

From 28th September 2007 some of the policies in the Local Plan will cease to have effect following a Direction by the Secretary of State under Paragraph 1(3) of Schedule 8 to the Planning and Compulsory Purchase Act 2004.

Policies that are no longer in effect are depicted as ~~strikethrough~~ within this document.

Within this chapter the following policies are no longer in effect:

- M12 Traffic Management

Additionally please note that some of the supporting text relates to the policies that are no longer in effect and hence it might no longer be relevant.

Chapter 12 - Movement

Introduction

- 12.1 The third of the key aims of this Local Plan, outlined in Chapter 1, is to ensure that development minimises the consumption of non-renewable resources and does not create demands for movement, infrastructure and services which cannot be met in an environmentally acceptable manner. This reflects the concept of sustainable development and forms the context within which the Council's policies and proposals on transport issues have been developed.
- 12.2 Transport, particularly the problems associated with increasing road traffic, generated far more debate than any other issue at the Community Workshops, and also prompted the largest number of comments in response to the Issues Paper which preceded this Plan. This is not surprising having regard to the facts that traffic flows on major roads in Surrey are approximately double the national average and car availability in the County is 44% higher than the national average⁽¹⁾.
- 12.3 Whilst not taking into account all journeys undertaken by Waverley residents, the 1991 Census gives a good indication of travel trends in the Borough by providing information on journeys to work. Between 1981 and 1991, the total number of trips to work in Waverley increased by 21.5% and the number of trips by car increased by 53%. Despite these increases, the number of people travelling to work as a car passenger actually fell. All the alternative forms of transport showed a decrease in use, despite the rise in the total number of journeys. These trends are illustrated in Figure 12a below.

(Fig 12a)

- 12.4 Information on the length of journeys was available for the first time at the 1991 Census, so no comparison can be made with the 1981 Census. However, the data did reveal that 40% of all journeys to work in Waverley were under 4 km (2.5 miles) in length. Despite so many journeys being relatively short, 61% of all Waverley residents travelled to work as a car driver, with a further 6% as car passengers.
- 12.5 Tackling the problem of increasing traffic congestion needs action at all levels of Government and by businesses, organisations and individuals. Surrey County Council is the Highway Authority for Waverley and therefore has a key role to play. The County Council has responsibility for all roads in the Borough with the exception of the A3, which is the responsibility of the Department of Transport, Local Government and the Regions (DTLR). However, the Local Plan can also play its part in influencing movement patterns by shaping the form and location of new development.

Policy Background

- 12.6 Since the adoption of the 1993 Waverley Borough Local Plan, there has been a considerable change in attitudes and policies relating to movement issues. In particular, there has been a fundamental shift in policy from seeking to meet future travel demands to managing the demand for travel.
- 12.7 The Government's Transport White Paper, published in July 1998, promises a '*New Deal for Transport*' - its aim is to provide a transport system that is safe, efficient, clean and fair⁽²⁾. The White Paper states that "simply building more and more roads is not the answer to traffic growth", and it advocates a range of actions at national, regional and local level to deliver the Government's vision of an integrated transport system. One of the main proposals in the White Paper is for local traffic authorities to prepare five year 'local transport plans', which will set out their strategies for transport including future investment plans and proposals for implementation. Local transport plans will cover all forms of transport and will be the key to the delivery of integrated transport locally. The White Paper also emphasises the importance of integrating land-use planning with transport policy.
- 12.8 The revised *PPG13 on Transport* was published in March 2001. It provides advice on how local authorities should integrate transport and land-use planning to secure the following three objectives:
- promote more sustainable transport choices for both people and for moving freight;
 - promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
 - reduce the need to travel, especially by car.
- 12.9 *PPG6 on Town Centres and Retail Developments* develops the guidance in PPG13 by emphasising the sequential approach to selecting sites for development, for retail, employment, leisure and other key town centre uses (see paragraph 8.15).
- 12.10 The revised *PPG3 on Housing* was published in March 2000. Paragraphs one and two set out the Government's objectives in relation to housing, making clear that housing developments should be located and designed so as to reduce car dependency and to facilitate improved access by other modes of transport. This Plan has been modified from its Deposit Draft version to take account of that advice.
- 12.11 The *Surrey Structure Plan 1994* recognises that not all of the demands placed upon the transport system by car users can be met. The document also indicates that large scale road building is no longer environmentally acceptable nor achievable given limitations upon availability of funding and that, as a result, the demands for travel will have to be managed more coherently and effectively than in the past.
- 12.12 The first *Surrey Local Transport Plan (LTP)*⁽³⁾ covers the period from 2001/02 to 2005/06. It contains the five long term objectives of improving integration; protecting the environment; improving safety and security for travellers; supporting a sustainable economy; and improving access to everyday facilities. These objectives are translated into a seven part strategy aimed at widening travel choice; managing traffic and restraining demand for travel; providing a more integrated transport system; planning and managing the highway network; addressing the transport needs of rural areas; helping to make freight distribution more sustainable; and integrating transport with other policies. Various measurable targets are set out in order to monitor progress towards the LTP objectives.

Objectives

- 12.13 For environmental, social and economic reasons, and having regard to PPG13 and PPG3, it is neither possible nor desirable to meet in full future demands for travel, especially by private car. However, given the rural character of much of Waverley, opportunities for significant improvements to public transport provision are likely to be limited. It is also important that movement-related policies, such as car parking provision, do not undermine the economic competitiveness of the Borough.

12.14 The strategy underlying the policies and proposals in this chapter is therefore to promote a balanced and sustainable approach to transport provision within the Borough. In order to implement this strategy, it will be necessary for Waverley to work in conjunction with Surrey County Council and other partners with a view to a) managing the demand for travel by car, particularly in peak periods; b) encouraging greater use of other modes of transport, such as public transport and cycling; and c) integrating transport facilities more closely with land-use planning proposals.

12.15 The following objectives have been identified for the movement policies of the Local Plan:-

- a) to reduce the need to travel, especially by private car, and encourage the use of alternative means of transport without damaging the economic well-being of the Borough;
- b) to minimise the harmful impacts of transport on the environment, safety and quality of life;
- c) to improve accessibility, particularly for non-car users and people with disabilities;
- b) to create more sustainable patterns of development by building in ways which exploit and deliver accessibility by public transport to the home, the workplace, schools and colleges, health facilities, shopping and local services; and
- c) to place the needs of people before the ease of traffic movement in designing new residential layouts and to seek to reduce car dependence by encouraging facilities for walking and cycling, and by improving public transport linkages to the home, the workplace and local services and other amenities.

