

Surrey Transport Plan

Mole Valley Local Transport Strategy & Forward Programme



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Draft

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Surrey Transport Plan

Mole Valley Local Transport Strategy and Forward Programme

September 2014

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Executive Summary

The Surrey Transport Plan is the third Local Transport Plan (LTP)¹ for the county. It is a statutory plan (required by the Local Transport Act 2008 and Transport Act 2000), which replaced the second LTP on 1 April 2011. Like the previous Plans, the Surrey Transport Plan is partly an aspirational document. The Mole Valley Local Transport Strategy and Forward Programme forms part of the LTP3. Local Transport Strategies and Forward Programmes have been produced for all districts and boroughs within Surrey and are 'live' documents, updated every 2-3 years; the Forward Programme included in the annex to the strategy is updated yearly.

The purpose of the strategy is to address current transport issues and support the growth set out within the district local plan. The forward programme provides a high level programme of transport infrastructure required to address problems and deliver growth. They also provide an evidence base for future funding bids.

The objectives of this strategy are to sustain economic growth by managing the impact of congestion in Mole Valley by providing and promoting more attractive sustainable travel choices, improve road safety and the perception of safety. These objectives are in accordance with Surrey's Environment and Infrastructure priorities.

In order to achieve these objectives the strategy focuses on the current issues and problems on the transport network in Mole Valley. The strategy considers potential solutions and mitigation and also seeks to take account of planned future growth in the district and related work streams being carried out by the County and District Councils and by external stakeholders. A Forward Programme has been produced (see annex) which details the schemes identified to achieve the objectives set out in this strategy.

As such, the Forward Programme contains an aspirational list of transport infrastructure schemes which would achieve the objectives of the Mole Valley Local Transport Strategy, subject to funding and feasibility. The programme seeks to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

The strategy has been produced by the County Council in partnership with Mole Valley District Council. Public consultation on the draft strategy took place during May-July 2014. This final version takes on board comments received during consultation and is to be considered by the Mole Valley Local Committee and by Surrey County Council's Cabinet to be adopted as part of Surrey's Local Transport Plan (LTP3).

¹ http://www.surreycc.gov.uk/data/assets/pdf_file/0010/842698/01-STP-Executive-summary-July-2014.pdf

1 Introduction

- 1.1 The Mole Valley Local Transport Strategy and Forward Programme is part of the [Surrey Local Transport Plan \(LTP3\)](#)² and supports the [Mole Valley Local Plan](#)³. The LTP3 is the county's third Local Transport Plan and is a statutory document. The Surrey Transport Plan sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.
- 1.2 Local transport strategies have been developed to take account of and provide a plan for addressing transport problems and opportunities in a geographical area. A local transport strategy (LTS) has been produced for each district and borough in the county.
- 1.3 This LTS considers the District Local Plan and is a key document in informing the response to Central Government and the Coast to Capital Local Enterprise Partnership (LEP) in terms of potential funding bids. The emerging local transport strategies were used to respond to and inform the LEP Strategic Economic Plan which considers the ability of highway and transport interventions to achieve growth in terms of jobs, employment floor space and housing created. The LTS also considers interventions required to address existing problems on the transport network. Finally, the LTS is a mechanism to respond to and inform Community Infrastructure Levy (CIL) requirements.
- 1.4 The LTS is a 'live document' that it is intended will be updated every two to three years. The LTS consists of two main parts:
 - The main document, which provides a commentary on the characteristics, problems and opportunities in the area
 - An annex consisting of a forward programme detailing highway and transport interventions to address the problems identified.
- 1.5 The LTS sets out the short, medium and long-term approach by which Surrey County Council (SCC) and Mole Valley District Council (MVDC) seek to encourage sustainable travel patterns and manage congestion in the district of Mole Valley.
- 1.6 The schemes outlined in the forward programme are intended to provide a cohesive package of measures to address all modes of transport and to work towards providing an effective choice of transport for all users.
- 1.7 The forward programme identifies a number of transport infrastructure schemes which could be implemented over the next 15 year period, subject to feasibility and funding. The status of the schemes has been defined as:
 - Local schemes, at a cost between £100,000 and £250,000,

² <http://www.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3>

³ Adopted October 2009

- intermediate schemes, at a cost between £250,000 and £2m, or
- major schemes, at a cost of £2m and above.

1.8 The forward programme identifies more strategic transport schemes or scheme packages. It therefore includes schemes from the Local Committee capital programme⁴ which will identify those generally smaller scale schemes considered to be of immediate local priority. However, to provide balance in the programme, only schemes that are valued at £100,000 and above have been indicated in the annex. These are schemes which require funding from different sources and hence will generally be beyond the scope of local committee capital funding alone.

1.9 The forward programme will help the county council and district council to agree strategic infrastructure delivery priorities and guide future investment from a range of funding sources including:

- Major schemes funding via the Local Transport Body
- Potential funding via the Coast to Capital Local Enterprise Partnership (LEP)
- Local Committee funding including the Integrated Transport Block (minor improvement schemes programme)
- Developer contributions including the Community Infrastructure Levy and Section 106 Agreements.

Structure of document

1.10 The Mole Valley Local Transport Strategy and Forward Programme is structured as follows:

Chapter 2	Chapter 3	Chapter 4	Chapter 5	Chapter 6	Chapter 7	Chapter 8
•Objectives and delivery priorities	•Mole Valley Transport Network	•Mole Valley Transport Trends	• Future Growth and its Impact	•Related workstreams and projects	•Places in Mole Valley	•Funding and implementation

1.11 Chapter 2 'Objectives and delivery priorities' outlines the agreed objectives for the strategy, based on any issues on the transport network.

1.12 Chapter 3 'Mole Valley Transport Network' describes the key highways, public transport, walking and cycling infrastructure in the Borough and describes overall issues experienced on the transport network.

1.13 Chapter 4 'Mole Valley Transport Trends' outlines the key trends on the Mole Valley transport network.

1.14 Chapter 5 'Future growth and its impact' outlines planned growth in the Borough.

⁴ See Local Committee Reports re highway improvement schemes.

- 1.15 Chapter 6 'Related work streams and projects' places this transport strategy in a wider context.
- 1.16 Chapter 7 'Settlements' gives descriptions of the local transport networks in the boroughs main settlements.
- 1.17 Chapter 8 'Funding and implementation' outlines the main funding sources which it is anticipated may be used to deliver the schemes included in the annex, in line with the objectives.



2 Objectives and delivery priorities

- 2.1 This chapter sets out the objectives of the Mole Valley Local Transport Strategy and the visions and objectives of the documents which influence these objectives. The objectives of this strategy have been developed using the Surrey Transport Plan (LTP3), the SCC Environment and Infrastructure Directorate Priorities and the Mole Valley District Council Core Strategy. These documents, and their visions and objectives, have been summarised below.

Vision and objectives of the Local Transport Plan LTP3

Vision

To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

Objectives

Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.

Reliable transport: To improve the journey time reliability of travel in Surrey.

Safe transport: To improve road safety and the security of the travelling public in Surrey.

Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

Surrey County Council's Environment & Infrastructure Directorate Vision and Priorities (2014/15)

Vision: A leading economy and an attractive environment, with better roads and transport networks.

1: Maintain and improve highway and transport infrastructure to support economic growth

- Repair road defects within appropriate timescales.
- Deliver the county council priority to renew 100 km of the county's roads.
- Work with the Local Enterprise Partnerships (LEPs) to secure funding to enhance highways and transport infrastructure.
- Invest up to £10m to tackle damage to roads from severe weather and flooding.

2: Optimise the use of highway and transport infrastructure to support health, wellbeing and economic development

- Deliver the Travel SMART programme.
- Deliver the Surrey cycling strategy with Local Committees.
- Complete the passenger transport review.
- Develop business cases for major transport schemes to secure required funding.

3: Maintain and improve the county's attractive environment

- Ensure at least 90% of municipal waste is diverted from landfill through recycling, reuse and recovery.
- Work with partners to secure maximum value from waste.
- Ensure the Eco Park will be constructed by 2016.
- Work in partnership to deliver the Countryside Management Transformation Programme.
- Work in partnership to reduce energy costs and carbon impact for the council and schools and to deliver affordable warmth to vulnerable residents.

4: Enable and facilitate the sustainable development of key 'places' in Surrey

- Work with District and Boroughs to support investment in key places in Surrey.
- Support the county council priority to deliver the necessary additional school places through a robust and timely planning process.

September 2014

Mole Valley Core Strategy Spatial Vision

Mole Valley will make provision for its share of the Region's growth of homes and jobs and provide for the needs of its communities but in a way that is sustainable, minimises significant harmful change to its distinctive character, environment and feel, and mitigates its impact on the causes of climate change. The District's natural, built and historic environment will be safeguarded and enhanced and communities will have safe, convenient and sustainable access to the services and facilities they require.

...Alternative transport modes will be supported and new development provided in sustainable locations where access is not solely dependent on use of the private car.

- 2.2 Based on these visions and objectives⁶, the Mole Valley Local Transport Strategy has the following objectives and delivery priorities:

Objective 1: Sustain economic growth

- Improve accessibility and reduce severance between residential areas and employment centres
- Facilitate transport infrastructure to support local economic growth

Objective 2: Promote sustainable travel

- Provide a sustainable transport system
- Close 'gaps' in the walking and cycling networks
- Improve the public realm
- Provide effective signage
- Develop a Local Cycling Plan
- Improve accessibility to public transport
- Increase capacity and frequency of services on the North Downs Line
- Deliver improvements to rail access and service
- Manage parking capacity
- Improve bus corridors

⁶ This document mainly addresses SCC E&I Directorate priorities 1,2 and 4.

Objective 3: Manage congestion

- Seek to deliver capacity improvements as appropriate; for example, at M25 (J9), Leatherhead Gyratory and in Dorking
- Work in partnership with the Highways Agency to improve traffic management of the Highways Agency network (M25)
- Encouraging more sustainable travel behaviour to reduce the number of vehicle journeys
- Improve existing corridors and junctions

Objective 4: Improve safety

- Closing road gaps to reduce accidents
- Delivering a number of safety and speed management schemes
- Reducing cycle casualties

2.3 The objectives outlined above have been considered in relation to specific areas across the district.

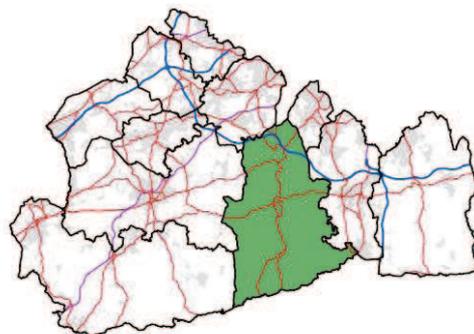
3 The Mole Valley transport network

- 3.1 The following Chapter provides a description of the current transport network within the district of Mole Valley. It describes the district's context within the South East of England and Surrey; it then goes into further detail, focusing in on modes of transport and transport infrastructure available across Mole Valley.

