

## 9. TRANSPORT AND MOVEMENT

### Policy EEG8: Encouraging sustainable movement

#### Purpose

9.1 This policy seeks to encourage more sustainable modes of transport by supporting proposals that enable active travel. It also identifies where enhancements to the rights of way network might be made, to be funded through developer contributions or other project funding.

#### Justification

9.2 The rural history of Ewhurst has left the parish with a rich and varied network of footpaths and bridleways, particularly around Ewhurst village, and these are widely used by residents. They are a great asset to the parish and their rural character is appreciated. They enable not only access within the villages but also link to open access land including the woods on Pitch Hill (part of the Surrey Hills AONB) and open green spaces elsewhere in the Parish.



*Horse-riders on the B2127*

9.3 However, because Ewhurst is a very rural parish, car ownership is high; 63% of households had access to two or more cars in the 2011 census compared to 50% at the borough level. This has led to traffic and transport issues being regularly raised by local residents during consultation and with respect to individual planning applications. Concerns include congestion and speeding, with many vehicles cutting through the parish to reach their destinations. Particular hotspots identified in the Traffic and Transport Report<sup>20</sup> include:

- The Street in Ewhurst village.
- Cranleigh Road in Ewhurst village.
- Horsham Road through Ewhurst Green.
- Shere Road.
- B2128 and Furzen Lane within Ellens Green.

9.4 Whilst the Neighbourhood Plan cannot prevent people from using their cars, encouraging walking, cycling and horse-riding, particularly for shorter journeys within the parish and to nearby settlements, will be important.

9.5 This can be achieved by maintaining and improving existing walking and cycle routes and creating new ones where necessary and also improving signage. In parallel, linking any new housing proposals to foot and cycle routes to enable those living in them to access the key local facilities and the wider countryside. These sorts of initiatives can also contribute to alleviating congestion and associated air pollution (particularly along the B2127 and the junction with the Cranleigh Road), and will encourage regular healthy exercise within the community. Figure 9.1 shows the

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<sup>20</sup> [TRAFFIC & TRAFFIC & TRANSPORT WG background paper edited \(ewhurstellensgreen-pc.gov.uk\)](#)

existing rights of way network and key movement routes, as identified by the community, on a map; all new developments should seek to provide a link to this. It also locates areas of the parish that would benefit from improvements, including upgrades to surfacing, provision of electric charging points and bicycle racks in public spaces.

- 9.6 A range of non-planning measures to improve and encourage sustainable public transport services, which in turn are likely to assist in reducing dependency on private transportation, are supported by the Parish Council in Section 11 of this Neighbourhood Plan.

**POLICY EEG8: ENCOURAGING SUSTAINABLE MOVEMENT**

- 1. To help ensure that residents can walk safely to the village centre and other local community facilities, all new development proposals must incorporate safe, accessible (including for those with disabilities) pedestrian access with links from the development to existing footpaths and, where feasible, cycleways, as shown in Figure 9.1.**
- 2. The provision of new, or the enhancement of existing, cycle and pedestrian routes that are physically separated from vehicular traffic and from one another will be strongly supported. Such routes should be of permeable material where possible and also ensure that access by disabled users and users of mobility scooters is secured.**
- 3. The provision of infrastructure - including but not limited to secure cycle storage and electric vehicle charging points in publicly accessible locations – including the Village Hall car park, at the Recreation Ground and at the Ellens Green Memorial Hall - will be supported.**

Conformity reference: NP Objective: 5; LPP1: ST1; LPP2: DM9; NPPF: 91, 98, 102, 103, 104

Ewhurst and Ellens Green Neighbourhood Plan  
Pre-Submission (Regulation 14) Version

