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**YORKTOWN HIGHWAY AND  
TRANSPORTATION STRATEGY**

**OCTOBER 2002**

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# **YORKTOWN HIGHWAY AND TRANSPORTATION STRATEGY**

## **1.0 INTRODUCTION**

- 1.1 This document is to assist in developing an integrated Highway and Transportation Strategy for the Yorktown area which is consistent with Government Policy on sustainable development and which will decrease reliance on the private car.
- 1.2 Improving transportation, access and circulation in and around the Yorktown locality are factors which would help to achieve a vision of Yorktown becoming a centre of business excellence. Surrey County Council (SCC) are keen to work in partnership with Surrey Heath Borough Council (SHBC), the Yorktown Business Association (YBA) and the local community to deliver a Highway and Transportation Strategy that is consistent with this aspiration and looks towards achieving international and national targets for protecting the environment whilst encouraging sustainable economic development. Furthermore, such a Strategy shall be consistent with the SHBC's Local Plan and allied to any future Camberley Movement Study.
- 1.3 The Strategy represents a package of complementary measures which will be achieved through developer contributions or Local Transport Plan (LTP) funding.
- 1.4 Appendix 1, page 9 shows the site of the Yorktown and Watchmoor Park business communities with a black line and includes the adjacent residential area covered by the Strategy.

## **2.0 BACKGROUND**

- 2.1 On April 2002, following the withdrawal of the Highways Agency from SHBC, SCC confirmed the new Local Committee for the Surrey Heath district, which has the responsibility to deliver the local highway and transportation service. The Strategy was agreed by the Local Committee at the meeting on 29 October 2002. Following consultation by SCC's Transportation Development Control Division, the Local Committee may wish to take a view on all major planning proposals prior to their consideration by SHBC's Planning Applications Committee. These Committees will look at the development opportunities and their integration with the objectives of both County and Borough planning guidance.
- 2.2 In 1994 the SHBC's Planning and Infrastructure Committee approved a highway strategy for the industrial and residential areas of Yorktown. It was agreed to review this highway strategy in view of the Government's white paper 'A New Deal for Transport : Better for Everyone'. MVA were appointed in July 1999 to review the existing highway strategy and to recommend what changes should be made to improve accessibility and transportation related issues. This was reviewed by SHBC's Environment Committee in September 1999 and followed up by meetings with local Councillors and representatives of the YBA.

### **3.0 POLICY**

- 3.1 The Highway and Transportation Strategy for Yorktown will help both SCC and SHBC achieve a number of their corporate objectives relating to the environment, support of the economy and community involvement. The strategy draws upon a number of related objectives with particular emphasis on the promotion of a sustainable environment. This is assisted by working with local businesses and residents to develop an integrated highway infrastructure. The consultation process enables active involvement by the community.
- 3.2 In October 1999 the Local Plan Inspector confirmed that the adopted 1994 Highway Strategy should be included in full in the Local Plan. The Inspector did not give specific advice on the outcome of a review of the Strategy, nor did he see any particular advantage in identifying a specific location for the desired Nokia Service Road/A30 link. He was also reluctant to recommend removal of the width restrictions in Watchmoor Road, Doman Road and Stanhope Road, which prevent HGV access through the residential area.
- 3.3 The Local Plan was adopted on 8 December 2000, and includes reference to the 1994 Yorktown Highway Strategy. Any revised Strategy may be included in the next Local Plan revision. The enhancement of the residential areas of Yorktown is set out in SHBC's Policy UE5 of the Local Plan 2000 (Appendix 6, page 15). Development related infrastructure and development needs are set out in Chapt. 4 of the Surrey Structure Plan (Deposit Draft) January 2001.
- 3.3 The Strategy needs to be read in conjunction with SHBC's adopted Supplementary Planning Guidance for Yorktown. That guidance took a previous H & T Strategy for Yorktown as its starting point, and this document replaces the November 2000 Strategy. It is important that SHBC's Supplementary Planning Guidance and this document are viewed as complementary.