Surrey and its transport network

- 3.2 The county of Surrey is located within the South East region of Great Britain and contains 11 districts. Surrey has a population of 1.144 million and, with an area of some 1,670 square kilometres, is one of the most densely populated counties in England. Much of the county is rural and is protected by the green belt. Surrey, however, also contains large urban areas, mostly concentrated in the north of the county, where it adjoins the London conurbation. Due to Surrey's location next to London, and the proximity of both Heathrow and Gatwick Airports, there is considerable demand for movement within, to, from, and through the county.
- 3.3 Surrey's road network has developed over many years to suit the prevailing movement demands. The strategic network, comprising motorways and trunk roads, has evolved principally to serve London, with several nationally important routes passing through the county, including the M3, M23, M25 and the A3.
- 3.4 The local bus network is an integral part of the transport system in Surrey, providing valuable transport provision to communities and supporting the economy. Some of the more urbanised areas of Surrey, and particularly those areas bordering London, are relatively well served by bus services.
- 3.5 There are currently 84 railway stations in Surrey and the county is served by an extensive rail network. Movements to and from central London are well catered for via the main London to Brighton line, London to Portsmouth / Southampton services and various secondary and branch line services. There is limited provision for orbital movement across the rest of Surrey, though the North Downs Line connecting Gatwick and Reading via Redhill and Guildford, the line from Redhill to Tonbridge, the Ascot-Aldershot line and the Virginia Water to Weybridge route offer opportunities to move from one part of Surrey to another without having to interchange closer towards London.
- 3.6 Mole Valley district is located in the heart of Surrey, bordering Elmbridge, Royal Borough of Kingston and Epsom & Ewell to the north, Guildford and Waverley to the west, Reigate & Banstead to

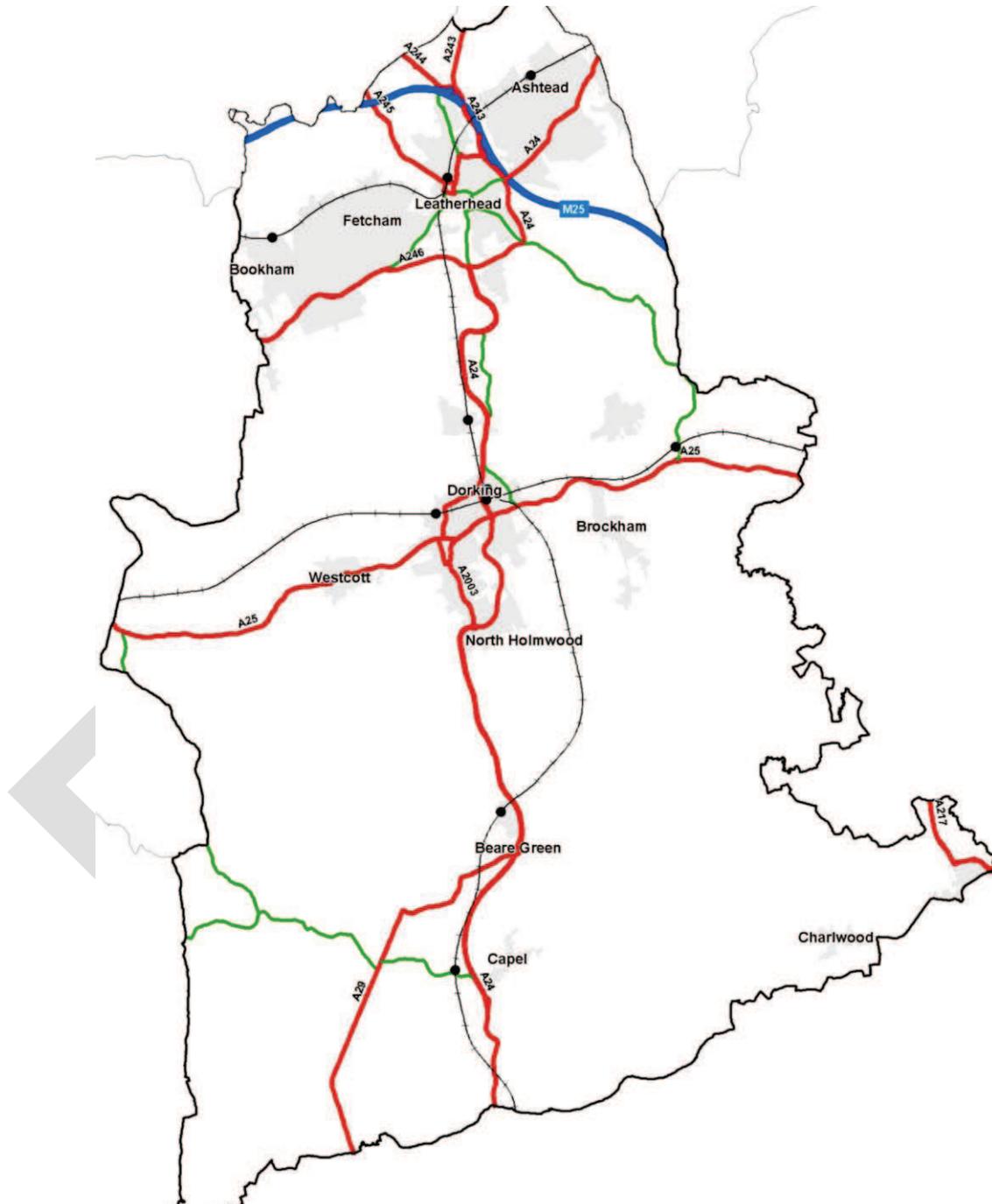
Mole Valley district within context of Surrey



the east and West Sussex to the south. The district is predominately rural (more than 90% of the district is countryside) with a population of 85,000 and covers some 25,800 hectares⁷ (approximately 258 square kilometres or 100 square miles).

Motorways and the Primary Route Network (PRN)

Principal highways and rail network



3.7 The main highways in the district are:

⁷ Source: 2011 Census – Usual resident population

- M25 – runs across the north of the district separating Leatherhead and Ashtead; Junction 9 of the M25 is located within the district's boundaries.
- A24 (London to Worthing; runs north-south through the centre of the district)
- A25 (Maidstone, Kent to Guildford; runs east-west through Dorking)
- A29 (Bognor Regis to Beare Green).
- A246 (Leatherhead from junction with A24 to Guildford).

Existing problems

- 3.8 The Transport Evaluation for Mole Valley (2008) identified the most congested roads at that time in the district using volume to capacity ratios⁸. They are summarised in Table 1 below. This table will be revised when updated data is available.

Table 1 Mole Valley's most congested roads (MVDC, 2008).

Road	Direction	Location
A2003 Ashcombe Road, btn A24 London Road & Chalkpit Lane	Southbound	Dorking
A2003 Station Road, btn A25 Westcott Road & Ranmore Road	Northbound	Dorking
A24 Deepdene Avenue, btn A2003 Flint Hill & Chart Lane	Northbound	North Holmwood
A24 Leatherhead Bypass Road, btn Headley Road & Beaverbrook Roundabout	Southbound & Northbound	Leatherhead
A24 Leatherhead Road, btn Woodfield Lane & Knoll Roundabout	Southbound	Ashtead
A244 Oxshott Road, btn Junction 9a & B2430	Northbound	Leatherhead
A25 Westcott Road, btn Vincent Lane & Station Road	Eastbound	Dorking
B2430 Oxshott Road, btn A244 & Kingston Road	Southbound	Leatherhead
Craddock Avenue, btn A24 Epsom Road & Barnett Wood Lane	Southbound	Ashtead

⁸ Ref: Mole Valley District Council Local Development Framework Core Strategy Transport Evaluation October 2008; paragraph 9.16 and Table 9.1

- 3.9 Congestion on the highway network leads to vehicle delay. It can also form a barrier to movement and contribute to the potential risk of increased traffic collisions. Congestion affects air quality and, whilst Mole Valley does not currently have any designated Air Quality Management Areas (AQMAs) within its boundaries, the district council routinely monitors air quality using nitrogen dioxide tubes placed at various locations throughout Mole Valley. A continuous air monitoring station in Dorking automatically monitors oxides of nitrogen and small particles (PM₁₀).
- 3.10 Refer to Chapter 4 for a description of the Surrey Future Congestion Programme which seeks to address congestion hotspots across to the county.

Bus network

- 3.11 Bus provision in Mole Valley is fairly well distributed with opportunities for travel stretching north to south and east to west of the District with the town centres of Dorking and Leatherhead being the main interchange points.
- 3.12 The 2009 Core Strategy reports that “bus services are poor in most places, especially in the evenings and particularly in the rural areas⁹”. Demand responsive bus services have been operating in Mole Valley since June 2004 and have worked towards addressing the shortage of conventional services in rural areas. These services have increased the accessibility to the key areas in the District plus provide links to Epsom and East Surrey Hospitals. During 2014 the demand responsive service in Mole Valley is being enhanced to provide a commuter shuttle and overall additional capacity to the current daytime service.
- 3.13 Dorking benefits from a wide range of services linking it with towns such as Guildford, Reigate/Redhill, Epsom, Leatherhead, Kingston upon Thames and Horsham. Leatherhead and surrounding villages of Ashted, Bookham and Fetcham are served by route 479, operating during the day 7 days a week, linking them to the main towns of Guildford to the west and Epsom to the north. Bookham and Fetcham are also served by the demand responsive service.



Rail provision

- 3.14 Mole Valley is served by three main railway lines which occupy the same corridors as the A24 and A25 providing access to London and Horsham,

⁹ Mole Valley Core Strategy (2009, 2.42)

Reading, Redhill and Gatwick Airport (lines: London-Horsham; London-Guildford; Reading-Redhill/Gatwick – the North Downs Line).

- 3.15 Nine railway stations serve the District and the railway stations at Leatherhead and Dorking (main) are located within 45 and 50 minutes of London Victoria/Waterloo respectively (both London Victoria and Waterloo can be accessed direct from Leatherhead and Dorking).
- 
- 3.16 Dorking is the best served by rail with three stations: Dorking (main), Dorking Deepdene and Dorking (west). The rest of the district is served by stations which serve the local areas at Leatherhead, Ashted, Bookham, Betchworth, Holmwood, Boxhill & Westhumble and Ockley.
- 3.17 Access to and from stations falls under the scope of this Transport Strategy and Forward programme, whilst proposals to increase capacity of the rail network itself will be considered specifically under the Surrey Rail Strategy (see Chapter 4 for more details).
- 3.18 Access to Dorking Deepdene is identified as a problem due to the difference in height between road and platform, with steep steps. With the proposed electrification of the North Downs Line¹⁰, there is the potential for greater passenger numbers to other stations including Gatwick potentially with luggage. This station also has poor provision for users with mobility problems caused by these height differences. The Dorking Town Centre Area Action Plan states that MVDC is keen to see the provision of disabled access to Deepdene railway station and will investigate the scope for the redevelopment of the Federated House site to contribute to the achievement of this objective. Access improvements to stations are identified in the Surrey Rail Strategy.
- 3.19 Capacity has been identified as an issue on the route from stations in Mole Valley to London Waterloo during the peak hours¹¹. Mid- to long-term solutions for capacity constraints on the rail network will be considered under the Surrey Rail Strategy.
- 3.20 In addition to the schemes identified within the forward programme, the county council will also support and seek funding for in order to implement smarter travel initiatives, such as improved provision of information, travel planning and marketing methods designed to encourage more sustainable travel behaviour. This might include, for example, a marketing campaign at Leatherhead station to illustrate destinations easily accessible by bicycle from the station.