The policies set out in this chapter reflect these objectives. Policies TC12-TC16, which relate to movement and accessibility in the town centres, can be found in Chapter 9.

Integrating Land-use and Transport

The Location of Development

12.16 A fundamental objective of this Plan is to locate development that is likely to generate a significant number of vehicle movements in areas that are readily accessible by public transport, cycling and walking, in order to reduce the need to travel and to provide people with a choice of transport mode. In Waverley, the four main settlements are generally the areas best served by public transport, or have the greatest potential to be well served in future. Policy M1 broadens the sequential approach to the location of development, explained in paragraph 8.15.

POLICY M1 : The Location of Development

The Council will seek to ensure that development is located so as to reduce the need to travel, especially by private car, and to encourage a higher proportion of travel by walking, cycling and public transport. In particular, the Council will seek to:

- (a) locate major trip generating developments in locations in Farnham, Godalming, Haslemere and Cranleigh which are highly accessible by public transport, cycling and walking; and**
- (b) resist major trip generating developments in peripheral or rural locations where access would be predominantly by private car and where accessibility by other modes is poor.**

12.17 Policy M1 applies to uses which attract or generate large numbers of trips (e.g. business, retail, leisure and community facilities). With regard to housing, Policy H4 (Density and Size of Dwellings) seeks to influence travel demand by encouraging higher density residential development in town centres and locations well served by public transport, and by limiting densities in locations more remote from facilities and public transport.

12.18 For the purposes of Policy M1, all developments exceeding the Institution of Highway Engineers (IHT) threshold will be classified as 'major' development. In addition, certain developments below the IHT threshold, but exceeding Surrey County Council's Decisions Monitoring

System (DEMONS) threshold may be considered 'major', depending upon the scale, nature and location of the development. The IHT and DEMONS thresholds are listed in Appendix 5.

- 12.19 Part (a) of the policy does not mean that all major trip generating development proposals will be appropriate in town centres or in other urban locations. Such proposals would also need to comply with the other policies in the Plan, for example Policy TC3 (Development Within Town Centres) and Policy TC8 (Urban Design in Town Centres). Part (b) of the policy is not intended to preclude small scale development in villages which satisfies the criteria set out in Policy RD1 (Rural Settlements).

The Movement Implications of Development

- 12.20 The Borough Council and the County Council will seek to ensure that development is compatible with the transport system in terms of scale, type and location. Proposals for major developments should be supported by a Transport Assessment in order that the impact of the traffic generated by the development on the environment and the transport infrastructure of the area can be properly assessed.
- 12.21 When considering proposals for commercial or institutional development which would be likely to generate a high level of private car usage, the Borough Council will encourage the preparation and implementation of Travel Plans. These would seek to obtain a commitment from businesses or institutions to pursue various measures to reduce car dependency and the need to travel. Of particular importance for businesses are measures to encourage working from home, teleworking, more flexible working hours, compressed working weeks, car sharing and encouragement to travel to work on foot, by bicycle or via public transport. Travel Plans produced by schools and colleges should incorporate measures to promote safe walking and cycling routes, the provision of secure cycle parking, pedestrian priority areas in the vicinity of schools, car sharing schemes or the provision of minibus shuttle services for students.
- 12.22 The Borough Council considers it important that all new development in Waverley provides safe access for both pedestrians and highway users, including cyclists. Highway works should be designed to ensure road safety and to meet the current highway design standards relevant to the class of road affected. Furthermore, all highway works, and design layouts generally, should pay proper regard to the environmental character of the area, particularly in rural and semi-rural areas where unsympathetic works can seriously erode the distinctive character of the rural landscape. Unless there are other advantages which outweigh any highway disadvantages, planning permission will normally be refused if a developer does not agree to carry out or bear the cost of highway works which are necessary to overcome the problems which the development would cause.
- 12.23 In certain circumstances, it may be appropriate to require developers to contribute towards improvements to the public transport system, including facilities for pedestrians and cyclists, rather than highway works. Such circumstances could apply where major developments are proposed in locations which do not have adequate public transport provision, or where highway improvements would cause environmental damage or would be difficult to achieve. Contributions to public transport improvements will not justify development which is contrary to other policies of the Plan.

POLICY M2 : The Movement Implications of Development

All development proposals should provide safe access for pedestrians and road users, including cyclists, designed to a standard appropriate for the highway network in the vicinity and the level of traffic likely to be generated by the development. Proposals for major trip generating developments will be expected to be supported by a Transport Assessment and, in appropriate circumstances, by a Travel Plan.

Where highway works are deemed necessary to accommodate safely development-related traffic, such works will be provided for and funded by the development. All highway works should comply with current highway design standards, and must be acceptable in terms of their environmental impact. Where the additional demands generated by new development justify improvements to the public transport infrastructure or services, including new or enhanced facilities for cyclists and pedestrians, the developer will be expected to provide for, or contribute to, such improvements.

- 12.24 Major traffic generating developments will be defined in the same way as set out at Policy M1 above.

Development Alongside the A3 and the A31

- 12.25 Policy MT3 of the Surrey Structure Plan 1994 places a presumption against new development alongside the Motorway and Primary Route Network, where it would reduce the efficiency and safety of the network. The only roads in Waverley which form part of the County Primary Route Network are the A3 Trunk Road and the A31. These are shown on the Proposals Map.

POLICY M3 : Development Alongside the A3 and the A31

Development which involves the provision of a new access or significant intensification of use of an existing access onto the A3 or the A31 will not be permitted where the traffic generated by that development would compromise the safe movement and free flow of traffic on those roads or the safe use of those roads by others.

- 12.26 In implementing Policy M3, developments which would involve a significant intensification of use of an existing access will be subject to the same considerations as those involving new access points.

Encouraging Alternative Means of Travel

Safe Routes to School

- 12.27 Although the Transport White Paper seeks to encourage alternatives to the car for all types of journey, it emphasises the importance of ensuring that children can travel to school safely without having to be driven there by car. The White Paper notes that “not walking or cycling to school means that children get much less exercise and builds in car dependency at an early stage in a child’s development. These children will find it harder as adults to use cars responsibly and will have fewer opportunities to develop the road sense they need as pedestrians or cyclists”. The Borough Council supports the County Council’s ‘Safe Routes to School’ initiative, which aims to encourage more people to walk, cycle or use public transport to travel to school by making these options safer and easier.

