

BACKGROUND PAPER - TRAFFIC AND TRANSPORT - January 2016

1. Introduction

This Paper has been produced from research done by members of one of the Working Groups of the Neighbourhood Plan. It considers traffic and transport within Ewhurst and Ellen's Green. It identifies the local road network, traffic usage, public transport services, parking, walking, footpaths, cycling and riding in the area and then analyses the issues, problems and needs which may be addressed as part of the overall Neighbourhood Plan.

Traffic and transport issues have been regularly raised by local residents during consultation on plans and planning applications. However transport and highway planning, traffic management and control and the provision of public transport are the responsibility of the Highway Authority (i.e. Surrey County Council) and for major routes the Highways Agency. They are not the responsibility of the local planning authority. Both Surrey County Council and the Highways Agency have their own planning systems for identifying and addressing problems and needs although they are required to input into traffic and transport aspect of development plans and to have regard to transport policies and proposals in those plans.

2. Community Consultation Responses which relate to Traffic and Transport

The remit of the Neighbourhood Plan is to identify local priorities for traffic management and transport planning in order to highlight the needs and issues which should be addressed by the highway authorities. It is also to highlight local transport matters which are relevant to decisions on proposals for development and change.

Consultation with Parish residents in 2013 on a Village Plan for Ewhurst (which preceded work for the Neighbourhood Plan), raised the following traffic and transport issues:

- The level of through traffic was too high, especially HGVs, in both Ewhurst and Ellen's Green.
- Any new development should be limited to avoid adding to traffic congestion.
- Concern was expressed about traffic speeds especially in The Street, Ewhurst and through Ewhurst Green and Ellen's Green.
- Action to manage traffic and speeds should not be to the detriment of the character of the Village or affect the surrounding countryside.
- Poor or non-existent pavements. Dangers of crossing roads e.g. near the school, village hall and church.
- Better standard of roads and better road maintenance needed.
- Problems and issues associated with the extent of cycling in the area.
- Local footpath network should be improved, extended and maintained.
- The need to maintain and improve the current limited bus services.

Responses in the 2015 Parish Survey (Community Questionnaire) for the Neighbourhood Plan identified a very similar range of problems and suggestions for improvement and change:

- Many commented upon the poor standard and condition of local roads and pedestrian and public footpaths. Many comments were also made about the need for better maintenance of trees, shrubs and bushes alongside roads to keep sightlines clear and routes free of obstruction.
- Excessive traffic speeds in all areas including Ellen's Green were very frequently highlighted. Traffic calming and more speed controls are needed. There should be restrictions placed up the use of some local roads by HGVs. More and better road signage is needed to highlight the dangers to vulnerable pedestrians, cyclists and motorcyclists.
- Although almost all respondents said they used or relied upon a private car for virtually all their movement needs, a great many also commented upon and expressed concern about the bus services serving the area. Many highlighted that children, young people and some of the elderly were very dependent upon use of the bus.
- There is a need to retain all bus services and improve the frequency of several routes, particularly given the ageing population. New routes to Dorking, Guildford and Horsham were suggested. Mention was also made about the need for more late evening and weekend services. Safer and more convenient bus stops for older people and those with children are needed.
- The bus turning point at the top of Ewhurst village should be relocated. (This has now been moved.)
- The number of cycle races using local roads should be limited due to pressure from other roads users and the danger to cyclists.
- A safe, separate cycle track or route up and down Shere Road is needed because this is particularly dangerous for cyclists to use regularly and heavily.

Responses to the 2015 Young Persons Questionnaire reflected many made for the Parish Survey:

- The young people expressed great appreciation for (and extensive use of) the local footpath network.
- Some commented about excessive traffic speeds and that it was not always safe walking through the Village.
- Some said they like to cycle but again mentioned safety concerns when using local roads.
- Almost all respondents indicated they were very dependent upon local bus services to get to school and college and to access places and facilities they like or need to use away from Ewhurst village. The need to improve and extend bus services especially in the late evening and at weekends was a very common comment.