¹⁰ Arup Surrey Rail Strategy Report Final 12 Sept 2013, available here:

http://www.surreycc.gov.uk/data/assets/pdf_file/0011/684119/Surrey-Rail-Strategy-Report-web.pdf

¹¹ SCC Technical Note: Transport measures to support growth identified in the Mole Valley Core Strategy (Draft, August 2012, 2.19)

3.21 Patronage data collected by Steer Davies Gleave for the Office of Rail Regulation (ORR) provides an indication of station usage in Mole Valley. The latest available data is presented in Table 2.

Table 2 Mole Valley Station usage (ORR)¹²

Station	Line	Usage (Entries & Exits + Interchanges)
Leatherhead	New Guildford Line Mole Valley Line	2,171,599
Dorking (main)	Mole Valley Line	1,346,680
Ashted	New Guildford Line Mole Valley Line	1,205,956
Dorking Deepdene	North Downs Line	636,497
Bookham	New Guildford Line	307,088
Boxhill & Westhumble	Mole Valley Line	103,962
Dorking West	North Downs Line	55,774
Holmwood	Mole Valley Line	53,082
Ockley	Mole Valley Line	45,430
Betchworth	North Downs Line	21,868

Walking and cycling infrastructure

3.22 The Mole Valley technical note (2012) provides information on the [Mole Valley Cycle Forum \(MVCF\)](#) which contributes to the main coordination of cycle improvements in the district; the group is supported by officers from MVDC and SCC.

3.23 There is an existing skeletal cycle network. Updating this to provide a strategic cycle network for Mole Valley is the key objective sought in order to provide

¹² ORR. (2013) Station usage data

routes between villages and towns within Mole Valley as well as providing links to towns beyond the district boundary.

- 3.24 A solution to address some of the gaps in the district's cycle network include a Leatherhead to Ashted cycle path (£850,000 DfT bid), which is currently under construction. More information is provided in the Annex.
- 3.25 A Surrey Cycling Strategy was published in March 2014¹³; please see Chapter 4 for more information.
- 3.26 It is anticipated that a local Mole Valley cycle plan will be produced in 2014.

Access to airports

- 3.27 Gatwick airport borders the south east of the district and access to the airport is available by road and rail.
- 3.28 Parallel to the A25, railway services connect Gatwick airport to Guildford and Reading via Reigate/Redhill and stop at Betchworth, Dorking Deepdene and Dorking West railway stations.
- 3.29 By train, London Heathrow airport is accessible from Leatherhead and Dorking in just over 2 hours.
- 3.30 Please see Chapter 4 for a description of Surrey Future's workstream 'surface access to airports' which considers how access to airports can be improved, both under existing conditions and in the event of extra capacity at Heathrow and/or Gatwick.



Challenges for the transport network

- 3.31 The main transport challenges facing the district can be summarised as follows¹⁴:
- Manage existing and forecast road congestion especially on main routes, key junctions and town and village centres.
 - Consider ways of reducing congestion and possible measures to deliver reductions focusing on managing down traffic growth and encouraging more sustainable transport choices particularly for journeys to work/schools.

¹³ Available at: http://www.surreycc.gov.uk/data/assets/pdf_file/0016/800125/cycling-strategy-publication-version-March-2014.pdf

¹⁴ SCC Technical Note: Transport measures to support growth identified in the Mole Valley Core Strategy (Draft, August 2012)

- Improve the connectivity of sustainable transport modes of the district to neighbouring areas by focusing on reducing road congestion on the key strategic routes such as the A24, A25 and links to the M25 and A3.
- Deliver improvements to the cycle and walking networks across the district.
- Plan for and mitigate the likely travel demands and local impacts arising from new developments which will be directed towards the built up areas of Leatherhead, Dorking, Ashted, Fetcham and Bookham.
- Manage traffic speeds and flows, especially in rural communities, urban centres (including parking management) and residential roads.
- Manage and improve existing transport access by passenger transport to main employment areas.
- Improve transport access to local areas, services and facilities, especially for people in rural areas without the use of a car.
- Encourage a modal shift to more sustainable modes of travel by using smarter choices of methods including awareness, marketing and travel planning promotional events.
- Promoting and increasing road safety is a high priority, focusing on speed enforcement and engineering improvements on high risk routes.
- Tackle the increasing level of cycling casualties through training and awareness, infrastructure improvement and enforcement.
- Need for improved traffic management of the Highway Agency road network.

4 Mole Valley transport trends and issues

4.1 This chapter describes the travel patterns within Mole Valley and the many trends which affect transport in the district. It is split into four sections:

- [demographic and socio economic trends](#)
- [environmental issues](#)
- [safety](#)
- [economic circumstance.](#)

4.2 By looking at these four areas this chapter will give an understanding of the factors affecting travel behaviour in Mole Valley.

Demographic and socio-economic trends

4.3 One of the most influential demographic factors upon the demand for travel is population, specifically the impacts of population growth and the desire for people to live in smaller sized households.

4.4 Surrey's population density varies considerably across the county. Dense urban areas are located in the north within the M25 and in the large towns of Guildford, Woking, Reigate/Redhill and Farnham south of the M25. These dense urban areas are separated by low density rural areas. 83% of the population live in these urban areas which cover just 34% of the county.

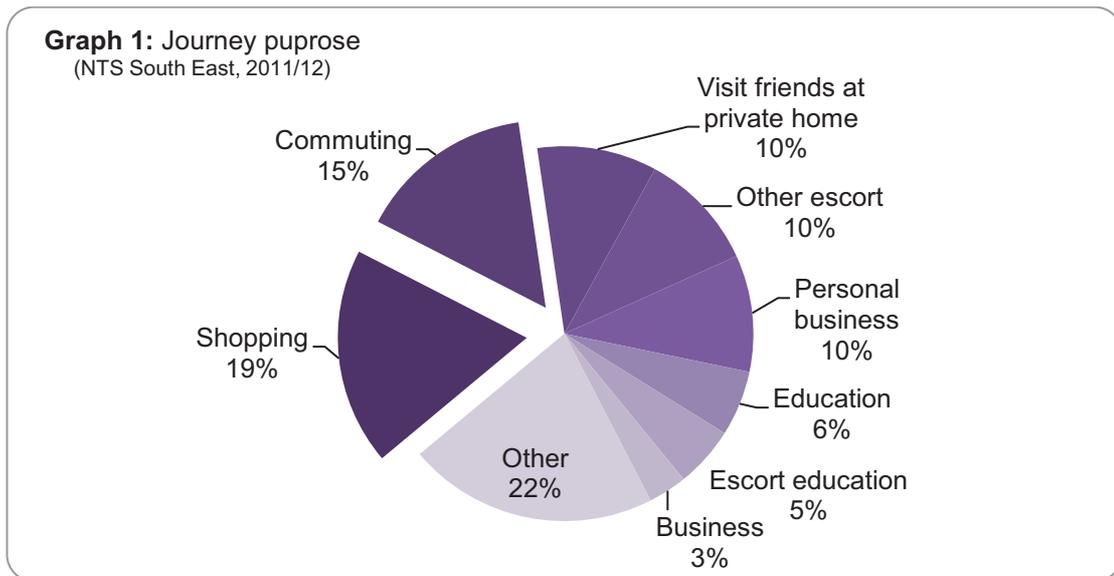
4.5 Between 2008 and 2013, Surrey's population grew by 3.7%. This trend is projected to continue over the next 20 years at a rate of about 3.6% per year. Along with increases in population, the number of households has also increased over time, by 11.3% since 1991 and 21.6% since 1981. The number of households in Surrey in 2011 was 455,791. If trends in personal travel demand remain constant, then the growth in population together with the desire to live in smaller households will result in an increase in future travel demand.

4.6 The 2011 Census shows the population of Mole Valley is 85,400. The District's population is growing and ageing. Between 2013 and 2021 its population is projected to increase by 6.8% to 92,600. Over the same period, the elderly population (65+) is projected to increase by 14% to 21,800¹⁵.

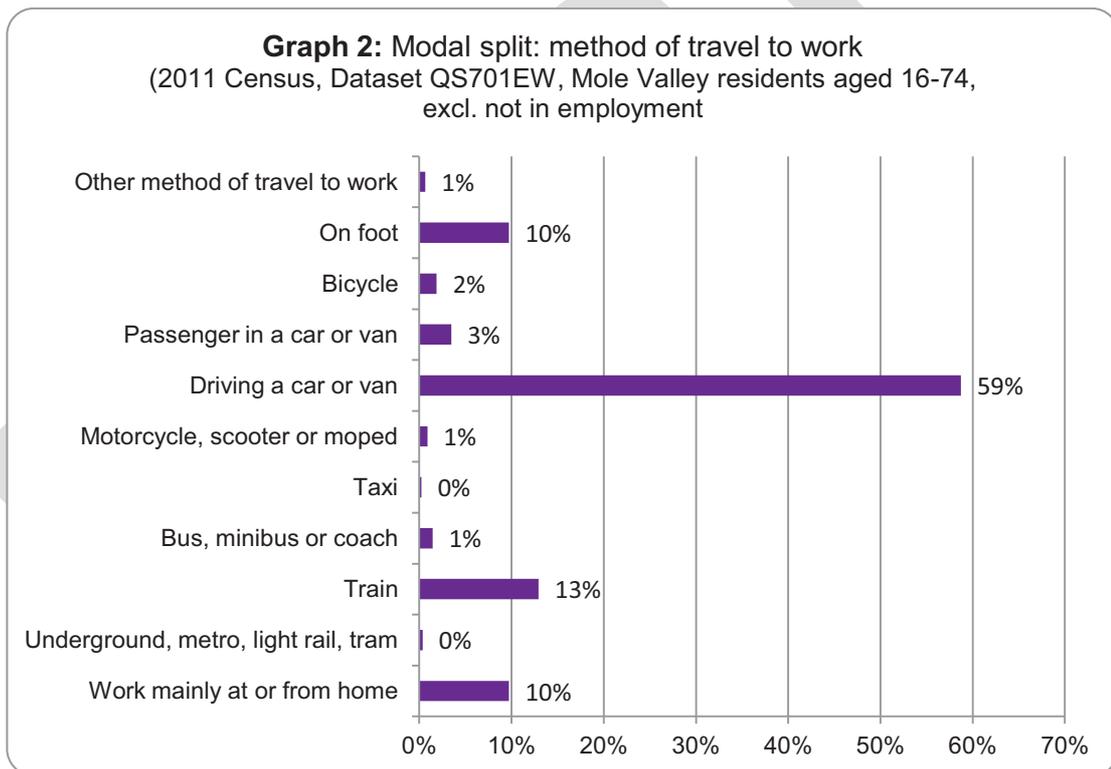
4.7 Graph 1 shows **journey purpose** (by number of trips made) in the South East region in 2011/12¹⁶.

