It could also be used to serve a limited number of dwellings of up to 25 units.

Summary of 2006 Feasibility Study

4.20 It was initially recommended that two accesses should be provided; one from a widened and improved Moor Lane and one from Westfield Way (i.e. Options 1 and 2). It was also recommended that an emergency access/footpath cycleway link be constructed linking to Newlands Avenue. These arrangements are indicated on drawing WBCPF1.1/04-D (provided as Appendix E) and were discussed and agreed in principle with County Highway Authority.

Detailed Access Option Appraisals

4.21 Since the initial feasibility study, it emerged that there are areas of third party land (some of unknown ownership), outside the control of the Council, which would restrict the widening required to allow a major access from Moor Lane onto the development site. This has meant that access from Moor Lane (Option 1) would no longer be practical.

4.22 Mayer Brown was then instructed by the Council in November 2008 to re-assess the situation and to identify access options that avoided third party land, by either:

- using council owned properties with minimum disruption to residents; or
- using the minimum area of common land in council ownership

4.23 A Site Access Feasibility Report was prepared and issued to the Council. Given the land constraints on Moor Lane itself, this report focused on the feasibility of providing access from Balfour Avenue, Westfield Way and Newlands Avenue.

Access Through Council owned properties

4.24 The access options considered using Council owned properties is set out below. The access options examined are indicated in Figure 1.3 of this report.

- Option 4: Balfour Avenue (between nos. 7 and 9)
- Option 5: Quartermaine Avenue (through nos. 3-5)
- Option 6: Quartermaine Avenue (through Quartermaine House)
- Option 7: Quartermaine Avenue (through Quartermaine House)
- Option 8: Quartermaine Avenue (through Quartermaine House)
- Option 9: Westfield Way (two potential routes a and b - through nos. 34 and 35)
- Option 10: Westfield Way (through rear garden of no. 2)

4.25 The advantages and disadvantages of these routes are discussed below.

Option 4: Balfour Avenue (between nos. 7 and 9)

4.26 Balfour Avenue forms the minor arm of a priority junction with the B380 Westfield Road. Its western end is largely free of residential development.

4.27 It was considered that it may be possible to create a new junction from the site onto Balfour Avenue. A potential access option was identified on the south side of the road between numbers 7 and 9.

4.28 The disadvantage of Option 4 is that it ran through one half of two separate semi-detached properties that were part private and part rented. There was insufficient room to run the road between the dwellings, and thus demolition works would be required. Whilst only the Council owned halves of the semis were affected, demolition works would be difficult to achieve without adversely impacting on the privately owned halves of the two buildings. This would make Option 4 difficult to achieve.

4.29 Whilst Option 4 was considered to be acceptable in highways terms, but was eventually rejected because of its effect on residents as the units affected were part private and part rented.

Options 5, 6, 7 and 8: Quartermaine Avenue

4.30 As shown in Figure 1.3, 4 potential access routes were considered through Quartermaine Avenue. All were acceptable in highways terms and this was confirmed with County Highway Authority.

4.31 Option 5 runs through numbers 3 and 5 Quartermaine Avenue. These properties are in the ownership of the Council and hence present a viable access route.

4.32 Quartermaine House is a flatted development and is fully council owned. Options 6, 7 and 8 run through this building. Whilst the building is Council owned and thus land purchase would not be an issue, the part demolition of the building would be difficult to achieve. It is thus likely that the whole building would have to be demolished, with obvious effect on residents. It was therefore considered that routes 6, 7 and 8 would have an unacceptable impact on existing buildings and the fact that too many residents would be affected.

Options 9a and 9b: Westfield Way

4.33 Westfield Way is currently a residential cul de sac with a T-shaped turning head at its eastern end. It serves around 45 dwellings. The dwellings are clustered around its eastern end, with the western end being free of development.

4.34 Westfield Way forms the minor arm of a priority junction with Westfield Common, which in turn forms the minor arm of a priority junction with Balfour Avenue at its northern end. The southern end of Westfield Common is another cul de sac.

4.35 It was considered that it would be possible to create an access onto Westfield Way in the two locations as shown in Figure 1.3 (Options 9a and 9b – dwellings 34 and 35 affected).