3. Summary of the Traffic and Transport Situation in Ewhurst and Ellen's Green

The Local Road Network

To a great extent the shape, situation and location of the Parish and its historic connections to adjacent settlements has determined the local road network of largely unimproved rural B-class roads and unclassified country lanes. The Parish is approximately 7 miles north to south and between 2 and 2.5 miles wide west to east, situated in the middle of a largely rural 'enclave' though which there are no main or A-class roads. There have been no major or significant alterations or improvements to local roads for many decades. A resume of the local road network is in Annex A.

Traffic Flows

Analysis of traffic flows within the Neighbourhood Plan area (the Parish) has been hampered by a lack of up-to-date data. Current flows can be estimated using 8-year-old turning movement data for several road junctions in the area increased by national traffic growth factors. However figures derived indirectly from traffic speed monitors for The Street in 2015 suggest that flows on the B2127 could be greater than the estimates. Local spot check counts conducted by a resident for the Neighbourhood Plan tend to confirm that traffic flows on the B2127 have probably increased in recent years by more than national growth rates. Figures from the 2011 Census offer another prospective on traffic generation in the Parish.

Car Ownership. Approximately 95% of all households in the Parish own, regularly use or have access to a private car or van. Vehicle ownership rates in 2011 were:

- 31.7% One car or van
- 41.7% Two cars or vans
- 14.7% Three cars or vans
- 6.5% Four or more cars or vans
- 5.3% No car

Average number of cars and vans per household 1.89, whereas the average for the South East of England was about 1.35 per household. In fact there was nearly as many cars etc. in the Parish as residents aged 17 years and over (1744 as against 1859).

Travel to Work. The 2011 Census provides information on methods of travelling to work. The Parish figure of 16.4% who work from home is significantly higher than the figure for the South East of 6.6%. Use of the car or van for travel to work for the Parish was similar to that for the South East. However, walking to work and use of the bus were for the Parish, very much lower than the average for the South East (7% as against 10.9% and 2% as against 4.5%). Methods of travel to work for Parish residents in work were:

- 66.2% travel to work by car or van
- 7% walk to work

- 8.3% travel mainly by public transport (bus, train etc.) of which only 2% were mainly by bus
- 1.4% travel to work by bicycle or motorbike
- 0.8 other or unspecified method of travel to work
- 16.2% work mainly at or from home

Additionally virtually all school age children over the age of 7 have to travel out of the area for their schooling. Although many can use the bus (scheduled services timed to double as a school bus) a sizeable majority have to travel by car. Likewise a considerable number of the children who attend the local infant school are brought by car.

Weekday Daytime Off-Peak Traffic. For the majority of roads and routes into, out of and around the Parish, traffic flows, based on 2008 figures, are below the theoretical safe capacity of most roads and junctions. The busiest local roads / route in off-peak hours is the B2127 (Cranleigh Road/The Street/Ockley Road) with an estimated 350 to 450 vehicles per hour (2008 data plus national growth factors). However as already indicated, derived figures for 2015 suggest that this may be an underestimate. It is clear however that the B2127 acts as both an important through route and the main local feeder road during weekday off-peak periods. Other roads, including those through Ellen's Green are generally carrying less than half this amount of traffic.

Weekday Daytime Peak Traffic. During peak weekday periods there is a very substantial increase in traffic. For Cranleigh Road and The Street, traffic levels have been estimated to rise to well in excess of 550 vehicles per hour. The indirectly derived figures suggest that at times the figure is as much as 800 to 900 during some peak hours. Shere Road is estimated to have flows in excess of 200 vehicles per hour during peak periods, Horsham Road between 150 and 200 vehicles per hour and Ockley Road well in excess of 200. Peak flows through Ellen's Green are also noticeably higher as it is one of the routes used by commuters and goods vehicles to go between Cranleigh and the A281/Horsham. Although all these traffic flows are below the notional road capacity, it does not take into account the poor quality of these roads, limiting the roads' capacity to accommodate fast flowing traffic.

