Highways

The proposed Highway design will be an integrated and well-connected network which will support permeability through the site for everyone including pedestrians and cyclists.

The site's road network will be comprised of primary, secondary and tertiary routes and will be designed in accordance with Surrey Highways Technical Standards.

Primary routes will form the main point of access for the development and connect the scheme with the wider Sheerwater area.

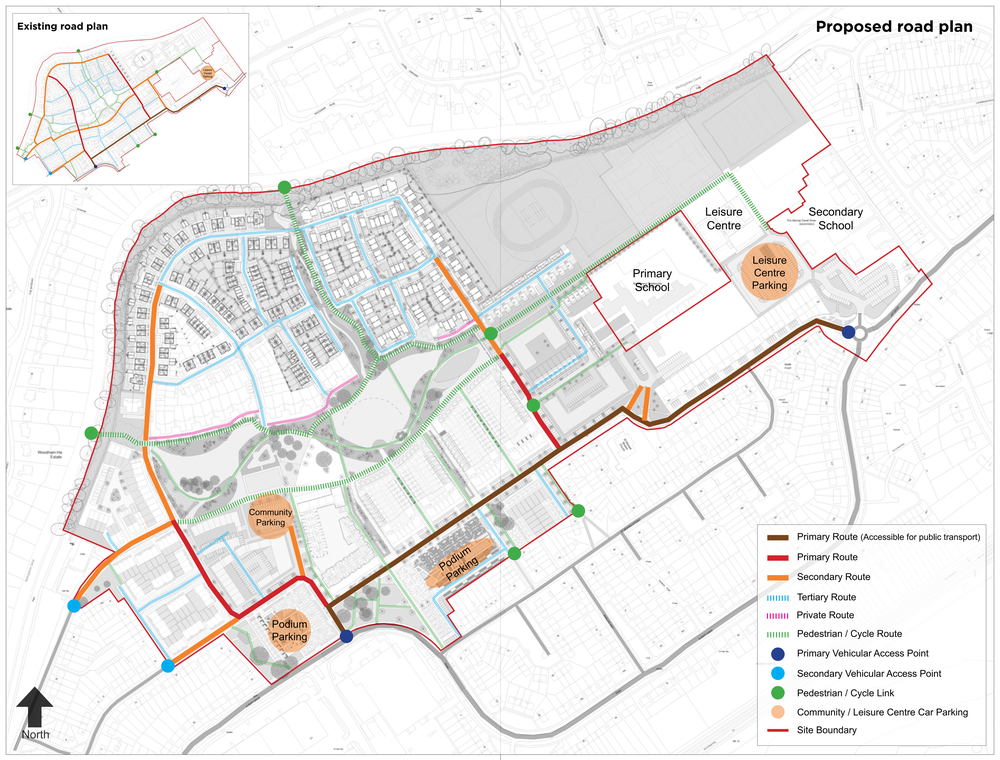
Secondary routes will predominantly be residential in character and form a transition from the Primary Routes to the residential phases.

Tertiary routes will be designed mainly as shared surfaces and will create people-friendly streets and areas for people to enjoy and live.

Traffic calming will be an important consideration within the Highway network from the outset. The key aim of the proposed measures will be to reduce vehicle speeds in order to foster a safe and pedestrian-friendly environment throughout the scheme. The measures will endeavour to avoid the use of speed bumps and rib road markings through careful integration of planting and changes in surfaces.

The development will ensure access to public transport is as convenient as possible through a robust design sympathetic to potential public transport routes.

All public highways will be designed in accordance with Surrey Highways guidance and will be submitted to Surrey Highways for approval.



Main street view from west

Main street cross section

Street Hierarchy
The main principles of the highway network serving the development remain as approved. In developing the scheme the opportunity has been taken to reduce the impact of roads on the residential areas and Linear Park in accordance with published guidance and particularly, Manual for Streets.

The key improvements are therefore:

- All roads are designed to 20mph or less by the integration of landscaping and speed management features.
- A clear hierarchy of streets has been developed with many shared spaces giving pedestrians priority over cars.
- A reduction in roads fronting the linear park is proposed to soften the residential edge of the park.
- Introduction of fully pedestrian streets.
- Removal of the western primary road crossing the Linear Park, resulting in the removal of traffic across the park and around the community centre / nursery buildings.

Walk and Cycle
The masterplan has been designed to provide a comprehensive and attractive network of routes to encourage walking and cycling (active travel). For example:

- Routes connecting the Canal Gateways to the Linear Park.
- Routes through the Linear Park connecting the residential areas to the local schools and new Leisure Centre and the wider network.
- Green Streets connecting the areas south of Dartmouth Avenue with the Linear Park.
- Routes to the community centre and retail units.

Car Parking Strategy
The consented scheme was based on Woking Borough Council parking standards published in July 2006 providing an average of 1.5 spaces per dwelling. Since that scheme was approved in July 2016, Woking Borough Council has consulted on new draft parking standards (March 2017). While these standards have not yet been adopted by the Council they reflect national policy regarding local car ownership levels to ensure that sufficient parking is provided to meet the needs of residents.

In consultation with the Council we have taken the opportunity to reflect these standards in the developed scheme.

It is recognised that excessive parking along the edges of the Linear Park would reduce the environmental quality of the park. A car park is thus proposed adjacent to the community building and nursery. This will also be available to serve the needs of visitors to the park and nearby retail units.

Public Transport
Dartmouth Avenue will be improved to allow buses into the new development. The introduction of these services will be subject to discussions with the bus operators nearer the time.