¹⁵ MVDC Housing & Traveller Sites Plan Consultation Document January 2014; para 1.16.

¹⁶ National Travel Survey dataset 'NTS9906 Average number of trips (trip rates) by purpose, region and area type: Great Britain, 2011/12'



4.8 District-specific data regarding **travel to work patterns** is available from the Census. 2011 Census data reveals **modal split** in travel to work by Mole Valley district residents (Graph 2)¹⁸.



4.9 The car remains the predominant mode of choice with 59% of residents (age 16-74) travelling to work as a driver of a car or van¹⁹.

¹⁸ National Travel Survey dataset 'QS701EW 2011 Census: Method of travel to work, local authorities in England and Wales'.

¹⁹ This is as a percentage of those residents in employment.

- 4.10 Further observations regarding travel behaviour (**modal split and distance travelled**) can be made, also using Census data:
- 4.11 Across all distance categories measured (<2km, 2km-<5km, 5km-<10km, 10km-<20km, 20km-<40km, and 60km and over), the most popular mode of choice was driver of car or van.
- 4.12 Journeys less than 5km are considered to be most receptive to change given their shorter distance. The modal split for journeys travelled to work by Mole Valley residents that are less than 5km in distance has been sourced from the 2011 Census and is summarised in Tables 3 and 4.

Table 3: Modal split by distance travelled to work (Mole Valley district residents, 2011)

Mode	Distance travelled to work	
	Less than 5km	All distances
On foot	29%	7%
Bicycle	5%	2%
By car (driver or passenger)	61%	53%
By bus	2%	4%
By train	2%	21%
Other (incl working from home)	1%	13%

- 4.13 This data can be disaggregated further to show the modal split for journeys less than 2km in length and between 2km and 5km in length:

Table 4: Modal split by distance travelled to work (Mole Valley district residents, 2011)²⁰

Mode	Distance travelled to work		
	Less than 2km	Between 2km and less than 5km	All distances
On foot	48%	6%	7%
Bicycle	4%	5%	2%
By car (driver or passenger)	44%	81%	53%
By bus	1%	3%	4%
By train	2%	3%	21%
Other (incl working from home)	1%	1%	13%

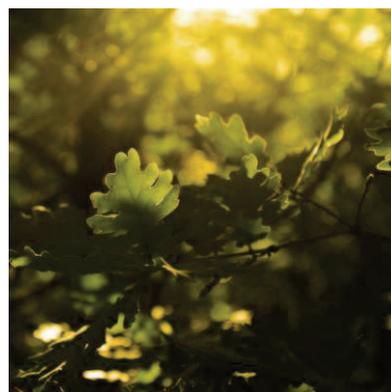
²⁰ Tables 3 and 4 are sourced from the 2011 Census dataset DC7701EW1a - Method of travel to work (2001 specification) by distance travelled to work by sex

- 4.14 Car ownership²¹ is higher in Mole Valley than the average in the South East (81%) at 88%. The Leith Hill ward has the highest level of car ownership at 96%, whilst the ward of Leatherhead North has the lowest at 79%.
- 4.15 Census data from 2011 reveals where people living in Mole Valley commute to for work. The top destination for commutes starting in Mole Valley is Mole Valley itself. Outside of commutes beginning and ending in Mole Valley, most people are travelling north of the district towards London, or to the east and west to the neighbouring Surrey districts and boroughs, notably Reigate and Banstead and Guildford. This is broadly what would be expected given the stronger transport provision allowing for travel north-south from and through the district. The most popular destinations located east-west from Mole Valley are connected by the few existing strong orbital links (A25, M25 and east-west rail links), as previously stated under LTP2.
- 4.16 The travel patterns of district residents and commuters travelling into the district give rise to peak hour traffic congestion on particular parts of the road network in the District. This Transport Strategy presents the opportunity to bring forward ideas and proposals to encourage modal shift, especially for journeys less than 5 km in length, many of which may be cycled, walked or made by public transport.

Environmental issues

Climate Change

- 4.17 In recent years there has been increasing concern at the increase in extreme weather events and the changes in climate that the county will face. The most recent government predictions have made it clear that over the next few decades Surrey will certainly be affected in many different ways. These changes will bring both threats and opportunities.
- 4.18 Increased intensity of rainfall will bring threats of flooding and subsidence, adversely affecting transport infrastructure including roads, bridges and the rail network, as will hotter and drier summers. At the same time a warmer climate will provide increased opportunities for tourism destinations and new crops for farmers. Consequently public services and infrastructure will need to change in response to a changing climate, which will be challenging.
- 4.19 Transport is a major contributor to global climate change. Carbon dioxide emissions from transport in the UK grew by 98% between 1971 and 2001 and transport's share of total emissions is predicted to increase from 24% in 2006 to



²¹ Statistics sourced from 2011 Census dataset 'car or van availability'

30% in 2022 according to the Committee on Climate Change. Acting on transport's role in mitigating against this is an increasing local and national priority.

- 4.20 Between 2005 and 2007 there was a 3% absolute reduction in CO2 emissions from transport in Surrey and a 5% per capita reduction. Research from 2008 shows an estimate of 2,029 kilo tonnes for total transport CO2 emissions and 1.84 tonnes CO2 per capita. This equates to a 7.8% reduction since 2005 in absolute figures and 10% per capita reduction.
- 4.21 Further information is available in the Climate Change strategy detail of which can be found in Chapter 6 of this document.

Air Quality

- 4.22 Air pollution in the UK harms human health and the environment. Air pollution can have a long-term effect on people's health associated in particular with premature mortality due to heart and lung effects. 143,200 Surrey residents (13.5%) have a long-term illness or health problems. People in Surrey have a high life expectancy and this is improving over time. In the short term, high pollution episodes can trigger increased admissions to hospital and contribute to the premature death of those people that are more vulnerable to daily changes in levels of air pollutants.
- 4.23 Road traffic is a key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians and adjacent residential properties.
- 4.24 In general, emissions of nitrogen dioxide and fine particulates are reducing partly due to improved EU vehicle engine standards. However, there are individual areas that can prove problematic to resolve. Further tightening of EU standards is proposed and will continue to push emissions of these pollutants down for the foreseeable future.
- 4.25 Further information is available in the Air Quality Strategy details of which can be found in Chapter 6 of this document.

Safety

- 4.26 In 2012, a total of 441 people were reported as injured in road collisions in Mole Valley. Of these, 1 was killed and 58 were seriously injured. This compares with a total of 5,565 people reported as injured in road collisions in the whole of Surrey - 18 of these were killed and 556 were seriously injured²².
- 4.27 Over recent years there has been an increase in the number of cyclists seriously injured on Surrey's roads - from 49 in 2008 to 122 in 2012 and this trend is reflected in Mole Valley - from 5 in 2008 to 20 in 2013.

²² Source: DfT Casualties involved in reported road accidents (Dataset RAS30)

Economic Circumstance

Existing transport infrastructure capacity

- 4.28 Surrey has an extremely busy transport network, but does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur or traffic flow is disrupted. Congestion arises when the level of traffic flow on a road exceeds, or approaches, the available capacity.
- 4.29 Congestion is a significant issue and it can affect any route causing problems for drivers, pedestrians and public transport users. For Surrey as a whole, including motorways and trunk roads, the cost of congestion is estimated to amount to about £550 million per annum.
- 4.30 The Congestion Strategy sets out the overall approach to tackling congestion in Surrey further information on this is available in chapter 6 of this document.
- 4.31 Capacity issues and overcrowding on trains in Surrey have been identified in the Surrey Rail Strategy, particularly on routes into Waterloo and on the Brighton Main Line and North Downs Line. Further information is also available in Chapter 6 of this document.
- 4.32 Parking is seen to influence congestion in three main ways; firstly at a strategic level the availability of parking has a direct influence on modal choice, secondly, in places where there is a high demand for parking, congestion can be exacerbated by queuing at car park entrances and circulating traffic seeking on-street spaces, thirdly, both legal and illegal on-street parking leads to a reduction in the amount of road space available for through traffic, creates bottlenecks, reduces traffic flow and increases journey times.
- 4.33 Further information is available in the Parking strategy (see Section 6 for further details of the Parking Strategy).

5 Future growth and its impact

- 5.1 This chapter will look at the future growth expected in the district of Mole Valley and the impact this may have on the transport network. It also considers how these impacts can be mitigated against in the future.
- 5.2 The 2011 Census shows the population of Mole Valley is 85,400. The District's population is growing and ageing. Between 2013 and 2021 its population is projected to increase by 6.8% to 92,600. Over the same period, the elderly population (65+) is projected to increase by 14% to 21,800²³.
- 5.3 The Mole Valley Core Strategy states that "priority will be given to locating new residential development within the defined built-up areas of Leatherhead, Dorking (including North Holmwood), Ashted, Bookham and Fetcham"²⁵.
- 5.4 It indicates that provision will be made for at least 3,760 net additional dwellings between 2006 and 2026.
- 5.5 This equates to 188 net additional homes a year. In the years 2006-13, a total of 1,720 new dwellings were completed²⁶. This leaves a housing target for 2013-2026 of 2,040, or 156 dwellings per annum.
- 5.6 In January 2014, the District Council published its Housing and Traveller Sites Plan – Consultation Document. This shows the sites that have been suggested by landowners and developers for new housing. It will inform the Council's choice of sites to be allocated for new homes in the period to 2026. Studies are currently ongoing to assess what impact suggested housing sites may have on the surrounding transport network.

Retail Growth

- 5.7 The Mole Valley Core Strategy provides an overview of the retail offer in the district. Dorking is the largest town in the district, offering in excess of 200 shops and 110 other premises housing restaurants and other services, amounting to 23,000 square metres retail floorspace,. Leatherhead has around 150 shops and other retail services, totalling approximately 20,700 square metres of floorspace.

Employment Growth

- 5.8 The Mole Valley Employment Land Review 2013 provides a snapshot description of the local economy in Mole Valley. In summary:
- There are approximately 4,700 VAT registered companies in Mole Valley, employing around 44,700 people.

²³ MVDC Housing & Traveller Sites Plan Consultation Document January 2014; para 1.16.