Through Traffic

Although no specific statistics on through traffic are available (i.e. showing origin and destination), local observation by tracking vehicles and noting the names/addresses of commercial vehicles, suggests there has been recently a sharp increase in through traffic at most times of the day. Information from traffic data available for the B2127, underlines the high proportion of large vans, heavy goods vehicles, long vehicles and vehicles with trailers, recorded during week day working hours. Analysis showed that during off-peak hours on The Street, about 25 to 33% of the traffic is LGVs, HGVs, vehicles with trailers and buses/coaches. Although a proportion will be local, a substantial amount are travelling through the area as a link between the A281, A25, M25, A24 and A29, thereby avoiding known traffic congestion points. Heavy through traffic, particularly during peak hours using the Shere Road has a subsequent impact on through traffic through the villages of Ewhurst and Shere. Almost all of the traffic through Ellen's Green is through traffic.

The problem of HGVs and other traffic using local roads which are not suitable for use as short-cuts and through routes is often compounded by reliance on the use of SATNAVs which do not distinguish when a road or route is unsuitable for large and towing vehicles to use. There is only one sign in the Parish which indicates that a road or route is unsuitable for through traffic by HGVs and this is for a residential side road. There are no such signs for any of the lanes, roads and hills north of Ewhurst village. Nor are there any signs at the start of Ewhurst village (apart from the 30mph limit) which indicate to through traffic that they are passing through a busy village in which the elderly and children are walking around. Occasionally cycle event organisers place warning signs for cyclists at the top of Shere Road/Pitch Hill but these are neither permanent nor official road signs.

Traffic Speeds

Traffic regulations restrict speeds within Ewhurst and Ellen's Green to primarily 40 mph, which drops to 30 mph within the built-up areas and to 20mph at times for a section of The Street which passes Ewhurst school. Traffic speed records (Speed Watch and traffic speed recorders for The Street in 2015), suggests that for most roads in the Parish, including Cranleigh Road, The Street, Horsham Road, Shere Road/Ride Way and Ockley Road, the vast majority of vehicles, including all types of large vehicles, exceed the speed limit at some point by at least 20%. This translates to a speed of 36 mph or more in 30 mph sections and close to 50 mph in 40 mph sections. The majority of vehicles north up Shere Road travel at between 37 and 42 mph in the 30 mph limit area, although speeds south for this route tend to be slightly lower as drivers are more cautious speeding downhill. On the Ockley Road, 85% of vehicles achieve at least 38 mph for all sections even within the 30 mph zone.

The imposition of a 20 mph limit at school entry and exit times does not appear to have restricted the speed of a minority of vehicles who still exceed 30 mph. The removal of the bus stop and standing buses (and delivery lorries) at the entrance to the school may have enabled a few drivers to speed through this now completely "clear" section of the road.

Where the road has been reduced to almost a single track by parking, e.g. at the southern end of The Street and part of Ockley Road, traffic speeds are generally much reduced as vehicles frequently have to wait for on-coming traffic. However when these sections are clear, some vehicles then accelerate through the narrowed section. This practice can in turn contribute to vehicles speeding through the next "clear" section which in the case of The Street is The Mount, and past the Village Hall and School. It is noticeable that in the evening, at night and at weekends when simultaneous two way traffic is less prevalent, a larger proportion of vehicles speed through these sections and the village generally. The speed of many vehicles through Ewhurst Green are often well in excess of the 40 mph limit. It is apparent from local observation that despite the recent imposition of a reduced speed limit for the B2128 at Ellen's Green, a many vehicles are still travelling at 50 mph or more.

Road Accidents

Available road accident statistics are incomplete and do not identify the reason for an accident. However it is appropriate to note that in the 5 years up to 2015 Shere Road/Ride Way/Hound House Road/Pitch Hill is the main route for recorded accidents with 10 accidents - of which 2 involved cyclists and 1 a pedestrian. All other roads and routes in the Parish had less than half the recorded accidents.