Provision for Pedestrians

- 12.28 Walking is the cheapest, least damaging and most easily accommodated form of movement available. It has the scope to play a major contribution for travelling short distances. However, walking is more than just a travel mode. It is good exercise and is a basic human activity which also has a social function. For example, it can contribute to a town centre’s vitality and security by keeping it populated throughout the day and into the evening.
- 12.29 For walking to be an attractive option, the conditions must be right. In particular, a safe and pleasant environment which minimises the impact of traffic is required. At present, this is often not the case with many people using the car for even the shortest journeys. Areas in Waverley where conditions can be hazardous for pedestrians include many of the rural roads and parts of the historic town centres.
- 12.30 The Council believes that the problems faced by pedestrians, especially when they come into conflict with motorised traffic, should be afforded high priority. It is important that in these locations safe, attractive, functional and well sign-posted pedestrian routes are provided. Specific proposals for pedestrian improvements are set out under Policy M7. Opportunities for the enhancement of pedestrian facilities or the provision of new facilities as part of development proposals will be encouraged by the Borough Council.

POLICY M4 : Provision for Pedestrians

The Council, in conjunction with the County Council and other organisations, will seek to improve conditions for pedestrians by providing or securing safe and attractive pedestrian routes and facilities in both urban and rural areas.

Developments should include safe, convenient and attractively designed pedestrian routes linking to existing or proposed pedestrian networks, to public open space, to local facilities and amenities, or to public transport.

Provision for Cyclists

- 12.31 There are many advantages to encouraging cycling. It is a flexible, relatively cheap and environmentally benign form of transport with important health benefits for people of all ages. The Borough Council supports and encourages cycling as an alternative means of travel to the car for short journeys and recreational purposes. The Borough Council adopted a 'Cycling Plan for Waverley Borough' in 1997, and has established a Cycling Forum to bring together interested parties.
- 12.32 Cycling has the potential to cater for many more journeys than it does at present. However, safety is a major concern and the busy roads in the main built-up areas and many of the villages of the Borough can discourage potential cyclists. The Borough Council intends to promote a Borough-wide network of cycle routes which will connect the main settlements in Waverley, as well as shorter routes within the urban areas to link residential areas to shops, schools, stations and other public places. It is envisaged that the Borough-wide network will connect with the National Cycle Network, a 10,000 mile network supported by the Millennium Commission. The National Cycle Network includes a regional route between London and Alton, part of which will pass through the Farnham and Runfold areas.
- 12.33 The proposed Borough-wide cycle network has not yet been identified, but a diagrammatic version of a potential cycle network is shown in Figure 12b. Implementation of the whole network is a long-term objective which will require a combination of public and private funding. Specific proposals for new cycle routes in the built-up areas are set out under Policies M6 and M7. Opportunities for the provision of new cycle routes as part of development proposals will be encouraged by the Borough Council, especially where connections can be made to the proposed Borough-wide network.
- (Figure 12b)**
- 12.34 Whilst separate, secure cycleways are preferable, it may not always be possible to find space to create these routes or to avoid the crossing of, or use of, major roads. It is therefore important to ensure that all road improvements, new traffic management schemes and other traffic control measures cater for the needs of cyclists.
- 12.35 People are unlikely to be encouraged to cycle more unless they are able to store their bicycles close to home and unless there are suitable facilities for them to park their bicycles at likely destinations. The Council's adopted cycle parking standards apply, in respect of housing, only to flats with communal parking areas. However, the design and layout of all residential development should give residents the opportunity to store bicycles conveniently and securely. The Borough Council will seek the provision of secure, well designed and conveniently located cycle parking facilities in town centres and at key visitor attractions, such as transport interchanges, libraries, leisure centres and health centres. In addition, the Borough Council considers that cycle parking facilities should be provided within new developments to encourage greater use of cycles for work, shopping and other purposes. These should be covered and secure, and in the case of places of employment, provision should be made for associated showers and changing facilities.
- 12.36 The County Council is currently carrying out a review of cycle parking standards in conjunction with the review of car parking standards referred to under Policy M14. Once this review is completed the cycle parking standards will be recommended to the Surrey Districts for adoption. In the interim, the Borough Council has adopted its own standards based on those in the *Surrey Cycle Facility Design Guide*⁽⁴⁾. These standards are attached at Appendix 6.
- 12.37 Policy M5 seeks to promote the safety of cyclists and increase cycle usage in line with national and County targets. The *National Cycling Strategy*⁽⁵⁾ aims to double the amount of cycling over 1996 levels by the year 2002, and to double it again by 2012. The *Surrey Local Transport Plan* aims to increase the proportion of all journeys by cycle from 2% in 1999 to 4% in 2006; 6% in 2011; and 8% in 2016. For school journeys the LTP targets are to increase the proportion by cycle from 7% in 1999 to 9% in 2006; 15% in 2011; and 20% in 2016.

POLICY M5 : Provision for Cyclists

The Council, in conjunction with the County Council and other organisations, will seek to improve conditions for cyclists through the following measures:-

- (a) promoting and developing a Borough-wide network of cycle routes;**
- (b) promoting and providing cycle parking facilities in town centres, at railway stations and at major public buildings, and requiring new development to provide cycle parking facilities in accordance with the adopted standards; and**
- (c) considering the safety and needs of cyclists in the design of all highway and traffic management schemes.**

Developments should, where opportunities arise, include safe, convenient and attractively designed cycle routes, including, where possible, connection to the Borough-wide cycle network.

Farnham Cycle Network

- 12.38 The *Farnham Movement Study*⁽⁶⁾, referred to in more detail later in this Chapter, identifies a potential cycle route network in Farnham. This network is at a more advanced stage of preparation than the cycle route networks in the other towns in the Borough. Some elements have already been constructed and the remainder of the network is included in the Farnham Movement Package proposals.
- 12.39 The proposed network is designed to link main attractions, such as the town centre, industrial estates and the railway station, with the residential areas. It does not include comprehensive long routes but instead concentrates on overcoming the 'severance lines' created by the A31 Farnham By-Pass and the railway line. These are the main deterrents to cycling short distances. Routes to be provided will be a mix of purpose-built cycle lanes, dedicated lanes on existing highways and signing on quieter, less well-used roads. A shared cycle and pedestrian route through Farnham Park would provide a pleasant and safe link between the residential area of Upper Hale and the town centre. The network is intended to connect with cycle routes being provided by Rushmoor Borough Council to the north and to the Farnham-Guildford cycleway provided by the County Council under the Strategic Traffic Action in Rural Areas (STAR) initiative.
- 12.40 The Borough Council will work with the County Council to ensure that the network not only provides safe routes for cyclists but also takes account of the safety and convenience of pedestrians. It will also be important to ensure that the signing and road marking required in connection with the network is sympathetic to the character and amenity of the historic townscape, particularly within the Conservation Area.
- 12.41 The Borough Council strongly supports the proposed cycle route network and will work with the County Council to secure its implementation, subject to funding. It is intended that the Farnham cycle network should integrate with the proposed Borough-wide cycle network, for example by connecting to strategic routes along the A31 corridor towards the Blackwater Valley and Alton and along the A325 corridor towards Aldershot and Bordon.