²⁵ Policy CS2 Housing provision and location, Mole Valley District Core Strategy (2009)

²⁶ Land Allocations Plan Discussion Paper (2010, Table 1)

- There are 490,000 square metres of commercial employment floorspace (i.e. B1-B8 Use Classes) of which 274,000 square metre is office floorspace²⁷.
- At December 2012, about 9% of the office stock was vacant which is comparable to the national rate. Planning permission and vacant floorspace totalled 32,000 square metres of office floorspace; and there was planning permission for a further 42,900 square metres of business floorspace²⁹.

5.9 The Core Strategy states that “land for economic development will be provided by the reuse of employment land, encouraging employment in town, district and local centres and by having regard to the needs of the rural economy and rural diversification”³⁰.

5.10 The Local Economy and Employment Land Review (2013) found that there was sufficient office, industrial and warehouse floorspace with planning permission and vacant premises to meet the growth in local labour supply and an element of demand led employment growth to 2026³¹.

Education: growth in school places

5.11 School expansions will be required in Mole Valley over the next five years in order to meet the future need for additional school places. From 2015, 60 additional primary school places per year (a total of 420) of are required at primary level. These projections are updated on a yearly basis.

5.12 Schools already identified for expansion are The Greville Primary School (210 places in total), and St Peters Primary School (210 places in total). Additional school expansions to meet the remaining places needed are still to be identified.



5.13 These expansions will impact on the local transport system and SCC is currently developing a Transport Strategy for the schools place programme in order to mitigate the transport impacts of school expansions.

5.14 For each school expansion a transport assessment is carried out which looks at the transport implications of the planned expansion and identifies appropriate mitigation measures. A school travel plan is also produced or updated to reduce the risk of casualties and encourage sustainable travel. Any identified

²⁷ MVDC Employment Lane Review paras. 5.9 and 5.30

²⁹ MVDC Employment Land Review para. 5.14

³⁰ Mole Valley Core Strategy (2009, 6.3.9)

³¹ MVDC Employment Land Review 2013 Chapter 7

mitigation measures need to be considered in the context of the forward programme laid out in the annex to this strategy. Similarly as schools are identified the forward programme will be updated to take account of needs arising from expansions and mitigation provided as part of expansions.

Electric Vehicles and Supporting Infrastructure

- 5.15 'Electric vehicles, or EVs, are cars or vans where the petrol or diesel engine is replaced or supplemented by battery powered electric motors'.³²
- 5.16 Surrey County Council is currently producing an Electric Vehicle Strategy, which is expected to be published mid 2015. More information on the strategy and SCC current guidance can be found in chapter 6.
- 5.17 Surrey County Council has set an ambition to reduce our carbon footprint. One identified cost effective method of reducing our carbon footprint is through encouraging the use of electric vehicles.³³
- 5.18 To encourage the use and increase the viability of electric vehicles, supporting infrastructure is required e.g. EV charge points.
- 5.19 The County Council will seek the provision of electric vehicle charging points with all new developments, as part of the authority's Parking Guidance. Surrey
- 5.20 The Surrey Climate Change Strategy which forms part of the Surrey Transport Plan, identifies 'Infrastructure to support use of hybrid/electric vehicles' as a key measure to help address climate change.

Impact on the highway network

- 5.21 The Core Strategy presents a goal for transport as: "to manage down traffic growth and encourage more sustainable transport choices by improving travel options and accessibility"³⁴. Regarding infrastructure provision, the Core Strategy seeks to: "ensure the efficient use of existing infrastructure, a reduction in demand on infrastructure by promoting behavioural change and ensuring the delivery of additional capacity by extending or providing new infrastructure"³⁵.
- 5.22 In order to understand the likely impacts of the proposed future developments on the highway network a transport assessment was undertaken using the county highway model (Surrey County Council, The Transport Evaluation for Mole Valley, October 2008). The assessment considered the impact of the development set out within the Local Plan that may have an impact on the generation and distribution of traffic on the present-day highway network. The purpose of the assessment was to support the evidence base by assessing the sensitivity of both the Strategic Route Network (SRN) and Local Road Network

³² Source: Travel Smart – [Electric Vehicle Charging Points](#)

³³ Source: [Surrey Transport Plan - Climate Change Strategy](#)

³⁴ Mole Valley Core Strategy (2009, 2.44)

³⁵ Mole Valley Core Strategy (2009, 2.61)

(LRN), including classified A and B roads, to the likely additional traffic generated by committed and non-committed residential and commercial development as proposed in the emerging Core Strategy. The assessment also identified specific locations which may either require additional infrastructure provision or further investigation to identify possible mitigation measures.

- 5.23 The results of the analysis predicted that traffic flows on the local road network within Mole Valley during the AM peak (08:00-09:00) will increase by around 13,000 by 2016 (from circa 227,000 to 240,000, an increase of around 6%) and 27,000 by 2026 (from circa 227,000 to 254,000, an increase of around 12%) compared with a base year of 2005³⁶.
- 5.24 The Transport Evaluation for Mole Valley (October 2008) identifies a number of locations that are likely to experience the greatest increase in traffic flow to 2026, compared to a base year of 2005. These are listed in Table 3. These are subject to change and will be reviewed as per the latest studies which are yet to be finalised.

Table 3 Mole Valley's most congested roads (MVDC, 2008).

Road	Direction	Location
A2003 Ashcombe Road, btn A24 London Road & Chalkpit Lane	Southbound	Dorking
A2003 Station Road, btn A25 Westcott Road & Ranmore Road	Northbound	Dorking
A24 Leatherhead Bypass Road, btn Headley Road & Beaverbrook Roundabout	Southbound & Northbound	Leatherhead
A25 Westcott Road, btn Vincent Lane & Station Road	Eastbound	Dorking
A24 Deepdene Avenue, btn A2003 Flint Hill & Chart Lane	Northbound	North Holmwood
A24 Leatherhead Road, btn Woodfield Lane & Knoll Roundabout	Southbound	Ashtead
B2430 Oxshott Road, btn A244 & Kingston Road	Southbound	Leatherhead
A244 Oxshott Road, btn Junction 9a & B2430	Northbound	Leatherhead
Craddock Avenue, btn A24 Epsom Road &	Southbound	Ashtead

³⁶ Mole Valley District Council Local Development Framework Core Strategy Transport Evaluation October 2008; Chapter 5 Summary Statistics, reference to a Do-Minimum scenario.

Barnett Wood Lane		
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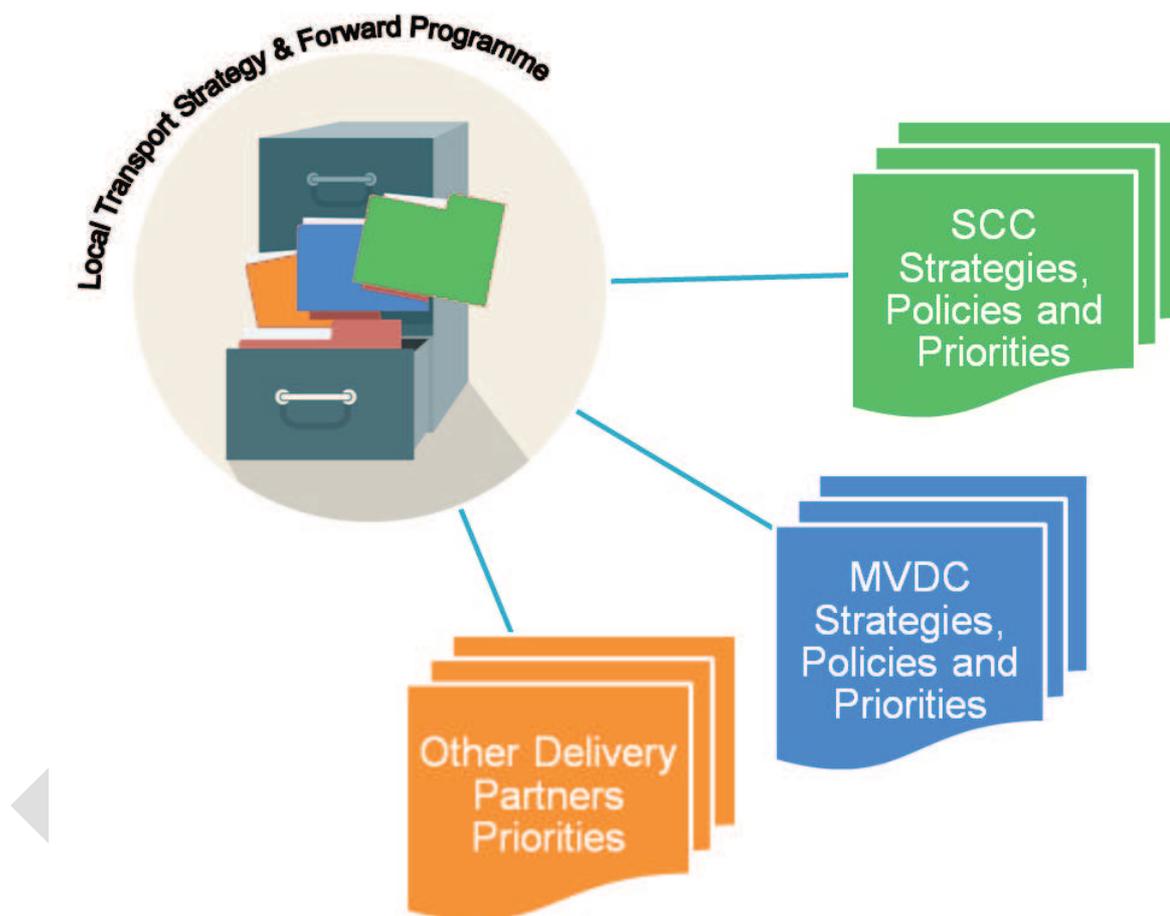
- 5.25 Where proposed developments are expected to have a significant impact on the road network mitigation will be required of them as part of the planning process.

Mitigating the impact

- 5.26 The Transport Evaluation for Mole Valley (October 2008) suggested that the overall transport network is insensitive to the distribution of development within the District, based on the locational strategy of housing growth available at the time. However, the evaluation did identify increases in traffic flows on the local road network within Mole Valley.
- 5.27 Highway capital schemes for urban areas, at key junctions or other sensitive locations will be required in order to promote and manage the additional demand due to future development. These schemes will not necessarily create additional capacity but will assist in managing or improving journey time reliability.
- 5.28 It is envisaged that the scale of impacts within specific areas could be managed by implementing a combination of transport strategies and measures contained within Surrey's recently adopted third Local Transport Plan (Surrey County Council, April 2011, Surrey Transport Plan). The findings of the Mole Valley Transport Evaluation only consider the use of the highway network by private and commercial vehicles and do not consider other modes including buses, cycling and walking. They also assume that all development takes place without any improvements being implemented during the course of the plan.
- 5.29 Given the strategic nature of the assessment, modelling limitations and the uncertainty of the size, distribution and land-use of any future planned developments, the interpretation of the likely impacts on both the SRN and LRN within this assessment should be treated as broad strategic projections, and as such further work would be recommended (including complementary analysis using appropriate tools), to assist in the identification of additional transport provision at a more local and detailed level.
- 5.30 MVDC consulted on approximately 90 potential housing and traveller sites in 2014. Subject to the outcome of the consultation, this transport strategy and the current schemes contained in the forward programme will be revised to take account of any major changes in the location of new development. This will ensure that the strategy remains current and appropriate to the level and location of growth planned for the district.

