

## MOVEMENT

## STREET NETWORK

## WHAT DOES THE PLAN SHOW?

The plan shows the layout of streets and roads within the borough.

Spelthorne is well-connected with good rail and road links to the surrounding area, regionally and nationally. This makes it an attractive and convenient place to live and work, but can bring challenges for the design of places, as major roads and railways can create 'severance', making it difficult to cross them. Three major routes - the A30, A308 and M3 define and separate much of the borough from each other.

The layout of many residential areas is on a grid of parallel through streets within a framework of relatively straight main routes. Spelthorne is largely free of extensive cul-de-sac development that can make it difficult to walk and cycle in an area. Many of the streets have very similar characteristics. Older streets tend to lack street trees and verges, whereas post-war streets are more likely to feature these.



Geometric grid of streets (Ashford)



Large dual carriageways with residential and commercial frontages

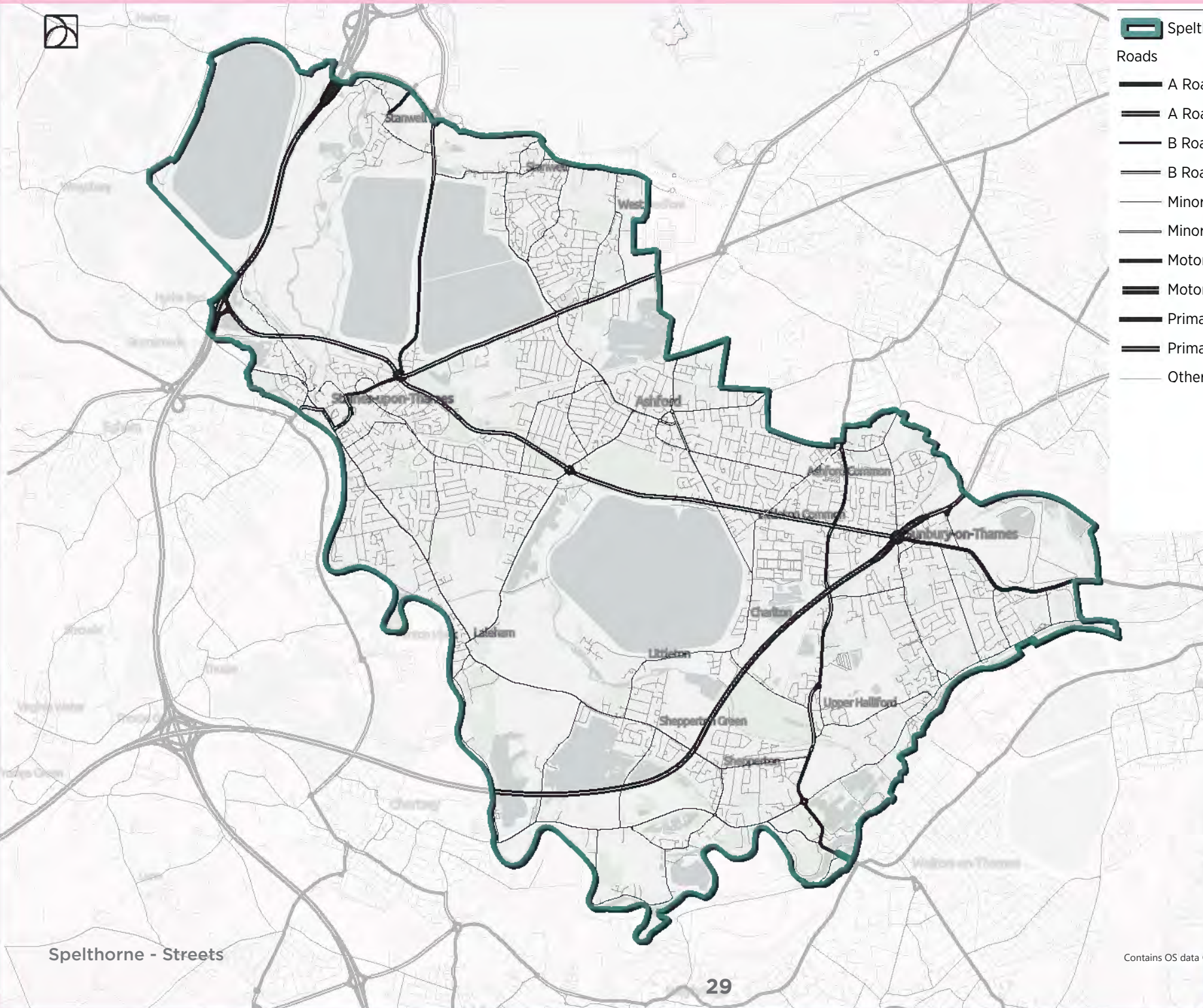
## WHAT DOES THIS MEAN FOR THE CODE?