POLICY M6 : Farnham Cycle Network

The Council, in conjunction with the County Council and other organisations, will promote and develop a cycle route network in Farnham as shown on the Proposals Map.

Other Cycle Networks

- 12.42 The Borough Council also intends to promote cycle networks in the other main urban areas of Waverley, with the priorities being Godalming and Cranleigh. These networks may be published as Supplementary Planning Guidance during the lifetime of the Plan.

Footpaths and Cycleways

- 12.43 Policies M4 and M5 above indicate the reasons why the Borough Council wishes to encourage walking and cycling. A number of potential additions or improvements to the network of footpaths and cycleways in Farnham, Godalming and Cranleigh have been identified by the Borough Council. These are set out in Policy M7 and illustrated on the Proposals Map. Implementation of the proposals will depend upon funding and, in some cases, the agreement of private landowners.
- 12.44 Proposals for improving cycling facilities in Farnham are described at Policy M6 above. Improved pedestrian routes proposed in Farnham include the creation of a new pedestrian link across the A31 Farnham By-Pass, as part of the Hickley's Corner scheme (see Policy M19). This would enable a footpath route to be provided from The Maltings to the start of the North Downs Way. Proposals to extend and enhance the riverside walk would improve pedestrian access to the town centre from the nearby edge-of-town car parks. Opening the private footpath at Vernon House, which together with the library is owned by the County Council, would provide public access to the rear garden, an attractive feature of the Conservation Area. The existing footbridge over the railway at Weydon Lane has stair access only, with no ramps for the disabled, pushchairs or cyclists. The *Farnham Movement Study* identifies the need for improvements to the existing footbridge or, if necessary, a new bridge with access for all. The *Farnham Movement Study* also proposes to replace the existing ramps on the footbridge over the A31, adjacent to Farnham Business Park, in order to create a shallower 1:20 gradient. This would facilitate easier access for cyclists, pushchairs and wheelchairs.
- 12.45 In Godalming, the proposed shared footpaths and cycleways would provide a strategic link for cyclists between quiet residential streets in Farncombe and the town centre/Catteshall Lane business area. In particular, the proposals would enable cyclists and pedestrians to avoid Bridge Road, which is an unpleasant route along which to walk or cycle due to the high volume of traffic. The proposed footpath and cycle route to the east of Bridge Road would run immediately to the rear of the existing buildings and would need to be carefully designed and surfaced to minimise intrusion into the Lammas Lands. In the event that it did not prove possible to achieve the route to the east of Bridge Road, then it would be necessary to consider other alternatives for the link between Farncombe and the town centre.
- 12.46 The construction of a shared footpath and cycle route onto and across the Downs Link at Elmbridge Road in Cranleigh would enable cyclists and pedestrians to reach the village centre without having to use the bridge over the former railway line. This bridge is only single lane width and presents a potential safety hazard to 'vulnerable' road users such as pedestrians and cyclists.

POLICY M7 : Footpaths and Cycleways

The Council, where appropriate in conjunction with the County Council, landowners and other organisations, will seek the provision of the following additions or improvements to the network of footpaths and cycleways within the Borough:-

Farnham

- (a) a pedestrian link between the North Downs Way and Borelli Walk;**
- (b) the extension and enhancement of the Riverside Walk along the River Wey to the east of South Street;**
- (c) opening to the public the private footpath which links the rear garden at Vernon House to West Street and Public Footpath No125;**
- (d) new or improved footbridges over the railway and the A31 at Weydon Lane;**

Godalming

- (e) widening the public footpath between Marshall Road and Chalk Road to form a shared footpath and cycle route;**
- (f) a new footpath and cycle route, with associated footbridges over the River Wey, between the Wey Inn roundabout and the road behind the Homebase store;**

Cranleigh

- (g) a new footpath and cycle route at Elmbridge Road adjacent to the bridge over the Downs Link.**

The routes listed above are shown on the Proposals Map.

Guildford – Cranleigh Movement Corridor

- 12.47 The route of the former Guildford to Cranleigh railway line has long been established as a recreational route for walkers, cyclists and horse riders. An engineering feasibility study completed in 1996 confirmed the engineering possibility of re-opening the railway line, but a subsequent study of the business case completed in 1997 concluded that the forecast patronage and revenue would not provide a large enough return to cover the capital costs of the project. It was subsequently decided by the County Council, Railtrack and the Borough Council not to pursue the proposal.
- 12.48 However, the research carried out on re-opening the rail line focused attention, amongst other things, on the importance of the Downs Link, which is a well-used recreational resource. The County Council and Waverley and Guildford Borough Councils have all resolved that the current and future importance of the route of the former Guildford to Cranleigh railway be recognised as an important movement corridor and that it be protected through the statutory planning process.

POLICY M8 : Guildford – Cranleigh Movement Corridor

The route of the former Guildford to Cranleigh railway line, shown on the Proposals Map, will be protected from development in view of its importance as a movement corridor.

Horse Riders

- 12.49 Horse riding is not generally promoted at national or strategic level as an alternative means of transport to the car. Nevertheless, horse riders are a vulnerable group of road users and there is a need for the safety of horse riders to be taken into account, particularly in an area like Waverley where horse riding is a popular pursuit. Policy LT11 seeks to safeguard and extend the network of public rights of way to encourage their use by various groups, including horse riders, whilst Policy RD14 seeks to locate new or extended commercial equestrian activities close to the existing bridleway network and open space which is capable of absorbing the number of horses all year round. However, there will inevitably be cases where horse riders need to use ordinary roads. The Borough Council will liaise with the County Council to ensure that the safety and needs of horse riders are taken into account in the design of highway improvements and traffic management measures.