### **4.0 SYNOPSIS OF THE TRANSPORTATION REVIEW**

- 4.1 The review builds upon the previous studies and investigations but adds the additional dimension of an integrated approach to transport in the area. It will also enable the provision of a transport network that caters for the travel needs of all members of society.

### **5.0 OBJECTIVES**

- 5.1 **Improved access for deliveries, customers, employees, public transport and emergency services between Yorktown and on the surrounding highway network.**

This provides the opportunity to promote Advance Direction Signs (ADS's), Estate Direction Signs, the review and implementation of on-street parking controls, introduce link roads, and carry out junction and other highway enhancements and improvements.

## **5.2 Improvements to bus and rail services to reduce traffic and the reliance on private cars.**

There is a need for good public transport routes between Yorktown and the railway stations at Blackwater, Farnborough Main and Camberley. Whilst the current highway network is not helpful in supporting cost effective bus operations, a variety of route options can be developed with the support of the operators, particularly through the estate. The Strategy looks to progressing infrastructure improvements, and where appropriate, pump priming revenue operations.

Blackwater Station on the Guildford to Reading railway line is located closest to Yorktown. However pedestrian and cycle links from the station to Yorktown are currently very poor. There are also no bus services to transfer passengers from the station to the heart of the business park. Redevelopment offers the opportunity to improve pedestrian and cycle links between the rail station and the Yorktown area. The recent redevelopment of the Blackwater Industrial Estate, now known as The Meadows Business Park includes the provision a bus-rail interchange and on-site car parking provision. The Camberley to Frimley/Ash Vale railway link passes along the southeast border to the area. Whilst previous discussions had failed to identify any possibility for a new station to serve this locality a proposal has been included within Surrey's Local Transport Plan and is considered within the Blackwater Valley Integrated Transport Study Final Report.

## **5.3 Implementation of continuous sections of pedestrian and cycle routes as part of SCC's Cycle Network Strategy for the Borough wide Cycle Network Strategy to provide improved facilities for pedestrians and cyclists.**

The Surrey Heath cycle strategy, approved by the SHBC Environment Committee in June 1999, highlights desired cycle links through Yorktown. Positive facilities for cyclists can be provided by allowing cycle access where some or other vehicles are prohibited. An obvious possibility for Yorktown is to allow cycles to pass freely between the business and residential areas. Other possibilities may include the introduction of cycle advanced areas at traffic signals, cycle lanes and secure cycle parking facilities.

## **5.4 Improve road safety and consider options to reduce through traffic in the residential and business areas.**

This provides for the needs of the mobility impaired, cyclists, pedestrians and other vulnerable road users. Issues such as inadequate footway widths, lack of crossing facilities, severance, lack of positive cycle facilities, poor lighting and fears for personal safety need to be addressed to help encourage a change in travel behaviour. Traffic calming options where appropriate are to be considered, together with investigation into the potential of closing off vehicular links between the residential and business areas.

## **5.5 The strategy is to be development led and some objectives will be achieved before others.**

The detailed implementation plan to achieve the strategy is set out under the references in Appendix A.

## **6.0 TRANSPORT MITIGATION OBJECTIVES**

- 6.1 In determining future planning applications within the Yorktown business area it will be important for SHBC (the Local Planning Authority) with advice from SCC as the Highway and Transportation Authority, to encourage developers to provide Transportation mitigation to help:-
- \* promote the principles of sustainable development, balancing the needs of the economy, the environment and accessibility by integration of transport policy and proposals with land use planning (ref. Strategy objectives 5.1, 5.2, and 5.3).
  - \* facilitate and encourage public involvement in considering transport issues and developing solutions (ref. LTP Chapt. 1, para 1.2)
  - \* reduce road accidents and casualties (ref. Draft Strategy objective 5.4).
  - \* improve the integration, quality and choice of public transport (ref. Draft Strategy objectives 5.2).
  - \* provide for the needs of mobility impaired people, cyclists, pedestrians and other vulnerable road users (ref. Draft Strategy objectives 5.1, 5.3, and 5.4).
  - \* reduce road congestion, air pollution, noise and the visual impacts created by traffic (ref. Draft Strategy objectives 5.1, 5.2, 5.3, and 5.4).
- 6.2 There is an expectation that, through the Development Control process, all new developments will contribute in an equitable manner to improvements which are fairly and reasonably related to the proposals.