6 Related workstreams and projects

- 6.1 This chapter details the many related work streams being carried out by the county council, district council and other external stakeholders. The diagram below shows how transport elements of SCC and EBC strategies fit together to influence the Local Transport Strategy. This in the future may help to provide a mechanism for jointly prioritising and delivering transport schemes to meet the aims and ambitions of both the district and county council.



Surrey County Council work streams

Surrey Transport Plan Strategies

- 6.2 The strategies are key components of the Surrey Transport Plan, setting out aims and objectives and identifying spending priorities for each area. The strategies will be used to inform the development of programmes for the delivery of schemes on the ground.
- 6.3 SCC has a flexible web-based approach to the development and review of strategies. The following components have been produced:
- Air Quality
 - Climate Change

- Congestion Cycling
- Freight
- Parking
- Passenger Transport (Local Bus and Information)
- Travel Planning
- Rail

6.4 Below is a summary of the Surrey Transport Plan strategies.

Surrey Air Quality Strategy

6.5 The [Surrey Air Quality Strategy](#) was published in 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers the effect of the road network on air quality. Road traffic is a major contributor to air pollution in Surrey. The aim of the Air Quality Strategy is to improve air quality on and around the county network.

Surrey Climate Change Strategy

6.6 The [Surrey Climate Change Strategy](#) was published in 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers the carbon emissions arising from the transport network within Surrey. The aim of the strategy is to reduce carbon dioxide emissions from transport in Surrey and manage climate risks posed to transport infrastructure and transport services.

6.7 The objectives associated with the strategy aims are to; reduce the overall distance travelled by reducing the need to travel, increase the proportion of travel by sustainable modes (walking and cycling), maintain public transport patronage and increase vehicle occupancy, switch to lower carbon vehicles, encourage efficient driving and manage traffic flows, reduce energy use of highway infrastructure and transport services and manage the risks posed to transport by forecasted effects of climate change.

Surrey Future Congestion Programme and the Congestion Strategy

6.8 The [Surrey Future Congestion Programme](#) sets out the [Surrey Future](#) initiative's strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth. It has been prepared to provide a shared and agreed vision for managing congestion on Surrey's road network, building on the Congestion Strategy in the Surrey Transport Plan (LTP3).

6.9 The Congestion Programme summarises the main transport challenges in Mole Valley district as major congestion on approaches to town centres, in the town centres themselves, poor access to public transport in some areas, and limited provision for parking at train stations.

6.10 The Congestion Programme highlights the huge economic impact of congestion on the economy; congestion on Surrey's road network has been calculated to cost the UK economy £550 million every year³⁸. Strategic congestion hotspots are identified and a programme of interventions is proposed for 2015-2019³⁹.

6.11 Three major schemes in Mole Valley are identified in this programme; they are Dorking Town Centre Traffic Management Measures, A24 Capel to Surrey boundary corridor improvements, and A24 Clarks Green to Holmwood. These schemes are detailed in the Annex accompanying this strategy.

6.12 A package regarding wider network benefits across the county is also included in the Congestion Programme. This scheme is currently being drawn up in the Coast to Capital LEP area of the county (the east, the west is covered by the Enterprise M3 LEP), focusing on addressing congestion on key strategic routes.

Surrey Cycling Strategy

6.13 [The Surrey Cycling Strategy 2014-2026](#) was published in March 2014. The strategy forms part of the Surrey Transport Plan (LTP3) and covers cycling as a means of transport, leisure and as a sport, setting out our aim for cycling in Surrey for the period to 2026. One aim of the Cycling Strategy is to develop Local Cycling Plans for each district and borough as appropriate. These will be incorporated into future versions of each of the district/borough

What is Surrey Future?

Surrey Future brings together Surrey's local authorities and business leaders to agree the investment priorities to support the county's economy.

Surrey Future builds on existing and emerging local plans to manage planned growth sustainably, attract new businesses to the county and retain existing ones.

The partnership supports the aims of the local enterprise partnerships covering Surrey: Enterprise M3 and Coast to Capital.

More information at:

<http://www.surreycc.gov.uk/surreyfuture>

"...a true Olympic legacy would see every child in Surrey learning to ride a bike, and being able to do cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county...."

Surrey Cycling Strategy Consultation Draft

³⁸ Congestion Programme 2014, Executive Summary

³⁹ Congestion Programme 2014, Table 1

Local Transport Strategy and Forward programmes. A Mole Valley Cycling Plan is expected in 2014.

Surrey Freight Strategy

- 6.14 Surrey's [Freight Strategy](#) is another of the strategies in the Surrey Transport Plan. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports, a large number Heavy Goods Vehicles pass through the county's roads. The relative affluence of the county also means that there is a demand from residents for goods to be delivered also increasing the amount of HGVs within the county. The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents.

Surrey Parking Strategy

- 6.15 The [parking strategy](#) has been developed by the county council. As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations.
- 6.16 Guidance for the integration of Electric Vehicle charging points has been established for new developments. Guidance for the new charging points can be found [here](#).
- 6.17 SCC is currently developing an [Electric Vehicle Strategy](#) which is expected to be published in 2015. This strategy will outline how SCC and the eleven districts and boroughs will improve on electric vehicle infrastructure to promote and increase the use of more energy efficient modes of transport such as electrically powered private motor vehicles. It is expected that guidance on the integration of infrastructure for electric vehicles will change to reflect advances in technologies for fast and rapid charging points.

Surrey Passenger Transport Strategy

- 6.18 The Surrey Passenger Transport Strategy is made up of two parts: Part 1 is the [Local Bus Strategy](#) and Part 2 is the [Passenger Information Strategy](#).
- 6.19 Surrey's Local Bus Strategy was published in April 2011. The strategy forms part of the Surrey Transport Plan (LTP3) and covers local buses as a means of transport setting out the aims for bus travel in Surrey for the period to 2026. The main aim the Strategy is to deliver and maintain an effective, safe and sustainable bus network in Surrey. The objectives for reaching these aims centre on improving accessibility, reliability and punctuality of local bus services.
- 6.20 Surrey's Passenger Information Strategy aims to promote shift towards sustainable modes of travel, promote equality of opportunity by publicising

passenger transport options improve passenger transport information and improve confidence in passenger transport reliability.

6.21 Delivery of these objectives will be achieved through the following strands of work:

- Development of passenger infrastructure and information, with consideration given to more responsibility being taken on by bus operators (overseen by the county council to ensure standards are met)
- Continued development of the SCC website, including up to date bus timetables and electronic real time passenger information for bus and train users
- Support for Traveline, to ensure that this valuable journey planning resource is supplied with timely and accurate data

Surrey Travel Planning Strategy

6.22 The [Travel Planning Strategy](#) has the aim of providing travel planning measures to schools and workplaces within Surrey to help them to make informed travel choices. The objectives of the strategy in relation to schools focus on providing the appropriate resources, training and support to ensure that individuals gain independence and self reliance skills. In relation to workplaces the objectives of the strategy focus on providing advice, tools and information to organisations to set up plans.

6.23 School travel planning aims to make it safer and easier for children to walk, cycle or use public transport to travel to school hence; reducing the amount of car dependency, improving traffic congestion and air quality around schools and it can contribute to the long-term health of the child.

6.24 Workplace travel planning aims to encourage staff, visitors, service users and customers to use alternatives to single vehicle occupancy. These travel plans could include measures such as; improving pedestrian and cycling facilities, public transport subsidies, car-pooling and working from home.

Surrey Rail Strategy

6.25 Surrey Future has also produced the [Surrey Rail Strategy](#). The objective for the strategy is to ensure that the county has the rail infrastructure needed for sustainable economic growth and identify proposals that partners in Surrey can plan and deliver. These proposals have been identified in consultation with the rail industry, business, boroughs and districts and other partners.

6.26 Short, medium and long term action plans have been developed. Proposals relevant to Mole Valley included in the Rail Strategy are summarised below:

- Capacity enhancements on the North Downs Line, including possible electrification and an improved service between Reading Gatwick

(including along the Mole Valley Line), as well as upgrades and improvements to stations and rolling stock.

- The Mole Valley Line is described in the Rail Strategy under the Brighton Main Line topic; however, no options have been developed for the Mole Valley Line at this time.
- Access to and from stations was included and proposals to increase rail capacity across Surrey was considered, under the scope of the strategy.

Surface Access to Airports

6.27 Surrey Future is proactively engaging with the Airports Commission (also known as the Davies Commission) on future airport capacity. The Congestion Programme and Rail Strategy highlight surface access to airports as an issue. A further study has been commissioned ([Surrey Rail Strategy: Surface Access to Airports Study](#)) to consider transport infrastructure improvements needed to address both existing surface access issues and potential improvements needed in the event of additional runway capacity at Heathrow and/or Gatwick. The study highlights the overall key issues and challenges for surface access to Heathrow and Gatwick Airports from Surrey and identifies development objectives for surface access in Surrey.

Transport Strategy for Surrey's Schools Place Programme

- 6.28 SCC's [schools place programme](#) aims to meet the future need for additional school places across the county. More than 12,000 primary places are required between 2014 and 2018, while an additional 5,000 secondary places are being planned by 2018. Further expansions will be required beyond 2018. It is essential to plan for this growth in school places in terms of transport in order to mitigate the impacts. The transport strategy aims to maximise the choices available to children as to how they travel and to minimise the impact of school growth on local residents and businesses. It therefore focuses on five areas: travel planning; walking and cycling to school; school design and access; public transport; and parking on and off school sites.
- 6.29 The Transport Strategy for Surrey's Schools Place Programme is currently in draft; it is intended to be adopted by the county council under the Surrey Transport Plan later in 2015.

Maintenance

- 6.30 SCC has identified the worst 10% of its road network and is currently delivering an innovative 5 year maintenance programme, [Operation Horizon](#), which will ensure the Surrey network is fit for purpose.
- 6.31 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with total investment of nearly £120m to replace the worst 500km (10%) of Surrey roads. The five year Horizon project (year one) commenced in April 2013.

- 6.32 For Mole Valley in particular, the [new programme](#) will result in £10m being invested in the local road network and will enable 65km of road (12% of local network) to be reconstructed.

Road Safety

- 6.33 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, SCC works with Surrey Police through the [Drive SMART](#) partnership with the aim to reduce road casualties, tackle anti-social driving and make the county's roads safer for everyone. The partnership produced a [strategy](#) in 2011 which includes a number of measures or interventions by which Drive SMART seeks to address road safety issues in Surrey. These include road safety engineering, police enforcement, driver rehabilitation courses, school speed watch and school crossing patrols, as well as school and workplace travel planning.
- 6.34 The county council adopted a [Road Safety Outside Schools policy](#) in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and provides guidance on how the county council will respond to concerns. The guidance is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion.