Provision for People with Disabilities and Mobility Problems

- 12.50 Policy D9 (Accessibility) sets out the main issues to be addressed in developments to which the public will have access. Accessibility and special needs are not only confined to the built environment. It is equally important that the same principles are taken into account in the design of roads, footpaths and spaces around buildings, in order to minimise any potential hazards and permit ease of movement.
- 12.51 Once incorporated, features which assist the disabled and those with special needs can also benefit wider sections of the community. For instance, ramps and dropped kerbs designed to meet the requirements of wheelchair users also assist otherwise mobile people encumbered by pushchairs or luggage. It is also important that people with disabilities and mobility difficulties have convenient access to public transport.
- 12.52 People with disabilities have special requirements for car parking. This ranges from the practical demand for larger spaces needed to open doors fully to the careful location of spaces to take into account reduced mobility and ease of access. Parking spaces for people with disabilities must be a minimum width of 3.6 metres and should be provided in convenient locations.

POLICY M9 : Provision for People with Disabilities and Mobility Problems

The Council, in conjunction with the County Council and other organisations, will seek to improve accessibility and movement for people with disabilities and mobility problems through the following measures:-

- (a) **promoting improved access to bus, taxi and rail services for people with mobility or sensory difficulties;**

- (b) considering the needs of people with disabilities and mobility problems in the design of highway works and other transport infrastructure; and**
- (c) requiring new developments, where appropriate, to provide allocated car parking spaces for people with disabilities and make provision for those with young children.**

Public Transport and Interchange Facilities

- 12.53 Maintaining and enhancing the role of public transport is essential in helping to reduce reliance on the private car and in delivering a more balanced and sustainable approach to transport provision. The benefits of increasing use of the public transport system include easing pressure on the road network, improving road safety and reducing the negative environmental consequences of road traffic.
- 12.54 Although patronage of public transport is largely determined by the cost, frequency and reliability of services, land-use planning can play an important role in facilitating integration between different modes of transport. The quality of interchange facilities, especially at rail stations and in town centres, and the quality and convenience of access to and from public transport facilities are of major significance to the attractiveness of public transport.

Bus Services

- 12.55 Bus services are a key element in the transport system. Those groups of people who are particularly dependent on buses are the elderly, children, and adults in households without a car or where another adult is already using the car.
- 12.56 Following 'deregulation' of buses under the 1985 Transport Act, the County Council can only subsidise those bus services judged to be socially necessary but which are not provided for by commercial operators. The Borough Council supports the County Council in co-operating with commercial operators and appraising them of the requirements for additional services.
- 12.57 PPG13 highlights the importance of measures such as bus lanes and the provision of facilities for bus users in helping to make the bus more attractive. The County Council intends to carry out a study to identify a County Bus Priority Network. Where proposals for bus priority measures arise in Waverley, the Borough Council will generally support such measures provided they would not be likely to adversely affect character and amenity. It is important that when major development takes place the design and layout makes provision for the needs of bus services and bus passengers.
- 12.58 In rural areas, it is necessary to consider more flexible and innovative forms of transport provision as well as traditional bus services. Waverley is working closely with the County Council on developing a Community Transport Strategy. A study has been undertaken by a public transport consultancy, leading to the establishment of the Waverley Community Transport Organisation to provide transport throughout the Borough for those with a mobility handicap. This project is being progressed by the appointment of a Rural Transport Partnership Officer for a 3 year period, funded by various partners including the Countryside Agency. The Local Transport Plan is required to consider how the potential of voluntary or community transport can be maximised as part of an integrated public transport network.

Rail Services

- 12.59 The rail network has an important part to play in providing for transport needs in the Borough, and in particular for access to the main built-up areas. In common with most of Surrey, Waverley is served by radial routes centred on London. Farnham is on the London (Waterloo) to Alton rail line, while Farncombe, Godalming, Milford, Witley and Haslemere all lie on the main London (Waterloo) to Portsmouth rail line. The Borough Council is keen to maintain and enhance interchange facilities at rail stations, especially at Farnham, Haslemere and Godalming, which are amongst the 20 busiest railway stations in Surrey. Particular attention will be paid to improving accessibility for non-car users and people with disabilities and mobility problems.
- 12.60 It is important that long stay parking spaces are available at railway stations to serve the needs of commuters and to ensure that parking space elsewhere is available for short and medium stay purposes such as shopping. The Council will support the provision of additional parking at stations where this can be achieved without detriment to the local environment and where it would assist in achieving modal shifts between car and rail journeys.

POLICY M10 : Public Transport and Interchange Facilities

The Council, in conjunction with the County Council, Railtrack and public transport operators, will seek to retain and enhance public transport and interchange facilities within the Borough through the following measures:-

- (a) ensuring that the layout and design of major new developments allows for convenient access by bus and considers the needs of bus passengers, including the provision of covered waiting facilities;**
- (b) supporting the provision of improved set down facilities, taxi ranks, secure cycle parking and bus waiting areas at railway stations, and resisting the net loss of existing facilities; and**
- (c) resisting the net loss of car parking at railway stations, and supporting the provision of additional car parking where this is environmentally acceptable.**

Farnham Station

- 12.61 Although there are presently no significant proposals relating to Farnham Station, the Farnham Movement Package includes proposals to increase the number of secure cycle cages at the station. In the longer term, major improvements to the station forecourt arrangements could be achieved as part of the proposed highway scheme at Hickley's Corner (see Policy M19). The Borough Council will work with Railtrack, the Train Operating Company and the County Council to achieve improved interchange facilities and accessibility, particularly for non-car users and people with disabilities and mobility problems.

Godalming Station

- 12.62 Godalming Station has no direct bus service and the nearest bus stops are some considerable distance away in the High Street and Flambard Way. This problem is compounded by the generally poor pedestrian links between the town centre and the station. The Borough Council has no responsibility for bus routes, but will work with the County Council and public transport operators to see if there is any scope to provide bus/rail interchange facilities at Godalming Station.
- 12.63 In addition, there is a need for improved pedestrian routes in both the Station Approach/Church Road direction and the Mill Lane/Station Road/Holloway Hill direction. Particular priorities to resolve pedestrian/vehicular conflict are the provision of a footway on the north side of Station Approach and at least one pedestrian crossing of Station Road in the vicinity of the junctions with Westbrook Road and Station Approach. It would also be desirable to improve the station forecourt arrangements to provide better separation between the taxi rank and set down areas. These improvements would need to have the support of the County Council, Railtrack and the Train Operating Company, as appropriate.