## **7.0 TRAVEL PLANS IN PARTNERSHIP WITH LOCAL EMPLOYERS**

- 7.1 The Government is encouraging business to think strategically about its transport requirements. One possibility is for companies to adopt Travel Plans, encourage employees to use sustainable modes of travel and reduce their reliance on the private car. Businesses will be encouraged to work together to gain the benefits of a partnership approach to Travel Plans, and as such, there may also be the opportunity for establishing a Yorktown Business Park Global Travel Plan.
- 7.2 Developers will be expected to prepare Travel Plans and make a commitment to their future monitoring. These would be the subject of legal agreements and form an essential part of any favourable Transportation Authority recommendation. For information as to contents of Travel Plans, guidance from SCC should be sought.

**STRATEGY IMPLEMENTATION MEASURES**  
**(5.0 Objectives)**

**Plan Ref      5.1    Improved access for deliveries, customers, employees, public transport and emergency services between Yorktown and on the Surrounding Highway Network**

- A      1.1    Widening of Stanhope Road
- B      1.2    Signalisation of Stanhope Road/Trafalgar Way.
- C      1.3    Signalisation of Stanhope Road/Tuscam Way
- D      1.4    Contribution towards implementation of Riverside Way/Yorktown Link Road from Doman Road to Riverside Way.
- E      1.5    Linking of Tuscam Way (Nokia Service Road) with Bracebridge
- F      1.6    Linking Doman Road with a left in/left out junction on the BVR A331 through the Council depot site
- G      1.7    Linking of the Nokia Service Road/Tuscam Way with London Road
- 1.8    Contribution towards the feasibility, design and implementation of miscellaneous Yorktown highway improvements.
- 1.9    Contribution towards the review and implementation of on street parking control measures.
- 1.10   Provision and Implementation of Travel Plans (per occupier) (monitoring cost £2000 each)
- 1.11   Contribution towards Camberley Movement Study
- H      1.12   Signalisation of Glebeland Road/Stanhope Road
- I      1.13   Extension of the Nokia service road to the west of Tuscam Way
- J      1.14   Widening of the BVR at its junction with Stanhope Road to accommodate two right turn lanes

**5.2    Improvements to bus and rail services to reduce traffic and the reliance on private cars**

- K      2.1    Provision of 2 bus lay-bys on the BVR in the vicinity of Stanhope Road
- L      2.2    Provision of 2 bus lay-bys on the BVR in the vicinity of Riverside Way
- 2.3    Route 1 Bus Study contribution.
- 2.4    Improved Public Transport information
- M      2.5    Provision of bus gate at Watchmoor Road/Moorlands Road
- N      2.6    Provision of bus gates at Stanhope Road/Queen Mary Avenue and Doman Road/Vale Road.
- 2.7    Bus Route Impact Feasibility Study on residential area to east of Yorktown, through Yorktown to Camberley Rail Station, implementation including pump priming for 5 years.
- 2.8    Rail Passenger Transport Study Bid to the Strategic Rail Authority for improved public transport provision between Yorktown and Riverside Way

**5.3    Implementation of continuous sections of Pedestrian and Cycle Routes as part of SCC's Cycle Network Strategy for the Borough wide Cycle network to provide improved facilities for pedestrians and cyclists.**

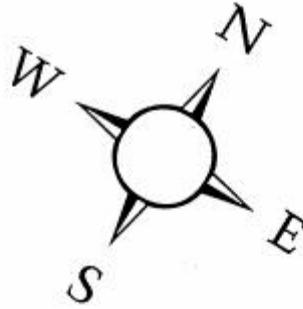
- O      3.1    Toucan Crossings at The Meadows
- 3.2    On and off carriageway pedestrian/cycle routes as identified in the cycle strategy