Public Health

- 6.35 SCC is responsible for a number of [public health](#) functions. The Public Health service works across a number of key areas of health improvement and protection for the population of Surrey. Public health provides expert advice and evidence and has been consulted in the preparation of this strategy. Transport related aspects of health which have been considered in Elmbridge are:-

- **Air Quality:** Most air pollution in Surrey is caused by motorised transport. Air pollution has an impact on health in many ways. Long term exposure to particulate air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer.
- **Road Safety:** In 2012, 49.2 residents in Surrey per 100,000 population (crude rate) were killed or seriously injured on the roads. Unintentional injury is the leading cause of death for 0 -14 year old children in Surrey, almost half of these are due to transport injury.
- **Physical Activity:** Increasing opportunities for walking and cycling as a means of transport is one way to increase overall levels of physical activity and therefore increasing opportunities to elicit the health benefits associated to being physically active
- **Obesity:** Active travel has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight.

Over a quarter of Surrey's children are overweight or obese by the time they are 10-11 years old. More than 1 in 5 adults are obese.

- Community Cohesion: Transport has the ability to divide and isolate communities, as well as bring them together. Increasing the number of people of all ages who are out on the streets, through active travel makes public spaces seem more welcoming and providing opportunities for social interaction and provides an opportunity for everyone to participate in and enjoy the outdoor environment¹.
- Noise pollution: can adversely affect mental health, the cardiovascular system and school performance in children.

Mole Valley District Council work streams

Mole Valley Cycling Plan

6.36 As part of the new Cycling Strategy a Mole Valley Cycling Plan is expected to be developed. This will include a list of proposed cycling schemes for the district. The main priorities will be to provide cycle routes which link neighbouring communities with their local services. This will be a main driving force behind cycle improvements in the borough.

Mole Valley Housing and Traveller Sites Plan

6.37 In January 2014, the District Council published its Housing and Traveller Sites Plan – Consultation Document. This shows the sites that have been suggested by landowners and developers for new housing. It will inform the Council's choice of sites to be allocated for new homes in the period to 2026. Studies are currently ongoing to assess what impact suggested housing sites may have on the surrounding transport network. More details can be found [here](#).

External work streams

Highways Agency

6.38 The Highways Agency (HA) is responsible for planning the long term future and development of the strategic road network (SRN).

6.39 The Highways Agency (HA) is currently examining problems and potential solutions nationally across the entire SRN and developing strategies on a route basis. These route strategies are intended to help identify investment plans to accommodate changes in funding on the strategic road network as announced by the Government in the June 2013 paper '[Investing in Britain's Future](#)'.

6.40 Relevant to Mole Valley is the development of the London Orbital and M23 to Gatwick strategy, the evidence report for which is available [online](#). Capacity problems at M25 Junction 9 and the need for improvements to facilitate growth in Leatherhead are included in the [technical report](#) accompanying the evidence report.

Network Rail Wessex Route Study

- 6.41 Network Rail's [Summary Route Plan](#) for the Wessex Route document sets out the relevant outputs, activity and expenditure at route level to achieve the specified outputs for Network Rail's fifth Control Period (CP5). The plan also forecasts the long-term activity and expenditure required to manage and maintain a sustainable network.
- 6.42 The Wessex Rail Operating Centres (ROC) will reduce annual operating costs and deliver an improved, efficient railway.

Gatwick Airport Surface Access Strategy 2012-2030

- 6.43 Mole Valley is part of the Coast to Capital Local Enterprise Partnership, whose strategic economic plan recognizes Gatwick as an important driver of economic growth across the Coast to Capital area.
- 6.44 The [Gatwick Airport Surface Access Strategy \(ASAS\)](#) sets out the airport's principles, goals and strategies for surface access to Gatwick. Its key objectives include the aim to achieve 40% public transport mode share for air passengers and staff by the time the airport reaches 40 million passengers per annum.

7 Places in Mole Valley

- 7.1 This chapter outlines the different areas across Mole Valley, presenting the key transport network at each location and identifying a number of problems which currently exist in these areas. Solutions are stated where these are known, planned or aspired to. Potential solutions listed under each area are based on the problems identified and/or any development coming forward in the area; the issues and problems serve to guide future solutions for each area, acting as an evidence base.

The main urban areas in the district cover approximately 7% of the district and are home to approximately 72% of the district's population.

- 7.2 The main town centres in Mole Valley are in Dorking and Leatherhead. There are local centres in Ashted, Bookham and Fetcham. The remainder of this section describes the main elements of the two main town centres and the smaller centres in the District as identified in the Mole Valley Local Plan.

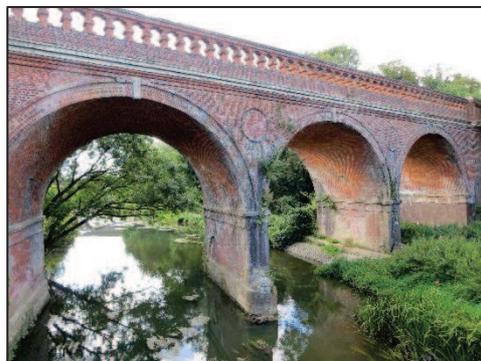


Leatherhead

Population: 11,316⁴¹

7.3 Leatherhead is a market town in the north of the district, located between Ashted and Fetcham.

7.4 Leatherhead is an important local centre for retail and services with approximately 150 shops. The town centre has two supermarkets and a range of shops, services and community facilities in a compact layout.



7.5 Leatherhead has good rail links with London Waterloo and London Victoria and also to Guildford, Dorking and Horsham. There were approximately 2 million rail passenger entries and exits from 2011 to 2012⁴², making Leatherhead station the tenth busiest station in Surrey. It has regular bus services which link Leatherhead with Guildford, Epsom, Dorking and Kingston 7 days per week.

7.6 The M25 lies immediately north of Leatherhead where access is provided at Junction 9. The motorway provides direct road access to the two international airports, Gatwick and Heathrow.

7.7 The one-way system in Leatherhead is a key issue for the local transport network.

7.8 Leatherhead is a key location for potential growth in the district due to its positioning and transport links. Measures to improve Leatherhead town centre will be encouraged especially where they contribute to consolidating the town's role as the focus for day to day retail, business, recreational and cultural needs of local residents and business community, as well as those of the adjacent communities of Ashted, Bookham and Fetcham.

7.9 The [Mole Valley Core Strategy \(2009\)](#) has the following vision for Leatherhead Town Centre:

“a vibrant, economically healthy and attractive modest sized multi-purpose centre that those living and working in the town and the surrounding area look to as the focus for their local shopping, business, entertainment and cultural needs”

Current problems/issues in Leatherhead

7.10 Traffic congestion occurs in Leatherhead town centre including the gyratory during peak periods. The Transport Evaluation for Mole Valley (2008) identified

⁴¹ Ref: [Surrey-i 2011 census summaries for towns and villages](#)

⁴² Steer Davies Gleave estimates of station usage 2011 - 2012

the most congested roads in the district (refer to Table 1), of which the following are in Leatherhead:

- A24 Leatherhead Bypass Rd between Headley Road and Beaverbrook Roundabout (southbound and northbound)
- A244 Oxshott Rd between Junction 9a & B2430
- B2430 Oxshott Rd between A244 & Kingston Rd Southbound

7.11 Congestion affecting Leatherhead, for example on the A243 from Knoll roundabout, and linked to Junction 9 of the M25 is thought to arise from the layout of the slip roads on and off the motorway, in addition to junctions on the local highway in close proximity to the motorway junction.

7.12 High levels of in-commuting to Leatherhead contribute to peak hour traffic congestion. The Transport Evaluation for Mole Valley indicates that four times as many people travel by car to Leatherhead than travel out from the town to work⁴³.

7.13 The one-way system and lack of cycling infrastructure makes accessing the town centre and railway station difficult for cyclists when arriving from any direction.

Potential solutions

7.14 Leatherhead is a priority area in the district for improving traffic management, accessibility and reducing the impact of congestion. There are a number of proposed schemes in Leatherhead town centre and the surrounding area to address these issues. Details of the schemes can be found in the Annex.

7.15 To address congestion in the town centre, particularly on the gyratory, an outline scheme has been submitted to the Coast to Capital Local Enterprise Partnership (C2C LEP), entitled town centre regeneration, gyratory system improvements (see Annex).

7.16 A strategic highways scheme has also been submitted to the C2C LEP to address congestion on the M25 and in the surrounding area at Junction 9; this includes the A243 and A24 Leatherhead By-pass at Knoll Roundabout.

7.17 It is also intended that the wider Leatherhead-Ashted area will benefit from a sustainable transport package scheme which will seek to improve overall accessibility. This scheme has been submitted to C2C LEP for potential funding.

Dorking

Population: 12,199⁴⁴

⁴³ Mole Valley District Council Local Development Framework Core Strategy Transport Evaluation October 2008; paragraph 6.7

⁴⁴ Ref: [Surrey-i 2011 census summaries for towns and villages](#)

- 7.18 The Core Strategy (2009) Dorking Town Centre Area Action Plan (2012) set out the following vision for Dorking:

“a vibrant, economically attractive and historic market town centre set in the Surrey Hills Area of Outstanding Natural Beauty which provides a range of facilities and services for living, working and recreation appropriate to its scale to meet the needs of its residents, surrounding rural communities and visitors”⁴⁵.



- 7.19 Dorking is the largest town in Mole Valley and provides a range of shops, cafes, restaurants and leisure facilities. Much of the town centre is designated a conservation area.
- 7.20 A new replacement supermarket is under construction at the junction of South Street and Junction Road and the Dorking Town Area Action Plan identifies land at the rear of St Martins Walk as the preferred location for a new supermarket.
- 7.21 The A25 is the principal road route through Dorking town centre providing connections to the A24.
- 7.22 Dorking (main) railway station is within 50 minutes of London Waterloo and London Victoria. Dorking Deepdene railway station is on the North Downs Line and it is located in a short walking distance from Dorking (main). It provides a regular link to Gatwick airport with a journey time of 22 minutes. It also provides services to Guildford and Reading. There were approximately 1.3 million rail passenger entries and exits from 2011 to 2012⁴⁶ at Dorking (main) station, making it the 15th busiest station in Surrey.
- 7.23 Regular bus services link Dorking with Epsom, Leatherhead, Guildford, Ashted and Kingston town centres 7 days per week.
- 7.24 Vehicle access to Dorking main station is from the A24 (London Road) and Station Approach. Dorking Deepdene is accessed a few metres away from Dorking Main directly from the A24 (London Road).
- 7.25 The county council is working with MVDC to improve public transport, cycling and pedestrian access to Dorking town centre from the outskirts and surrounding rural areas, reduce congestion and the impact of traffic in the town centre. The district council has also produced the [Dorking Town Area Action Plan \(adopted 2012\)](#).