Road Standards and Conditions

The standard and condition of roads within the parish is variable. For the most part the B2127 is of a generally good standard and well maintained although the section from Ewhurst Village to Forest Green shows signs of deterioration. The road south from Ewhurst towards Horsham is a more variable standard and condition, although some maintenance attention has recently been given to the worst areas. Many of the other roads and rural lanes in the parish are of a very variable standard and condition. Some have sections where the carriageway edge is breaking away or getting overgrown. Long standing potholes, patches of roughly repaired surface, hollows, dips and slumping are common on several roads. For several roads in the north of the parish along the edge of the scarp slope, springs frequently keep some sections wet and slippery. Another common problem for the Shere Road/Pitch Hill route is trees and branches overhanging or falling onto the carriageway.

Parking

There are two free public car parks in Ewhurst village. The car park at the recreation ground can hold approximately 21 cars, and another 26 if the extra section is opened up, but there are no spaces painted so it depends how closely people park. About 30 cars can fit in the main Village (Village Hall) car park including the round space outside the cemetery, but again the spaces are not marked. It has been known for nearly 40 cars to park here but only with some being blocked in. On these occasions cars are often also parked on the grass area by the pond and on the verges and pavement of The Street. There is also a car park with space for about 20 cars available at Ewhurst Bowls Centre which is occasionally used by persons using the recreation ground. At the Baptist Church there are 21 marked car parking spaces which are used by churchgoers, visitors and local businesses. The Bulls Head Public House also has some parking spaces at the front and rear. The Village Club on Ockley Road has a small car park for its members. Likewise there is a member and visitor car park for the Bowls Centre. The Village School has only a few parking spaces for staff and no space at all for parents and visitors. The Windmill Public House on Pitch Hill has space directly off the road for about 12 vehicles. This area has also been used as a stopping point for cyclists. Hurtwood Park Polo Club has several substantial areas which it can use for parking during matches and events. Ellen's Green Memorial Hall also has a small car park for users of the hall and the adjacent playground.

There are no restrictions against people parking on the carriageway (except at junctions) anywhere in the Parish. Some residential side roads do have a lot of carriageway parking even where there are driveways and garages to property. Carriageway and, at times, on pavement parking is however common on The Street near to Hazelbank Stores and the Vets, on parts of the Ockley Road and around Deblin's (Bulls Head) Green. In the latter location, parking by customers of the Bulls Head pub, local residents and some commuters who see this as a convenient pick up point, can affect the ability of the No. 53 bus to use the turning circle and bus stop.

Parking on the carriageway and on grass verges also frequently occurs in Ewhurst Green for the cricket club which has use of only a few off-road spaces. Extensive parking on the carriageway and grass verges also occurred in 2013 when the spaces at the Polo Club were unusable for a major event.

Most of the clubs and societies are happy with the car parking available. Some have their own car parks (the Bowls Centre and the Village Club) and others park on the minor roads

around the Glebe or elsewhere. Of the clubs that use the car parks, 9 use the Baptist Church and of these 2 would like it to have more spaces; 15 use the main Village(Village Hall) car park and of these 5 have problems; 6 use the recreation ground and of these 2 are unhappy. The problems are noted by the very large clubs (e.g. the Junior Football club with 180 members), or when events clash. There is a daily problem with the main Village (Village Hall) car park when the school and Rainbows End playgroup both need the spaces at the same time. This problem also occurs when there is a major service or event at the Parish Church. Problems are exacerbated by some local businesses using the car park for overnight parking.

Public Transport

Local accessibility by and use of public transport is determined by the number, routes and frequency of the bus services operating in the area. Local services provide connections to Cranleigh, Guildford, Godalming, Dorking, Crawley and Horsham which in turn provide further bus and train services.

Surrey County Council does not use a "minimum requirement" methodology based on population numbers. Bus services are provided commercially, without public funding and without control from the local authority. The principal bus service (route 53) is predominantly provided in this way. The level of service provided by the bus company is at their commercial discretion. If Surrey County Council considers that level is insufficient, it can secure additional provision if it is felt socially necessary to do so, but only if it is affordable within current budgetary limits and offers reasonable value for money. In the current financial climate it is unlikely that Surrey County Council will be in a position to augment current provision in Ewhurst, unless there was a major new residential development which may provide a developer contribution which could be used to increase bus service levels for a specified period of time.