**5.4    Improve road safety and Consider options to reduce through in the residential and business areas.**

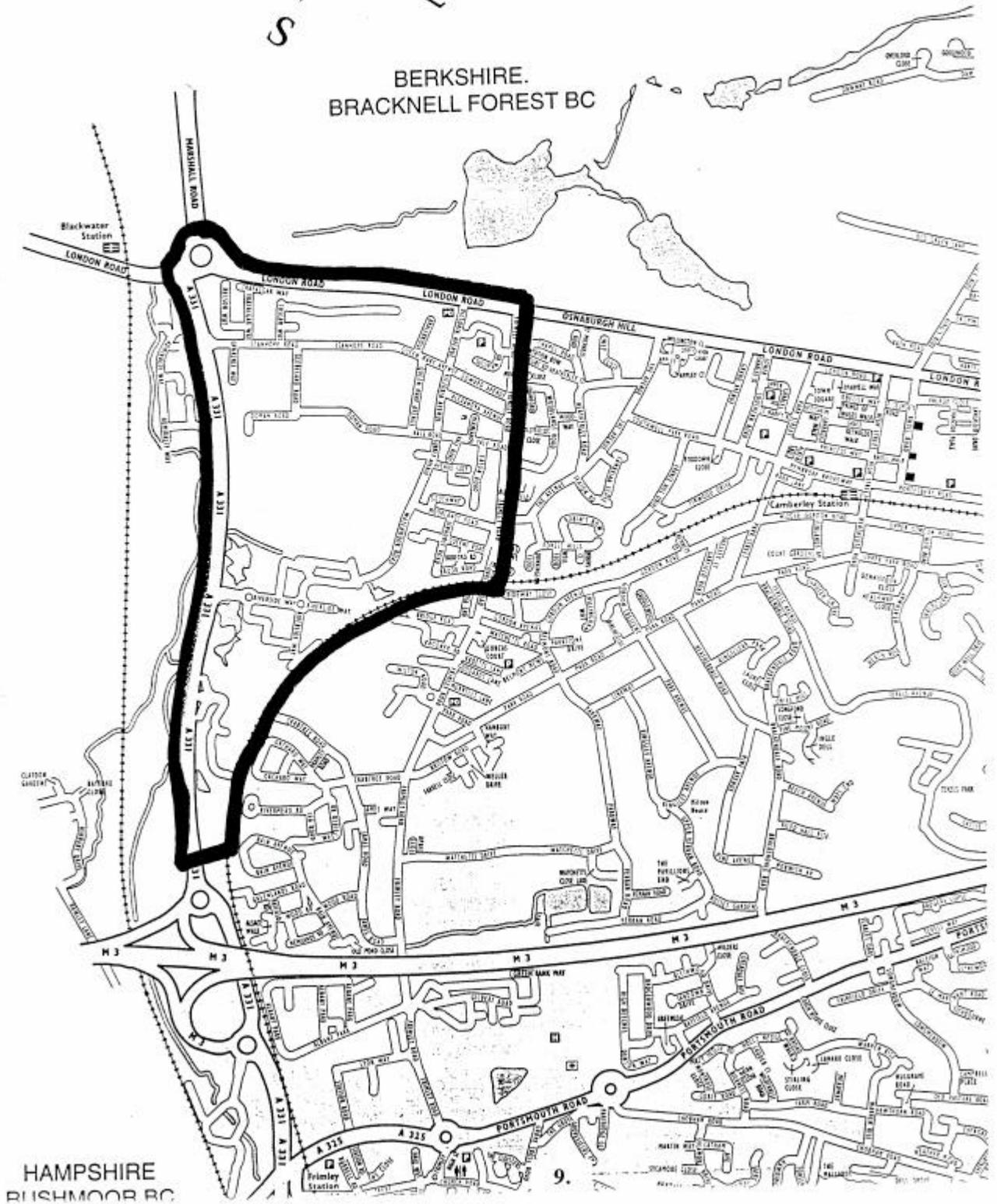
- 4.1    Traffic Impact Feasibility Study on residential area to east of Yorktown, with implementation of traffic calming/environmental enhancements and the option of road closures for vehicles in the residential areas of Vale Road, Alexandra Avenue, Edward Avenue, Sullivan Road, Queen Mary Avenue and Stanhope Road.
- 4.2    Environmental/signage improvements within the business area.
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PLAN 1.