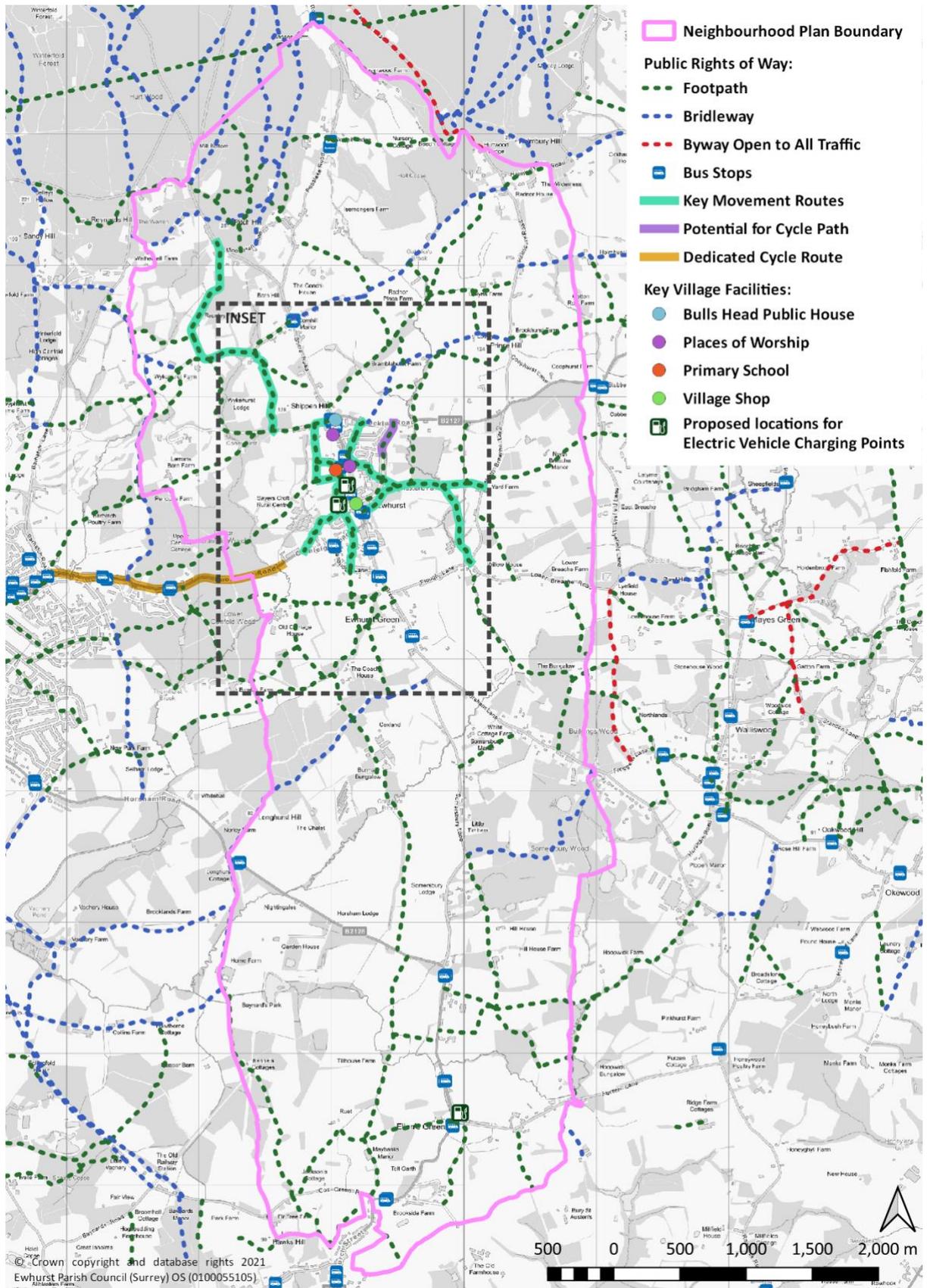


Figure 9.1 – Key movement routes and potential for cycle path improvements

Ewhurst and Ellens Green Neighbourhood Plan  