The Design Code can consider how to reduce the effects of severance and poor environmental quality by major roads in areas of change, such as at Sunbury Cross where major roads, junctions and railways make it difficult to move about.

The Design Code can advocate for development within an efficient grid structure, connecting to existing streets, promoting integration of existing and new places, and reflecting modern best practice for creating attractive, people-friendly streets. Approaches to manage vehicle traffic will need to be considered.

## WHERE DID THIS DATA COME FROM?

- Ordnance Survey OpenData - Streets Layer



**Spelthorne Borough Boundary**

**Roads**

- A Road
- A Road, Dual Carriageway
- B Road
- A Road, Dual Carriageway
- B Road, Dual Carriageway
- Minor Road
- Minor Road, Dual Carriageway
- B Road, Dual Carriageway
- Motorway access
- Motorway
- Primary Road
- Primary Road, Dual Carriageway
- Other Road

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Spelthorne Design Code  
**Baseline Plans - Water**

Scale: AS	Drawn: -	Designed: -	Approved: HA
1:40,000	OR	0	1,600 m

Drawing Number:	Revision:	Date:
<b>SPEL04-002</b>	-	<b>27.06.2024</b>

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## MOVEMENT

## ACTIVE &amp; SUSTAINABLE NETWORKS

## WHAT DOES THE PLAN SHOW?

The plan shows public rights of way, cycling infrastructure and Sustrans National Cycle Network routes within the borough. It also shows bus routes (although not weighted by frequency of bus), bus stops and railway stations.

Due to having good road links and being quite spread out, Spelthorne has a high level of car use, which causes congestion, poor air quality and noise. Options for walking, cycling and using public transport to get about are good in places, but missing in others.

In places such as Staines-upon-Thames, where walking and cycling to the town centre are viable options due to short distances and flat terrain, patchy provision and conflicts with vehicles at junctions and bridges into the town centre make using these modes of travel more difficult than it should be.

There are signposted cycling links between many of the key locations in the borough along a mix of streets.

Public transport provision covers much of the borough but is often infrequent. Getting from west to east can be difficult, as frequent rail services do not cover the gap and run into London, and buses can be variable.