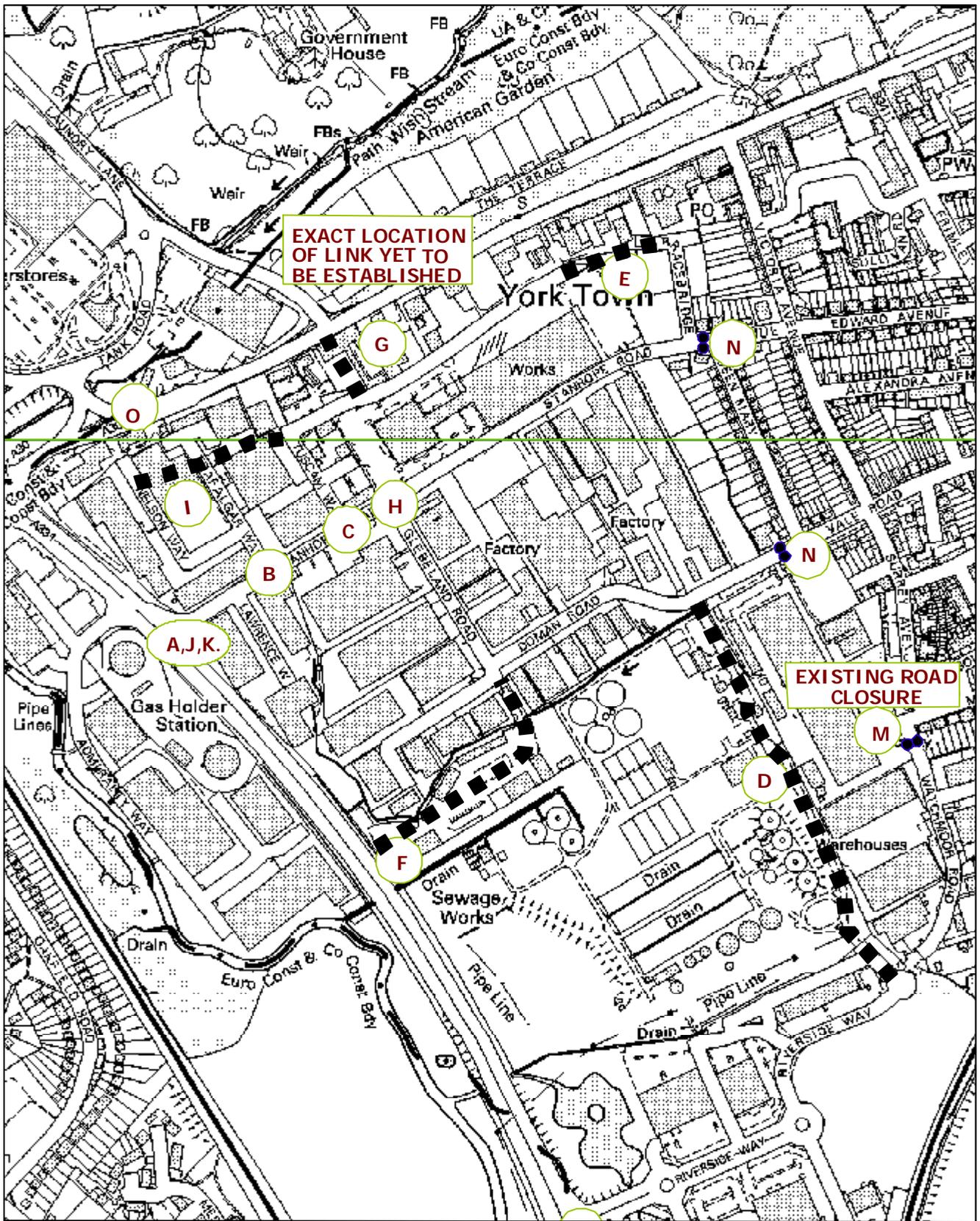
STRATEGY AREA.