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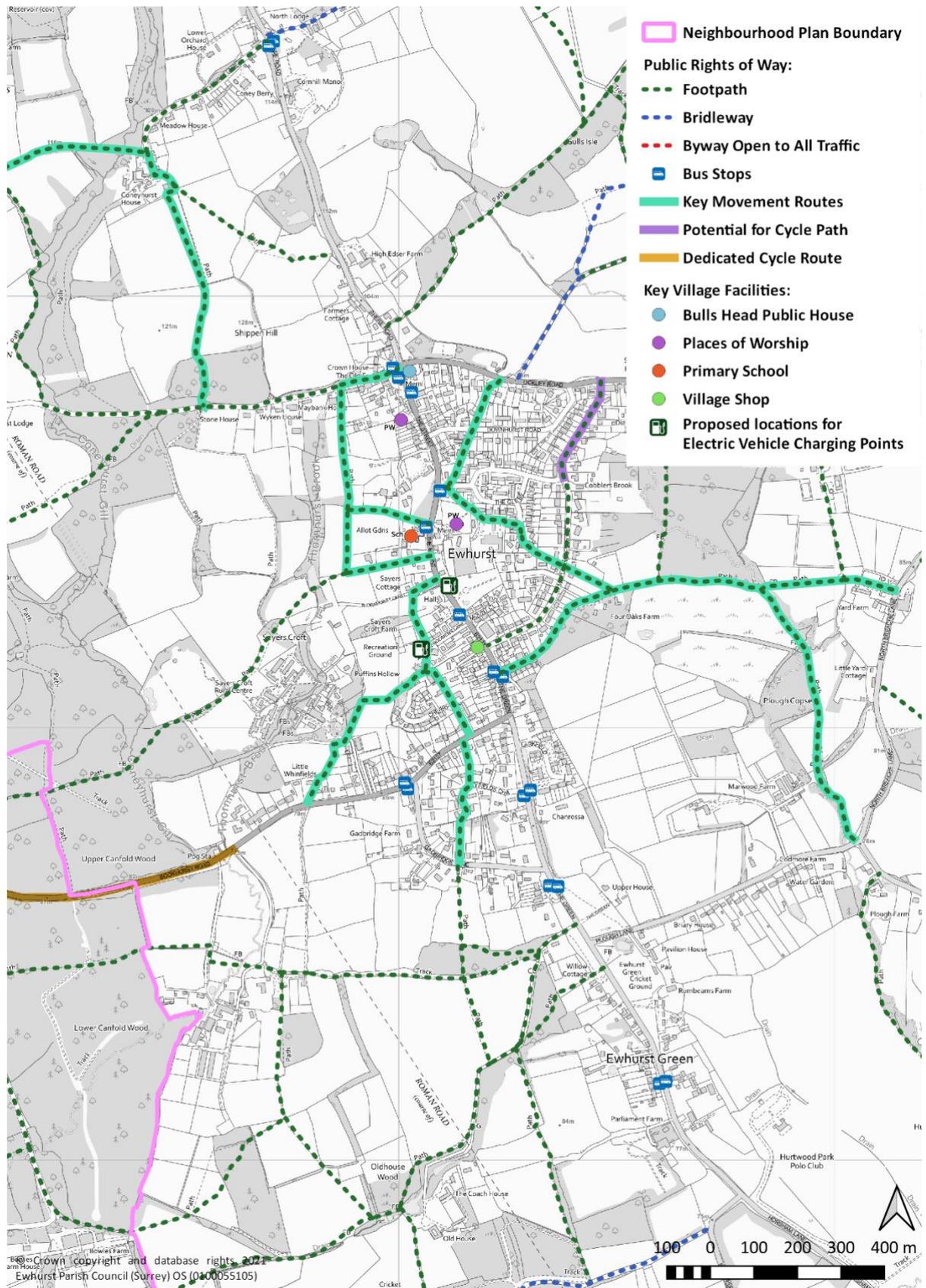


Figure 9.2 – Key movement routes and potential for cycle path improvements (Inset)