At present, the bus services in Ewhurst areas follows:

Arriva Service 53: Ewhurst-Cranleigh-Shamley Green-Wonersh-Guildford - hourly, seven days a week. The Sunday and late evening services are supported by Surrey County Council.

Buses Excetera Service 25: Cranleigh-Ewhurst-Peaslake-Gomshall-Shere-Newlands Corner-Merrow-Guildford - five journeys each way Monday to Friday, four on Saturdays, funded by Surrey CC. This service includes taking Ewhurst students to George Abbot School at Merrow. (This service will be reviewed in 2016 or 2017 as part of our county wide Local Transport Review)

Compass Bus service 42: Ewhurst-Cranleigh-Dunsfold-Godalming-Guildford - one round trip per day on Mondays to Fridays, to enable students to get to/from Godalming College

Buses4U service 50: Ockley-Forest Green-Ewhurst-Ewhurst Green-Walliswood-Broadbridge Heath Tesco-Horsham - one round trip for shopping on Tuesdays

Carlone Buses service 533: Ewhurst-Ewhurst Green-Walliswood-Forest Green-Ockley-Dorking - one round trip on a Tuesday, for shoppers

Carlone Buses service 599: Holmbury St. Mary - Forest Green-Walliswood - Ewhurst Green-Cranleigh-Guildford - one round trip to Cranleigh for shopping on a Thursday and one round trip on a Friday to Cranleigh and Guildford.

Arriva Service 63 / 63X: Horsham - Broadbridge Heath - Rudgewick - Ellen's Green-Cranleigh - Bramley - Guildford. Every 30mins, six days a week.

Although there are reasonably good bus services operating within the area, they have high costs. The low frequency of some services means that travelling by car is often an easier alternative. For those without use of a private car, the bus services to Cranleigh and Guildford are vital given the limited range of facilities and services available within the Parish. Although Horsham and to a lesser extent Dorking and Godalming, offer comparable facilities and services, access to them by public transport from Ewhurst and most of the Parish is very difficult.

As the majority of public transport and school buses use the Cranleigh Road/The Street route, any future development sites situated a distance from these two roads will create significant difficulties for any future residents who do not have ready access at all times to the use of a private vehicle.

Cycling

Cycling within Ewhurst is primarily based around road racing, mountain biking and leisure biking. The new path to Cranleigh offers the only dedicated cycle path and therefore cycling is considerably affected by the amount of road traffic and narrow roads. The increase in competition riding has also affected the Ewhurst village with a number of roads being closed at times. Some of the most regularly and heavily used roads and routes are also those which present the greatest hazards to cyclists. Frequently cycle event organisers feel obliged to erect their own signs warning cyclist of the dangers.

Riding

There are several equestrian related establishments, especially in the northern half of the Parish. Although there are a number of bridleways in the Parish, the riding of ponies and horses on local roads including through Ewhurst village is quite common for most stables etc. do not have direct access to the bridleways. Most local people appear to recognise the implications of on-road riding and slow down and give way to horses etc. but the use of local roads by through traffic, HGVs and fast moving and noisy vehicles can sometimes present problems for horses and riders.

Walking/Pedestrians

Only a limited number of local roads have pavements or separate pedestrian facilities. Many roads outside the built-up area of Ewhurst village have no pavements at all. Although many people especially children within Ewhurst village walk to use local facilities, they are often forced to cross and re-cross busy roads as pavements are not always both sides and/or are narrow and close to traffic speeding past.

There is a quite extensive network of "historic" public footpaths both within Ewhurst village and the remainder of the Parish. Some are well-used for exercise and recreation and one or two are used to get to nearby settlements and public houses. However some footpaths are less well-used. This is partly because some "historic" footpaths do not lead to anywhere other than local farms or do not connect with other footpaths to make a

circular route. Additionally despite the efforts of local footpath volunteers, some paths are not easy to use in wet weather due to the clay soil underfoot or because they get rapidly overgrown. Finally several of the best walking routes (as distinct from individual footpaths) outside the village involve using a road for some lengths, often leading to walkers having to share the carriageway with speeding traffic.