Haslemere Station

- 12.64 Planning permission was granted in 1990 for the construction of additional commuter car parks at Haslemere Station, to the north and south of the railway line. Whilst the car park to the south of the railway line has now been constructed, the approved car park on the north side has not been implemented and the planning permission has expired. The provision of additional parking remains a desirable objective, since it would accord with the Borough Council's aim of encouraging improved interchange facilities at rail stations and would also be likely to reduce commuter parking in nearby residential streets. On-street parking by commuters is a particular problem in the area around Haslemere Station and this has led to plans for a Controlled Parking Zone (see paragraph 12.83). In addition, some commuters use the public car parks in Weyhill and central Haslemere. Additional parking provision at the Station could help to release those spaces for short-term parking to support the local economy.
- 12.65 The previously approved car park site north of the railway line probably represents the last opportunity to significantly increase the amount of parking at Haslemere Station, and the Council will therefore resist any alternative proposals for development which would prejudice this opportunity. If the new car park is provided, a footbridge would be needed to give pedestrian access over the railway line to the parking area on the north side of the line.

POLICY M11 : Haslemere Station Car Parking

The Council will seek to encourage the provision of additional car parking for commuters at Haslemere station by protecting from development the previously approved site for a car park to the north of the railway line and by liaising with Railtrack and the Train Operating Company regarding the feasibility of constructing a footbridge to provide pedestrian access to the proposed car park site.

Minimising the Impact of Traffic

Traffic Management

- 12.66 Traffic management or traffic calming measures can contribute towards reducing the impact of traffic on the countryside, enhancing residential amenity, improving air quality and improving safety for pedestrians and other road users. In designing traffic management schemes, improving provision for the safety of pedestrians, cyclists, horse riders and the disabled will rank equally in importance to slowing and/or discouraging vehicular traffic.
- 12.67 Work has been undertaken to minimise the adverse effects of traffic in the rural parts of Surrey, including Waverley, through the STAR initiative (Strategic Traffic Action in Rural Areas). This is a joint initiative between Surrey County Council and the Countryside Agency, developed in consultation with District and Parish Councils. The South West Waverley project has been partially implemented with a blanket 40 mph speed limit having been introduced within the study area, supplemented by 30 mph limits in the village centres. Future proposals include the introduction of some 20 mph zones and a variety of physical traffic calming measures.
- 12.68 Traffic management measures may also be necessary where major developments are proposed. For example, a traffic calming scheme has been carried out in Haslemere funded by the nearby Tesco's development.

POLICY M12 : Traffic Management

~~The Council, in conjunction with the County Council and adjacent authorities where necessary, will promote, where appropriate, measures for traffic management within the Borough.~~

Heavy Goods Vehicles

- 12.69 The Council is concerned that Heavy Goods Vehicles (HGV's) using town centres, residential streets and country lanes not designed for that purpose have a detrimental effect in terms of safety and amenity. HGV's should, wherever possible, be channelled onto suitably engineered roads in order to assist in the protection of the environment, to assist the safe and efficient movement of goods and to reduce the maintenance requirements of local roads.
- 12.70 The County Council has identified a distributor road network. Measures such as signing and publicity are used with the aim of ensuring that the majority of HGV's remain on the primary and distributor routes identified in that hierarchy. The provision of facilities for drivers of HGV's will be encouraged along the Primary Route Network, subject to environmental considerations, to reduce the number of diversions away from the network.
- 12.71 Development proposals will be resisted where the volume of HGV traffic generated would be environmentally unacceptable. The County Council will be encouraged to introduce Traffic Regulation Orders to control the movement of lorries, where appropriate. The Borough Council will make representations to the Traffic Commissioner with regard to applications for goods vehicle operating licences, where these are considered to be unsuitable on environmental or technical grounds.

- 12.72 Where development proposals are likely to generate HGV movements, it may be necessary for the developer to submit a Transport Assessment and/or a Travel Plan to demonstrate that the HGV movements would be compatible with the highway infrastructure of the area and would be acceptable in terms of their environmental impact. Measures which could be incorporated in these documents include provision for any necessary off-site highway works to accommodate lorry access and restrictions on delivery hours.

POLICY M13 : Heavy Goods Vehicles

The Council will seek to minimise the adverse impact of lorry traffic within the Borough. In particular, the Council will:-

- (a) seek to locate developments which are likely to generate heavy goods vehicle movements where the highway infrastructure is capable of accommodating those movements; and**
- (b) in appropriate circumstances, require development proposals to be supported by a Transport Assessment and a Travel Plan.**

Car Parking Standards

- 12.73 Proposals for new development will be expected to provide an appropriate level of off-street parking facilities, either on the site or nearby, in accordance with the Council's adopted standards.
- 12.74 PPG13 identifies the availability of car parking as having a major influence on the choice of means of transport. Some studies suggest that levels of parking can be more significant than public transport provision in determining transport choice, even for locations with good public transport links. Research has been carried out on behalf of the Government Office for the South East into the application of parking standards in the region, and the results of this work have informed the revised Regional Planning Guidance for the South East.
- 12.75 The County Council has carried out a review of car parking standards and in November 1999 it adopted an interim *Surrey Parking Strategy*⁽⁷⁾ which includes a revised set of parking standards. The new County parking standards are linked to the application of parking zones whereby the level of car parking in developments will vary according to the location of that development. However, a further review is being conducted in order to ensure that the County standards comply with guidance in the revised PPG3 and PPG13. The Borough Council will adopt new parking standards having regard to national and regional guidance and the *Surrey Parking Strategy*. The standards will be published as Supplementary Planning Guidance, together with the related parking zones and advice on complimentary measures such as Travel Plans. In the interim, the Borough Council will continue to operate the existing car parking standards, although these standards will be applied flexibly in accordance with the considerations set out in Policy M14.
- 12.76 Current Government policy guidance in relation to residential parking standards is set out in PPG3. This indicates that the amount of car parking to be provided off-street should take account of the developer's requirements, the accessibility of the site to public transport facilities and alternative modes of transport to the car, and the type of occupancy of the development. PPG3 states that car parking standards that result, on average, in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments, especially in urban areas. Given that Waverley is largely rural in character, there may be exceptional circumstances where a higher car parking provision would be permitted. In such circumstances, proposals should be supported by substantial evidence of the exceptional need. Lower levels of parking than 1.5 off-street spaces per dwelling may be acceptable in locations where services are readily accessible by walking, cycling or public transport. The Council's residential parking standards will be set out in Supplementary Planning Guidance.

- 12.77 The implementation of car parking standards may vary in town centres, where development proposals will be considered against the policy approach set out in Policy TC14 (Town Centre Car Parking Standards). Policy M5 (Provision for Cyclists) and Policy M9 (Provision for People with Disabilities and Mobility Problems) include guidance on cycle parking and disabled parking respectively.