BERKSHIRE.  
BRACKNELL FOREST BC

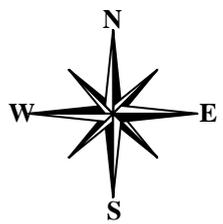


HAMPSHIRE  
RUSHMOOR BC

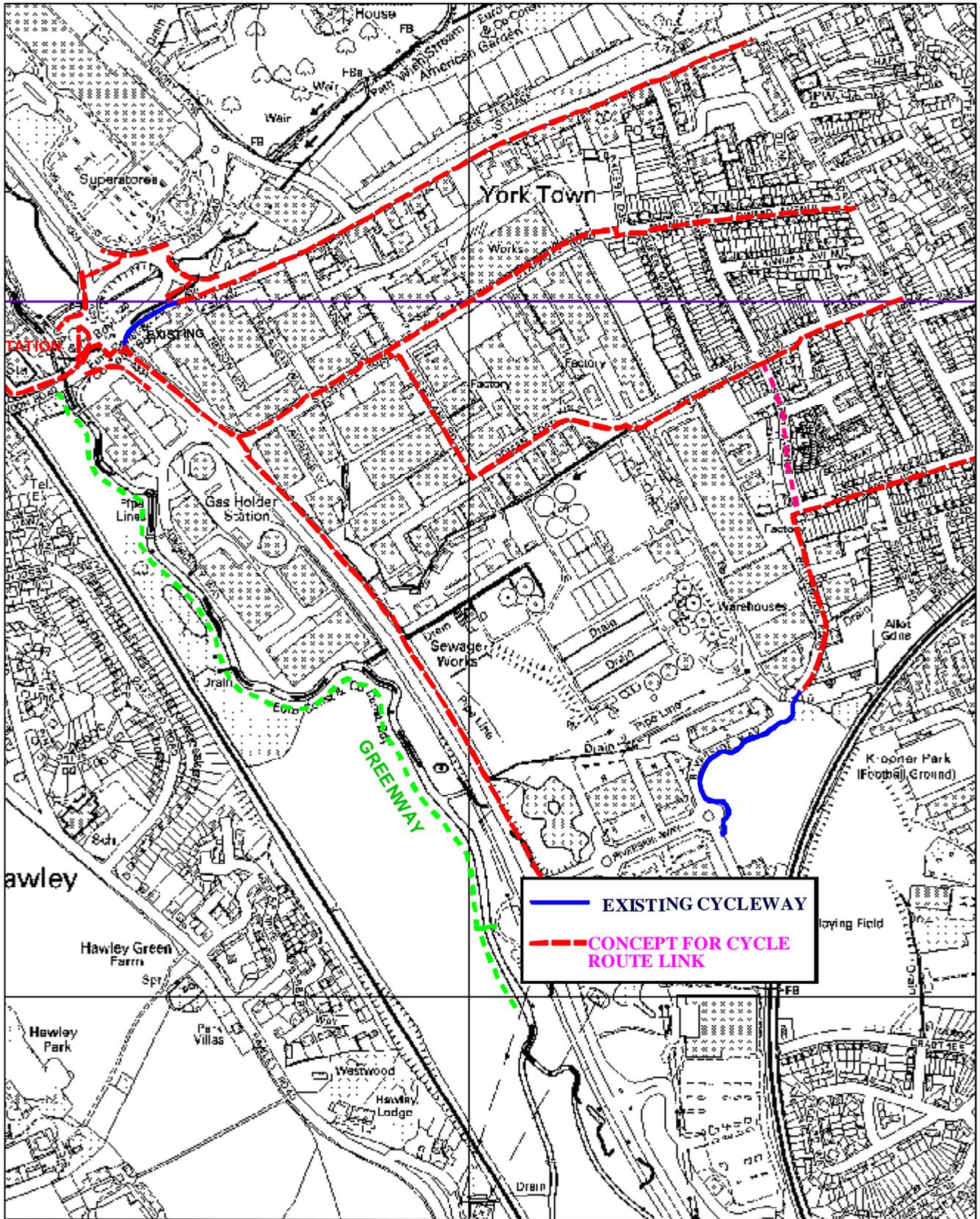


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