Thames Path in Staines



Staines bus station

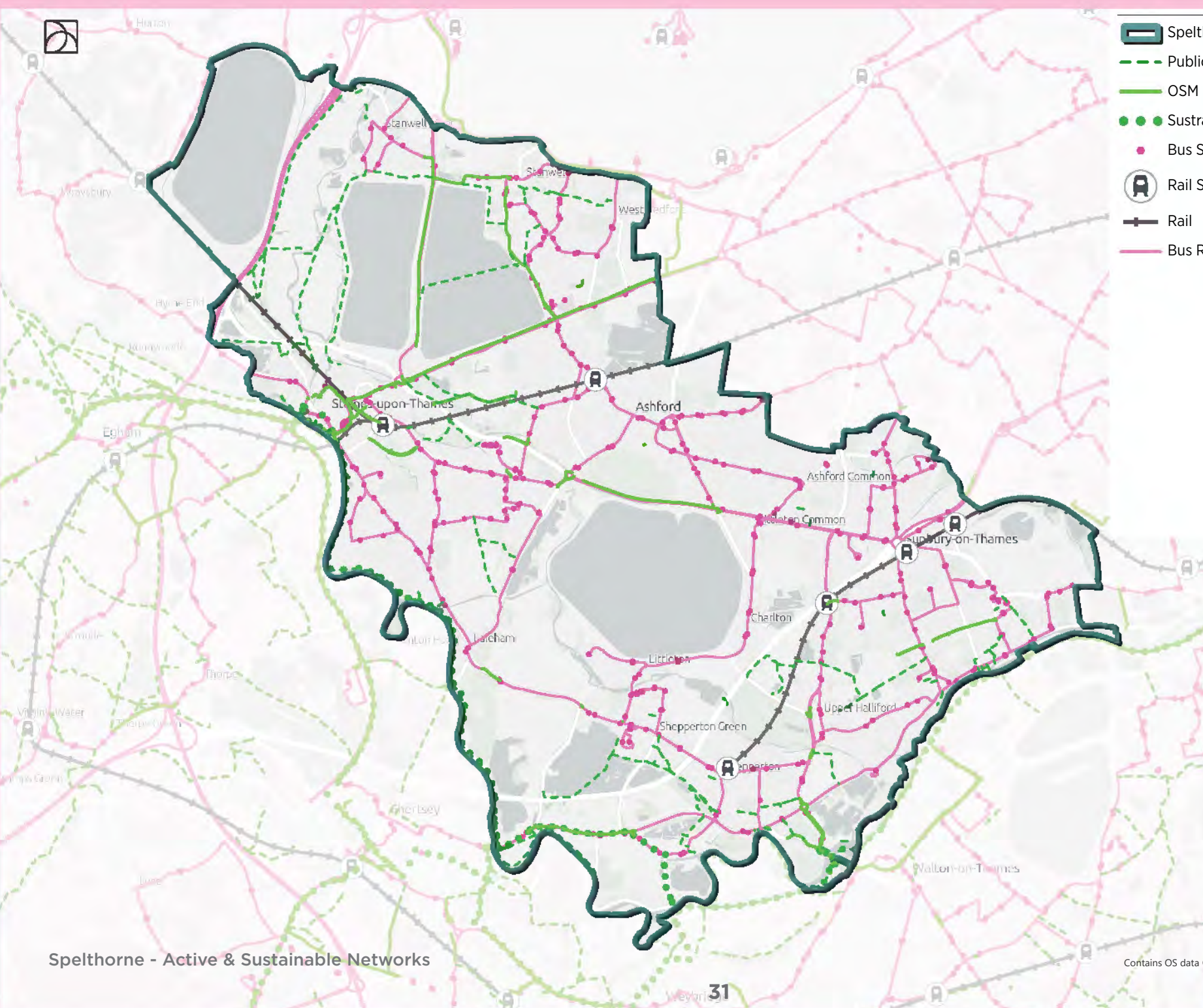
## WHAT DOES THIS MEAN FOR THE CODE?

The Design Code can flag areas of poor active travel provision and encourage new proposals to address these where possible. Approaches to bridging gaps in provision should be encouraged and demonstrated. The Design Code should align with Surrey County Council's Healthy Streets design code and other emerging transport proposals such as the Spelthorne Local Cycling and Walking Infrastructure Improvement Plan (LCWIP).

Where development is located in areas that are highly accessible by public transport, the Design Code should ensure proposals make the most of this opportunity and are well-connected to public transport infrastructure.

## WHERE DID THIS DATA COME FROM?

- Ordnance Survey OpenData - Railways
- OpenStreetMap - Cycling Infrastructure
- OpenStreetMap - Bus Routes
- National Public Transport Access Nodes (NaPTAN) - Bus Stops
- Surrey County Council - Public Rights of Way
- Sustrans Network Data



- Spelthorne Borough Boundary
- Public Rights of Way
- OSM Cycleways
- Sustrans
- Bus Stops (NAPTAN)
- Rail Station
- Rail
- Bus Routes

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Spelthorne Design Code  
**Baseline Plans - Active/Sustainable Mvmt**

Scale: AS	Drawn: -	Designed: -	Approved: HA
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