POLICY M14 : Car Parking Standards

The level of car parking provision appropriate for individual development proposals will be assessed according to the location and type of development. Development proposals will be required to make appropriate provision for motor vehicle parking space, having regard to:

- (a) the developer's own requirements, subject to road safety or traffic management implications;**
- (b) the accessibility of the location to means of travel other than the private car; and**
- (c) guidance on maximum parking standards contained within PPG3, PPG13 and the Parking Strategy for Surrey.**

Public Off-Street Parking

- 12.78 The Borough Council is responsible for providing, maintaining and managing public off-street car parks. At present, the Council operates 3,719 'pay and display' parking spaces, 401 free parking spaces and 111 parking spaces on a contract basis. Public car parks in the Borough serve different needs and charges are designed to reflect whether spaces are for short, medium or long term use. The Council will continue to monitor the use made of its car parks and will manage them so as to secure the most effective use of the available space. In the main town centre car parks, the Council has adjusted parking charges to favour short stay parking for shoppers and visitors over long stay commuter parking.
- 12.79 In April 1998, the Borough Council commissioned JMP consultants to prepare a detailed review of Waverley's off-street car parking policy. Following consideration of JMP's report by a Member Task Group, a *Waverley Car Parking Strategy*⁽⁸⁾ was prepared and adopted by the Borough Council in July 2000. This Strategy recognises the differences in the characteristics of the main population centres in the Borough. It seeks to contribute to town centre viability by managing the Council's parking stock in such a way as to favour 'short stay' parking (four hours or less) over 'long stay' parking. The Strategy does not identify the need for significant changes to the overall level of public parking provision in the Borough, but commits the Council to continue to audit and review the level of car parking availability.
- 12.80 As mentioned under Policy M14 above, the County Council has adopted an interim *Surrey Parking Strategy*. The County Strategy provides an integrated framework for the management of all categories of parking. The *Waverley Car Parking Strategy* takes account of the County Strategy and indicates that the Borough Council will formulate Town Centre Parking Management Plans in conjunction with Surrey County Council. Town Centre Parking Management Plans are seen as a policy device to reconcile parking priorities, both to serve users and wider interests. It is through these plans that the total balance of supply and demand will be met.
- 12.81 In addition to the off-street parking managed by the Borough Council, car parks which are available for use by the public can also be operated by the private sector. The Council will encourage the dual use of suitably located private car parks for public short-term parking at weekends and during the evenings.

POLICY M15 : Public Off-Street Parking

The Council will continue to review the demand for off-street car parks and the location of public off-street parking. Additional provision will only be acceptable where the demand is unlikely to be met by alternative measures and where it can be shown that the additional provision is not in conflict with the other policies of this Plan.

Local Parking Problems

- 12.82 Local parking problems occur in areas of the Borough where there is competition for the limited on-street parking available from residents, shoppers and other short stay visitors and those either working in the area or commuting to other destinations. Such problems tend to be most acute in residential streets close to town centres or railway stations.
- 12.83 Whilst on-street parking is a County responsibility, the Borough Council will work with the County Council with a view to implementing practical and environmentally acceptable schemes in the worst affected areas. A Controlled Parking Zone (CPZ) was introduced in Farnham in 1994, covering the town centre and the area around the station. Proposals to extend the Farnham CPZ and to make amendments to the existing residents parking scheme have been approved following consultation, and these will be progressed by the County Council when funding is available. In response to residents' concerns about commuter parking in central Haslemere and Weyhill, the Borough Council has funded the initial survey work in relation to the introduction of a CPZ and will urge the County Council to give priority to this matter.
- 12.84 It is important to ensure that the design of on-street parking schemes is sympathetic to their location, particularly in environmentally sensitive areas such as Conservation Areas where inappropriate signage and street furniture can have a serious adverse effect on townscape character.

POLICY M16 : Local Parking Problems

The Council, in conjunction with the County Council, will encourage environmentally acceptable on-street parking schemes to resolve local parking problems in the Borough, especially those affecting residents.

Servicing

- 12.85 The loading, unloading and manoeuvring of goods vehicles on the public highway obstructs the free movement of, and is a hazard to, other highway users, especially pedestrians. Development proposals which involve goods deliveries should make proper provision for servicing.
- 12.86 Policy TC15 in the Town Centres Chapter provides guidance concerning rear access and servicing in town centres.

POLICY M17 : Servicing

Development proposals will be required to make appropriate provision for loading, unloading and turning of service vehicles so as not to obstruct or cause danger to pedestrians and other road users.

Providing Transport Infrastructure

A3 Improvements

- 12.87 The need for improvement at Hindhead cross-roads has been recognised for many years. It is now the only remaining section of single carriageway along the whole length of the A3 between London and Portsmouth and is clearly inadequate to cater for the present and forecast traffic flows.
- 12.88 In addition to the strategic function of the A3 as part of the national trunk road network, a number of other issues have been identified as important considerations for the improvement at Hindhead. These include the regular congestion experienced on both the A3 and the A287, a higher-than-average level of accidents, 'rat running' through Haslemere and local villages resulting from the delays and congestion at Hindhead, blight on nearby businesses and residential property, and noise and air pollution caused by traffic emissions.
- 12.89 Following an exhaustive review of possible options and extensive public consultation, the Government announced in March 1993 that the Preferred Route for the A3 improvement at Hindhead would involve the construction of a bored tunnel under Gibbet Hill. The Borough Council welcomed the decision as the

only acceptable solution to the problems at Hindhead, and urged that the scheme should be progressed expeditiously. However, the proposed improvement was subsequently put 'on hold' because of financial restrictions.