4. Review of the Problems, Needs and Issues for Traffic and Transport

The responses to community consultations reinforce the importance placed on traffic and transport issues. They are summarised as follows:

Traffic Speeds

The need to curb excessive and potentially dangerous speeds throughout the area is recognised by all. Identifying a means of persuading all drivers to adhere to speed limits and to reflect local road conditions in their driving is seen as vital. This is especially so in the following areas due to the particular character and use of the road or route:

- The Street in Ewhurst village. Most of the local facilities are on or just off The Street including virtually all of those regularly used by children and the elderly. The Street has pavements on only one or other side for much of its length and pedestrians regularly have to cross and re-cross the road to get around the area.
- Horsham Road through Ewhurst Green. This road is open and mainly straight which appears to encourage speeding traffic. However it is regularly used by walkers and cyclists and there are a number of small and indistinct driveways at intervals along its length.
- Shere Road The road is a steeply climbing, poor standard road which is extensively used as part of a busy through route. It is also heavily used by cyclists and walkers especially in the summer months.
- B2128 within Ellen's Green. The speed of some traffic on this road still appears to be well above the new 40 mph limit.

Through Traffic

The issue of - and problems associated with- traffic speeds is to a certain extent compounded by the growing use of roads in the Parish by drivers seeking through routes to avoid traffic congestion points on main roads well outside the parish. Often referred to in urban areas as 'rat-running through an inappropriate area', measures are often taken to deter or prevent such rat-running. Consideration could be given to whether any measures could be applied locally.

Heavy Goods Vehicles and Other Large and Long Vehicles

The increase in the speeds and volume of through traffic is compounded by the percentage of heavy goods vehicles and other large and long vehicles. Often HGVs etc. find it difficult to negotiate parts of The Street and Ockley Road because of parked vehicles. Several of the roads and routes north of Ewhurst village, i.e. up the Surrey Hills scarp slope to and from Shere and Holmbury are difficult for HGVs etc. to negotiate. While it is not possible to prevent HGVs etc. using local roads for access, it is most desirable to try to deter them using local roads as through routes.

Road Signage

Several Parish Survey respondents highlighted that there is a serious lack of signs and road markings advising and warning road users including HGV drivers and cyclists about the suitability and hazards of various roads and routes.

Parking

Parking is not a problem in the area as a whole but one largely confined to particular areas.

- Parking on the carriageway in The Street by the shop and along Ockley Road may act to reduce traffic speeds at most times of the day. However parking partly on the pavement - which often occurs - can be a problem for pedestrians especially those with mobility problems or those pushing a pram.
- There is parking conflict in the vicinity of Deblins (Bulls Head) Green. Inconsiderate parking in this location causes problems for the local bus service.
- Extensive parking on grass verges and at the road side also sometimes occurs at Ewhust Green.
- The capacity of the main Village (Village Hall) Car Park is insufficient to meet needs especially if there are one or more events simultaneously at the Village Hall, the Parish Church and the School.
- The School does not have any parking space for parents. Parent drivers have to use the main Village (Village Hall) car park which is on the opposite side of the road and a walk up and down The Mount which has only a narrow roadside pavement. It is not be appropriate or practical to suggest that the school should provide some parking space for parents due to a lack of space. Instead the issue of parking at the school could be addressed by (i) persuading more parents to walk their children to school and (ii) to ensure that any new development in the area with family size housing is within easy and safe walking range. However for this to occur there needs to be the paths and pavements safe for children and parents to use.

Pavements

Even though The Street has most of the local facilities on it or nearby, it has pavements on both sides for only a small part of its length. It is not appropriate or practicable to attempt to add significant new lengths of pavement along The Street, or indeed on any of the roads in the Parish as most carriageways are too narrow and abut private property. However it is worthwhile considering any steps that could be taken to make sure existing paths and pavements are easy and safe to use and there are safe and easy to use crossing facilities at a number of locations.