4.36 Option 9a and 9b complemented Option 5 well and were thus considered to be good in highways terms.

Option 10: North side of Westfield Way

4.37 This route option lies slightly east of Option 2 and runs to the rear of house number 2 on Westfield Way.

4.38 Option 10 was rejected due to the fact that it would conflict with Option 5 (and 12b discussed below), which was considered to be a favourable route into the site.

Access over Council owned Common Land

4.39 To ensure that all access options had been appraised, Mayer Brown was also asked to examine access routes over common land, minimising land take. Options 11, 12 and 13 were developed:

Option 11: Balfour Avenue opposite Willow Bank

Option 12: south side of Westfield Way (two potential routes a and b)

Option 13: north side of Westfield Way (different alignment to Option 2)

4.40 The advantages and disadvantages of these routes are discussed below.

Option 11: Balfour Avenue Opposite Willow Bank

- 4.41 Balfour Avenue forms the minor arm of a priority junction with the B380 Westfield Road. Its western end is largely free of residential development.
- 4.42 It was considered that it may be possible to create a new junction from the site onto Balfour Avenue. A potential access was identified on the south side of the road close to its existing junction with Willow Bank (Option 11).
- 4.43 This option would have a limited impact in terms of land take and no direct effect on properties. In addition, there are very few dwellings between Option 11 and Westfield Road, so the potential for issues related to noise, on street parking, etc. are limited.
- 4.44 This access route would provide a good option for access to the site. There were no capacity issues and the effect on exiting residential properties would be minimal. Again this was initially recommended as a good potential access. However, it was finally rejected due to its adverse impact on local trees following a separately commissioned arboricultural study.

Options 12a and 12b: South Side of Westfield Way

- 4.45 Two potential routes were examined. These lie opposite the location of Option 2. Option 12a was the initial option examined. This worked well in terms of site layout and permeability, as it reached similar areas of the site to the original Moor Lane access (Option 1). However the findings of the arboricultural study, it was decided that this would have adverse impact on mature trees.
- 4.46 A further option (12b) was then drawn up. This minimised the impact on the specimen trees identified by the arboriculturalist, but retained the advantages of Option 12a. It was considered that this would be a good access option for the site.

Option 13: north side of Westfield Way (different alignment to Option 2)

- 4.47 Option 13 was similar to Option 2, but with reduced land take.
- 4.48 However, it was important to separate the accesses into the site to avoid concentrating traffic onto one area. Option 12b was considered highly favourable and also exited onto Westfield Way. A further access from Westfield Way (i.e. Option 13) would concentrate traffic onto this road and also make the site potentially vulnerable to any blockage on Westfield Way.
- 4.49 In addition, this Option 13 was identified as having an unacceptable impact on local trees.
- 4.50 Option 13 was therefore rejected.

Construction Access

- 4.51 Given that the site currently has no suitable vehicular access, it would be necessary to construct one of the above accesses prior to commencing construction on the housing development itself.
- 4.52 Due to the lower residential impacts, it was recommended that the bulk of construction traffic should use the Westfield Way access option (Option 12b).
- 4.53 Vehicle sheeting and washing down procedures would be required to avoid mud shedding on surrounding roads.
- 4.54 It should be noted that the impact of construction traffic would be limited due to its temporary nature. In addition, the developer would act in accordance with recommendations made in any Environmental Impact Assessment for the development.

Access Options Appraisal Summary

- 4.55 The options considered are set out below, along with reasons for their rejection where appropriate:

- Option 1: Moor Lane – REJECTED (third party land)
- Option 2: north side of Westfield Way – REJECTED (impact on trees)
- Option 3: the southern end of Newlands Avenue which abuts the site directly – REJECTED (approach roads too narrow), however **ACCEPTED** as suitable to serve up to 25 dwellings and/or as an emergency / cycle / pedestrian access)
- Option 4: Balfour Avenue (between nos. 7 and 9) – REJECTED (impact on residents)
- Option 5: Quartermaine Avenue (through nos. 3-5) - **ACCEPTED**
- Option 6: Quartermaine Avenue (through Quartermaine House) – REJECTED (too many residents affected)
- Option 7: Quartermaine Avenue (through Quartermaine House) – REJECTED (too many residents affected)
- Option 8: Quartermaine Avenue (through Quartermaine House) – REJECTED (too many residents affected)
- Option 9: Westfield Way (two potential routes a and b - through nos. 34 and 35) – REJECTED (conflict with Option 12b)
- Option 10: Westfield Way (through rear garden of no. 2) – REJECTED (conflict with Options 5 and 12b)
- Option 11: Balfour Avenue opposite Willow Bank – REJECTED (impact on trees)
- Option 12: south side of Westfield Way (two potential routes a and b) – Option 12a REJECTED (impact on trees), Option 12b - **ACCEPTED**
- Option 13: north side of Westfield Way (different alignment to Option 2) – REJECTED (conflict with Option 12b)

Conclusion of the Options Appraisal for Access onto the Site

4.56 These studies have explored a number of access options within various constraints to enable the Council to make an informed decision about access onto the development site. In summary, Options 3 (emergency access), 5 and 12b were finally concluded to be the best routes for access to the site, minimising the impact on residents, common land and significant trees and wildlife.

5.0 APPLICATION PROPOSALS

5.1 The application proposals are to construct access options 3 (emergency access), 5 and 12b into the Moor Lane site. These options have been derived from the work set out above. Details of the access are provided in Appendix F as drawings:

- WBCMOORLANE2.1/07_A – Proposed Westfield Way Access
- WBCMOORLANE2.1/08_A – Proposed Quartermaine Avenue Access
- WBCMOORLANE2.1/09_B – Proposed Emergency Vehicle Access

5.2 Whilst the form of the development on the site is not included within this application, the accesses will be suitable to serve a residential development of around 450 dwellings. For assessment purposes, this has been taken to be:

- 270 Affordable Housing (60% of total)
- 180 Private for Sale Housing (40% of total)

5.3 Both accesses would form the minor arms of priority T-junctions. They will be 5.5m wide, with 6m entry radii and 2m footways on both sides.

6.0 SUMMARY AND CONCLUSIONS

6.1 This report has been prepared on behalf of Woking Borough Council in respect of the creation of new access roads to facilitate the redevelopment of land at Moor Lane, Westfield in Woking.

6.2 The site is currently undeveloped and has been identified as reserved land for future housing development.

6.3 The proposals are for the creation of two main access points into the site and a further emergency access. Whilst the form of the development on the site is not included within this application, the accesses will be suitable to serve a residential development of around 450 dwellings. For assessment purposes, this has been taken to be:

- 270 Affordable Housing (60% of total)
- 180 Private for Sale Housing (40% of total)

6.4 A number of different access options have been examined as part of various studies carried out by Mayer Brown. These are summarised below and are shown in drawing Figure 1.3 appended to the rear of this report:

- Option 1: Moor Lane
- Option 2: north side of Westfield Way
- Option 3: the southern end of Newlands Avenue which abuts the site directly
- Option 4: Balfour Avenue (between nos. 7 and 9)
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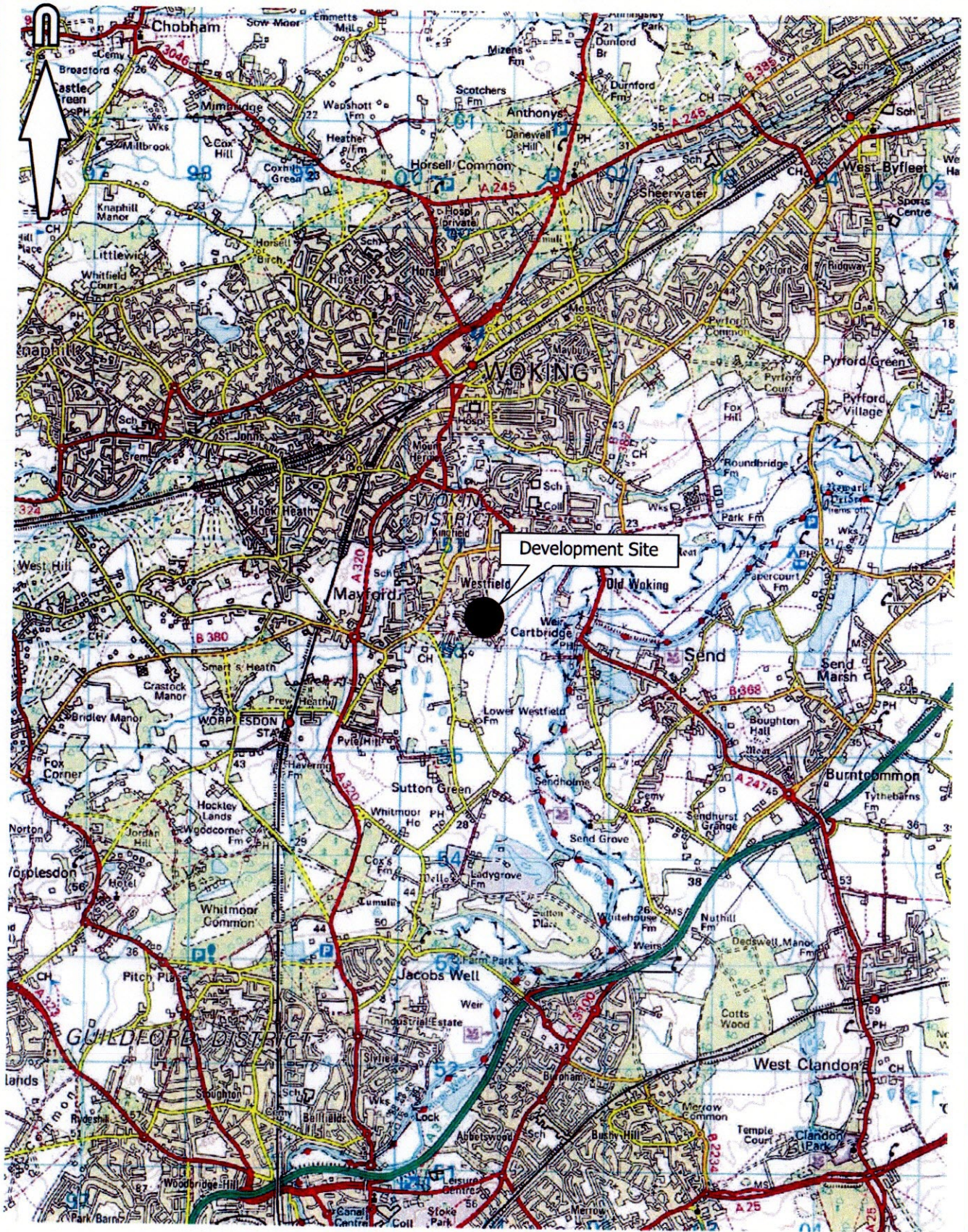
6.5 Throughout these studies, discussions have been held with the County Highway Authority and the recommended approach set out in this report has been agreed in principal.

6.6 The outcome of the studies was that Options 3 (emergency access), 5 and 12b were considered to be the most suitable locations for access to the site. It is these accesses that the subject of the current application.

6.7 This report shows that:

- the Westfield Avenue / Balfour Road junction has sufficient capacity to serve the whole development site, even with its existing layout
- minor widening and realignment works could be carried out to the Westfield Avenue / Balfour Road junction which would significantly improve its capacity
- a number of potential access options for the site have been identified, with the preferred routes being Options 3 (emergency access), 5 and 12b, providing access to the site from Quartermaine Avenue and Westfield Way and emergency access from Newlands Avenue
- both accesses would form the minor arms of priority T-junctions
- both accesses will be 5.5m wide, with 6m entry radii and 2m footways on both sides
- the site lies within 640m of a good quality bus stop offering a regular service between Guildford, Woking and Camberley
- improvements would be required to local footways and footpaths and upgraded street lighting where appropriate
- it has been agreed with the County Highway Authority that informal pedestrian routes could be created across common land

6.8 On the basis of the above, it is concluded that there are no highways or transport based reasons to resist the construction of accesses 3, 5 and 12b.



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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1