- 12.90 Having conducted a national review of the Trunk Roads Programme⁽⁹⁾, the Government announced in July 1998 that the A3 improvement at Hindhead should be the subject of a further study "to investigate whether the environmental and economic benefits of the proposed bored tunnel solution can be delivered, funded in part by user charging". This study was carried out by MVA Consultancy and was published in January 2001. It concluded that the Preferred Tunnel Option would be good overall value for money, without tolls. In the light of the study's conclusions, the Government announced approval for the tunnel scheme, without tolls, in March 2001. Work has now commenced on the detailed design of the scheme and the Borough Council is participating in a multi-agency Project Advisory Group.
- 12.91 The Local Planning Authority is aware of the history of deterioration of the Hindhead area in the vicinity of the crossroads. The delays to the proposed road improvement have caused uncertainty for investment in the area. The Council wishes to see new investment to enhance the appearance of the area and, in Autumn 2001, it began work on the preparation of Supplementary Planning Guidance with the aim of revitalising the Hindhead Crossroads area.
- 12.92 Meanwhile, the Borough Council continues to strongly support the proposed improvement of the A3 at Hindhead by means of a bored tunnel, and will continue to safeguard land for that purpose. The Borough Council will also urge the DTLR to give priority to this scheme in view of the considerations set out above and will work with the County Council, the DTLR and the Highways Agency in progressing the scheme through the necessary statutory procedures before construction can begin.
- 12.93 Elsewhere on the A3, proposals have been put forward by the Highways Agency to improve safety on the section between Milford and Thursley by the construction of a new over-bridge to serve Thursley and the closure of at-grade crossings. The Highways Agency published Draft Statutory Orders, together with an environmental statement, in Autumn 2001. The Council will protect against development any land required for the junction improvements, and will urge the DTLR to give priority to the scheme in the interests of securing improved traffic safety.

POLICY M18 : A3 Improvements

The Council, in conjunction with the County Council, will on behalf of the Department of Transport, Local Government and the Regions continue to protect against development:-

- (a) the corridor of land for the Preferred Route of the A3 improvement at Hindhead, which constitutes a bored tunnel and associated works as shown on the Proposals Map; and**
- (b) land required for junction improvements on the A3 between Milford and Thursley, as shown on the Proposals Map.**

A31 Farnham By-Pass Improvements

- 12.94 The Borough Council has expressed long-standing support for improvements to be made to the A31 Farnham By-Pass, which regularly experiences serious traffic delays and congestion in peak periods. The problems are particularly acute at the signal controlled junction of Hickley's Corner, where a prohibition on right turn movements results in drivers using the narrow town centre and residential roads as 'rat-runs'. Aside from the benefits which would accrue to the flow of traffic along the A31, improvements to the Hickley's Corner junction could have a number of other benefits. These include providing improved movement between the town centre and the extensive residential areas on the southern side of Farnham, improving accessibility to the station, reducing the risk of accidents for pedestrians crossing the by-pass and reducing traffic movements through the town centre.
- 12.95 Proposals by the County Council for a major highway improvement at Hickley's Corner were included in the 1993 Local Plan. Following a review of its Transportation Capital Programme in 1997, the County Council decided to retain the Hickley's Corner scheme in its current programme and to seek private sector involvement under the Private Finance Initiative (PFI). Although the precise details are subject to change, the basic concept for improving Hickley's Corner remains to construct an underpass for the A31 and to create a link above the underpass between South Street and Station Hill.
- 12.96 Proposals were previously put forward for major highway works at the Shepherd and Flock gyratory, involving a two level interchange. This scheme was included in the 1993 Local Plan, but has now been

abandoned by the County Council in favour of an investigation of traffic management measures along the whole A31 corridor. In the case of the Shepherd and Flock gyratory, partial signalisation has helped to improve traffic flow and full signalisation is planned in future years. The Borough Council will urge the County Council to give early priority to traffic management measures in view of the high volume of traffic using the A31 and the high incidence of traffic accidents, particularly at the Shepherd and Flock gyratory.

POLICY M19 : A31 Farnham By-Pass Improvements

In considering the design and location of any new development, the Council will, on behalf of the County Council, continue to take account of the proposed major highway improvements at Hickley's Corner on the A31 Farnham By-Pass.

Movement and Route Management Studies

12.97 The 'package' approach has been the cornerstone of the Department of Transport's local transport policy since 1993. The Transport White Paper maintains this approach. When bidding for funds for local transport measures, local authorities are required to address all the issues affecting transport in the area as an integrated whole, rather than tackling each problem in isolation.

12.98 The County Council is currently carrying out a programme of movement studies in various towns in Surrey, in conjunction with respective Borough/District Councils. These studies examine ways to improve and integrate all available transport modes and promote 'packages' of measures for implementation. In order to maximise the efficiency of the existing highway network, the County Council is also developing a programme of route management studies. These aim to establish and examine the needs of highway users along the routes and possible means of meeting those needs within the objectives of the *Surrey Local Transport Plan*, paying particular regard to environmental considerations.

12.99 In Waverley, the following movement and route management studies are presently proposed by the County Council, and all of these have the support of the Borough Council:

Farnham Movement Package

12.100 The Farnham Movement Study was carried out during 1992/93, and included a comprehensive public consultation exercise culminating in a final report in October 1994. The Farnham Movement Package has been developed from the work of the original Movement Study and comprises a £3 million programme of measures already underway and planned to continue over a number of years. Nearly £1.5 million has been allocated to the package, primarily through the *Surrey Local Transport Plan*, for the 2001/02 and 2002/03 financial years.

A287 Odiham Road/A3016 Upper Hale Road Route Management Study

12.101 The County Council and the Borough Council have long been aware of the traffic problems in north Farnham. This route management study was added to the County Council's feasibility list in November 1997 due to concerns about continued use of the route following completion of the Blackwater Valley Route (A331). It is intended that the study be included within the Farnham Movement Package.

A325 Corridor Multi-Modal Study

12.102 Wrecclesham has long been recognised as an area where traffic issues need to be addressed. This study is an extension of a similar study carried out to the south of Wrecclesham by Hampshire County Council. The study is being carried out during 2001/02, and implementation of the recommended measures is programmed to take place during the five-year timescale of the first *Surrey Local Transport Plan*. It replaces the previous proposal for a Wrecclesham By-Pass, but Waverley considers that it should urgently examine the case for a new A31/A325 link in the Farnham area.

A3100 Guildford-Milford Corridor Study

12.103 This study is to be undertaken in recognition of the traffic congestion experienced along the A3100 corridor from Milford through Godalming and on to Guildford.

Blackwater Valley Movement Study

- 12.104 This movement study area will be centred on the Blackwater Valley and will include the County Councils of Surrey and Hampshire together with the Borough/District Authorities of Waverley, Guildford, Surrey Heath, Rushmoor, Hart, Bracknell, Wokingham and Windsor and Maidenhead.

STAR Initiative

- 12.105 The initial stage of STAR in 1996/97 was very successful in acquiring external funding from sources including the National Lottery Sports Fund and the Department of Transport. Some subsequent funding bids were unsuccessful, but a range of projects within the initiative, including the South West Waverley Project, are being progressed through funding from the *Surrey Local Transport Plan*.