Bus Services

The Census and local surveys indicate that the availability of good bus services is important to a significant proportion of the local population. This particularly applies to those services to Cranleigh and Guildford where essential facilities and services are located and most of the schools attended by children from the Parish are found. Many in the community want bus services to be improved and extended. However in almost all cases the maintenance or improvement/extension of a bus service is a matter of

commercial and economic viability decisions by operators and Surrey County Council. There is only a limited amount a Neighbourhood Plan can do to affect such considerations. A Neighbourhood Plan can, however,

- help is to ensure that there are no traffic or parking problems which affect the provision of bus services;
- ensure that any new development is located where services exist or can be provided and that residents who might wish to use the bus services have safe and easy access to them.

Sources:

Surrey County Council - Highways - Transport Studies Team, Travel and Transport Group, Transport Development Planning, Travel Smart and South West Area Team

Surrey Police - Casualty Reduction Officer and Speed Watch for Ewhurst

2011 Census

Annex A to Transport and Traffic Background Paper

The Local Road Network

The Parish is about 7 miles north to south and between 2 and 2.5 miles wide west to east. It sits between the rural parish and settlement of Cranleigh to the west, the rural parishes of Abinger and Shere and the Surrey Hills escarpment to the north, Forest Green and Ockley Parish to the east and the village and West Sussex Parish of Rudgwick to the south. To a great extent the shape, situation and location of the Parish and its historic connections to adjacent settlements has determined the local road network of largely unimproved rural B class roads and unclassified country lanes. In fact the Parish lies in the middle of a largely rural “enclave” though which there are no main or A class roads. The A25, A281, A29 and A24 are all several miles in different directions from the Parish and plan area. There have been no major or significant alterations or improvements to local roads for many decades.

Ewhurst village with Ewhurst Green is in the middle of the Parish about a third of the way down from the north where the Surrey Hills scarp slope flattens out. From the west the B2127 (Cranleigh Road) enters the Parish close to the southern edge of Ewhurst village. This section of the B2127 is a relatively good standard B class road with a newly completed footpath and off-road cycleway for much of its length. The approach to Ewhurst is subject to a 40 mph speed limit which drops to a 30 mph where the built-up area starts.

About a 1/3rd of a mile into the village, the B2127 meets Horsham Road coming from the south through Ewhurst Green. The B2127 turns abruptly north and continues for the length of the village as The Street. Historically The Street was (and still is) the only route through the village and still displays many features which characterise its origin. Upon it are located most of the village and parish facilities e.g. the Infants School, the local shop, the vets, the Village Hall, the only village public house, the two Churches, the Cemetery/ Burial Ground, the access to the recreation ground, playground and EYSC, the shops and services at Deblin’s Green and the Village (Village Hall) car park. Several are close to the edge of the road and most have no or very limited dedicated off-road parking space. In addition to multiple residential accesses and a couple of “modern” side roads, there are also several very small “historic lanes” off both sides which have sub-standard junctions and sightlines. One of these leads to the recreation ground and playground and another to the allotments and a few houses. The Street itself is of a variable width with several narrow sections which are for most of the day reduced to almost a single track by roadside parking. Some, but not all of The Street has pavement one, or other side but some sections of pavement are narrow and others are often partly blocked by parked vehicles. Street lighting is confined to three or four aging lamp standards.

The middle part of The Street, known as The Mount is a steeply climbing section with two quite sharp bends, Ewhurst School and Parish Church at the top and Village Hall half way up. As it is a relatively narrow section, kerbside side parking is normally limited here and mainly occurs when there is a major event at the Village Hall. Because this section is normally clear of parked cars and has only a few side entrances, vehicles of all sizes and types tend to speed up and down the hill, past the school and Village Hall. All of The Street is subject to a 30 mph speed limit with a 20 mph limit for The Mount section at school start and finish times. In some ways The Street is an unsuitable road to be part of a busy through route especially for large and long vehicles.

At the northern edge of the Village at Deblin's Green (also often referred to as Bulls Head Green) the line of The Street continues uphill as Shere Road. At this point the B2127 turns sharply to the east as Ockley Road heading towards, in the first instance, Forest Green. For much of the first few hundred metres, the quite narrow road is often reduced to a single track by roadside parking and is subject a 30 mph speed limit. Beyond Ewhurst village most of the road/route is unrestricted although there are speed warning signs for several bends. East of the village, towards Forest Green, the B2127 is a comparatively narrow, twisting and undulating road with several tight bends and awkward junctions.

Just before the B2127 leaves the Parish, Holmbury Road, a narrow, steeply climbing country lane heads north to join at the edge of the Parish an even narrower twisting road along the ridge edge towards Holmbury St. Mary. A short distance from the junction of Ockley Road with Holmbury Road, the former is joined by North Breache Lane which together with Plough Lane loops around the south and east side of Ewhurst village to join Horsham Road on Ewhurst Green. Both North Breache Lane and Plough Lane are country lanes: narrow in places with an often uneven and poorly maintained surface. Lower Breache Road itself continues to the east out of the Parish where it more or less disappears as byways and country tracks.

North of Ewhurst Village, Shere Road climbs steeply up the scarp slope. This road/route is subject to a 30 mph speed limit for a short stretch within Ewhurst village. After about 800 yards it splits into Ride Way (later becoming Hound House Road) and Ewhurst Road. The latter is a narrow and twisting lane which heads north to the small village of Peaslake. To the west, Ride Way/Hound House Road also heads steeply uphill (up Pitch Hill) out of the Parish through Winterfold Wood, Hurtwood and Bentley Copse, and across open countryside to Shere. Ride Way/Hound House Road is a poor standard road. It is very steep in places, has some very narrow sections, including about 600 yards of single track in "a ravine" (known locally as The Cut) past Bentley Copse and several narrow, tight and almost blind bends. Halfway up the hill just before the road leaves the Parish is the Windmill Public House, the parking area for which is directly off the road. The road between Ewhurst village and the Parish boundary is unrestricted although there are several 40 mph sections beyond the boundary.

The Street effectively continues south from its junction with Cranleigh Road as the Horsham Road which traverses Ewhurst Green in a southerly direction passing an open cricket field and houses. Some of the houses are set back from the road, but all have accesses directly on to it. A rough surface footpath runs alongside the road for part of its length. This road is subject to a 40 mph speed limit. However as the road is straighter and open it almost invites travelling at speed.

About 300 yards south of Ewhurst Green, Somersbury Lane joins Horsham Road on the west side. It is undulating and twisting country lane which passes down the middle of the lower half of the Parish until it meets B2128 from Cranleigh. The B2128 then goes south to Ellens Green and the edge of the Parish and then through Cox Green to Rudgwick and ultimately the A281. Somersbury Lane is an undulating country lane. For most of its length within the Parish, the B2128 is a modest standard, open and fairly straight road which seems to invite traffic of all sizes to travel at speed even though a limit of 40 mph applies to several sections. Off the B2128, either side of Ellen's Green are two small industrial/business complexes which generate HGV traffic. At the edge of the Parish there are several very sharp bends in the B2128 before it goes through the centre of Rudgwick village.

After passing Somersbury Lane south of Ewhurst Green, the Horsham Road continues in a south easterly direction out of the Parish towards Rowhook, Horsham, the A29 and A281. This is effectively the main route into and out of Ewhurst village from the south. It is a generally modest standard B class road although it does have a few narrow sections and at least two tight bends. Two or three sections are subject to a 40mph limit and there are speed warning markings for several bends. On the south west side of the Horsham Road are the original brickworks site (now used for car repair, maintenance and storage) and the modern and still operating Ewhurst Brickworks (which is actually mostly just outside the Parish boundary). Both of these sites generate HGV traffic using very large articulated vehicles.

Furzen Lane which connects the B2128 at Ellen's Green with the Horsham Road outside the Parish between Rowhook and Ewhurst Brickworks is a modest country lane.