⁴⁵ Mole Valley Local Development Framework Core Strategy DPD – Adopted October 2009 para 6.2.9;

⁴⁶ Steer Davies Gleave estimates of station usage 2011 - 2012

Current problems/issues

7.26 Traffic congestion occurs in Dorking town centre during peak periods. The Transport Evaluation for Mole Valley (2008) identified the ten most congested roads in the district (refer to Table 1 earlier), of which four are in Dorking and/or North Holmwood⁴⁷:

- A24 Deepdene Avenue between A2003 Flint Hill and Chart Lane (northbound)
- A25 Westcott Road between Vincent Lane and Station Road (eastbound)
- A2003 Ashcombe Road, between A24 London Road & Chalkpit Lane (southbound)
- A2003 Station Road between A25 Westcott Road and Ranmore Road (northbound)

7.27 High levels of in-commuting to Dorking contribute to peak hour traffic congestion. The Transport Evaluation for Mole Valley indicates that twice as many people travel by car into Dorking than commute out from the town to work⁴⁸.

7.28 Other issues in Dorking include too few peak hour train services, and station car parks are often at capacity early on in the day⁴⁹.

Potential solutions

7.29 A major scheme entitled “Dorking Town Centre Traffic Management Measures” is included in the County Council’s approved Major Schemes Programme (approved by Cabinet November 2012). Subject to further scheme development and funding, it is intended to address traffic management issues in Dorking town centre.

7.30 Measures to manage down car travel through the town centre will be supported. This could include promotion of better accessibility between the three rail stations in Dorking and the town centre and main areas of employment. A Dorking town centre sustainable travel package is currently being considered and a bid for potential funding has been submitted to the C2C LEP.

Ashtead

Population: 14,169⁵⁰

7.31 Ashtead is located on the northernmost boundary of the District, between Epsom to the north east and Leatherhead to the south west.

⁴⁷ Ref: Mole Valley District Council Local Development Framework Core Strategy Transport Evaluation October 2008; Table 9.1

⁴⁸ Mole Valley District Council Local Development Framework Core Strategy Transport Evaluation October 2008; paragraph 6.7

⁴⁹ Surrey County Council DRAFT Technical Note (2012)

⁵⁰ Ref: [Surrey-i 2011 census summaries for towns and villages](#)

7.32 The Local Plan identifies Ashtead as a district/local centre, providing essential services to its local community. The Core Strategy vision for Ashtead village centre is: “a district centre catering for the day to day needs of the local community”.



7.33 The A24 is congested through Ashtead and provides access to Leatherhead and Epsom.

7.34 There are frequent train services (six trains per hour) from Ashtead railway station which is located at Woodfield Lane to London Victoria and London Waterloo via Epsom. There are also services to Leatherhead, Dorking, Horsham and Guildford.

7.35 Ashtead Station has recently been rebuilt and the car park improved and extended. Regular bus service links Ashtead with Epsom, Leatherhead, Guildford and Dorking town centres 7 days per week.

Current problems/issues include:

7.36 The Transport Evaluation for Mole Valley (2008) identified the ten most congested roads in the district (refer to Table 1 earlier), of which⁵¹ the following are located in Ashtead:

- Craddocks Avenue between A24 Epsom Road and Barnett Wood Lane (southbound)
- A24 Leatherhead Road between Woodfield Lane and Knoll Roundabout

Potential solutions

7.37 Address congestion on Craddocks Avenue and provide alternative modes of transport.

Bookham and Fetcham

Population: 11,375 (Bookham); 7,996 (Fetcham)⁵²

7.38 Great Bookham and Fetcham are located to the west of Leatherhead and provide local services. Bookham village centre contains fewer retail and service units than other centres in the district, however a 2007 independent study of the district's centres found that the existing provision of convenience shopping is good for the size of the centre and its catchment.

⁵¹ Ref: Mole Valley District Council Local Development Framework Core Strategy Transport Evaluation October 2008; Table 9.1

⁵² Ref: [Surrey-i 2011 census summaries for towns and villages](#)

- 7.39 Fetcham is largely residential and has the smallest centre of the five main centres in the district. Limited provision of convenience means that residents mainly travel to the larger centres in the area for their shopping needs.
- 7.40 The MVDC Vision for both Fetcham and Bookham is: “[local centres] catering for the day to day needs of the local community”.
- 7.41 Junction 9 of the M25 is accessible from Bookham and Fetcham via Leatherhead. Junction 10 is accessible via Cobham. There is an extensive A-road network connecting the area with key locations such as Guildford, Cobham and Epsom.
- 7.42 The A246 provides the principal link to Guildford and Leatherhead and provides alternative routes to the A3 and M25.
- 7.43 The mainline railway station at Bookham had an annual usage of 307,088 passengers in 2013 and provides a direct link to Guildford and London Waterloo.
- 7.44 Regular bus service 479 links Bookham and Fetcham with Guildford, Leatherhead and Epsom town centres 7 days per week.

Current problems/issues

- 7.45 A high number of short trips are made by car (less than 2km) in the area⁵³
- 7.46 Junctions 9 and 10 of the M25 contribute to a high number of car journeys through the area.

Potential solutions

- 7.47 The area would benefit from delivery of a wider sustainable transport package of measures to reduce car journeys and promote sustainable modes.
- 7.48 A Junction 9 M25 bottleneck relief scheme has been identified and was the subject of a bid to the Coast to Capital Local Enterprise Partnership; it is also included in the Forward Programme (see Annex).

Rural areas

- 7.49 Mole Valley’s rural areas offer some local retail and/or service provision. They are also important for tourism to the district and wider region. Sustainable access between rural areas and larger towns can be difficult. Examples of key elements of transport in



⁵³ See Section 4 – Transport Trends and Issues - 2001 Census data

rural areas are outlined below, along with identified problems and potential solutions.

- 7.50 The largest rural villages are Beare Green and Westcott, which offer some retail or service provision. Other villages include Brockham, Beare Green, Capel, Westcott, Hookwood, Box Hill, Ockley and Charlwood. The MVDC vision for rural village centres is: “the focus of local facilities and services to meet day to day needs of local rural communities”.
- 7.51 The Mole Gap to Reigate Escarpment Special Area of Conservation (SAC) stretches for eight miles between Leatherhead and Reigate and includes the wider area of Box Hill partially owned and managed by the National Trust. The Box Hill area, along with other rural areas in Mole Valley, supports a significant tourist economy.
- 7.52 Cycling in rural areas has become increasingly popular; the Box Hill route especially has become a very popular place for cyclists due to its natural beauty and the legacy of the Olympic Road Race. The [Surrey Cycling Strategy](#) seeks to manage the impacts of increased levels of cycling and cycling events on Surrey’s highway network, countryside and communities.

Transport in rural areas

- 7.53 The A24 is a key route linking rural areas to the south of Leatherhead via Dorking. The A25 provides a key corridor east and west of Dorking.
- 7.54 Two regular bus services link the area with Leatherhead train station, Dorking and Kingston town centres 7 days per week and Epsom from Monday to Saturday.
- 7.55 Bus service 93 links Capel with Dorking and Horsham 7 days a week while Ockley has a daily journey to Dorking and shoppers’ trips to Reigate and Horsham. The Buses4U demand responsive service operates in the rural parts of the District from Monday to Friday.
- 7.56 Holmwood and Ockley railway stations (Mole Valley Line) serve the villages of Ockley, Capel, Beare Green and South Holmwood (in the rural area south of Dorking) with limited train services and no Sunday services.
- 7.57 Box Hill & Westhumble station is located between Dorking and Leatherhead on the Mole Valley Line. Betchworth station is located to the east of Dorking on the North Downs Line.



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Transport problems in rural areas

7.58 Current problems/issues in rural areas include:

- Limited accessibility in some areas to conventional public transport
- Limited public transport provision, with some services finishing around 7pm, can contribute to making commuting by sustainable modes difficult
- Areas suffer from speeding traffic and road safety issues, for example on the A24 at Clark's Green and the Clockhouse bends
- Management of cycle events and horses
- Heavy goods vehicles using inappropriate roads.

Potential solutions

7.59 Further promotion of demand responsive transport already operating in the District could be pursued to improve patronage.

7.60 A scheme to improve the A24 through the district's rural southern area is proposed for implementation in 2018⁵⁴ and covers both the A24 Clark's Green to Holmwood, and A24 Capel to Surrey boundary corridor improvements schemes.

7.61 Management of cycle events will be addressed in the anticipated Mole Valley Cycling Plan.

7.62 Various safety schemes are planned at the local level to improve safety in rural areas.

7.63 Details of potential solutions in rural areas can be found in the Annex.

⁵⁴ Proposed County Council Major Schemes programme for 2015-2019

8 Forward Programme, Funding and Delivery

- 8.1 This chapter outlines the scope and purpose of the Forward Programme and the potential funding and delivery mechanisms that will be used should schemes from the programme be brought forward for implementation.
- 8.2 To allow provision of an effective, reliable, safe and sustainable transport network in support of economic growth and carbon reduction, a balanced programme of maintenance and integrated transport schemes is required. Additionally, the opportunity to secure alternative funding to the Surrey Transport Plan will be compromised, unless it provides a balanced strategy and programme that contains integrated transport schemes as well as maintenance schemes.

The Forward Programme (see Annex)

- 8.3 The Forward Programme has been designed to meeting the objectives of the Local Transport Strategy by including schemes to tackle existing problems, as well as schemes designed to mitigate the impact of new development. In this way, the opportunity to attract developer funding can be maximized.
- 8.4 The programme identifies short, medium and long term schemes and packages of measures which seek to deliver improvements in line with the objectives in Section 2 and identified problems and issues. These are grouped at various spatial levels:
- District-wide – principal road and rail network schemes
 - Key settlements
- 8.5 The value and status of schemes has been defined as:
- local schemes are at a cost of between £100,000 and up to £250,000
 - intermediate schemes are valued between £250,000 and £2 million
 - major schemes are valued at over £2 million.
- 8.6 The schemes included in the forward programme are largely schemes which require funding from different sources and hence will generally be beyond the scope of local committee capital funding below. A full schedule of all local improvement schemes can be found in the relevant Local Committee report for the area (usually published for the December of each year).
- 8.7 In general, the schemes are not intended to provide additional network capacity but seek to manage the existing network and provide more sustainable transport choices. The overall mix and scale of schemes is considered necessary to support sustainable economic development and planned growth.
- 8.8 The Forward Programme includes the purposes of each scheme or package of measures, delivery stage, estimated costs, potential funding sources, estimated start dates, scheme status and how it meets the local and strategic objectives.
- 8.9 The delivery stages are defined as:

- Scheme identification – the need for a scheme is identified, initial drawings may have been produced
- Identification and assessment of options – outline design of scheme options has been/is being produced
- Preferred route and statutory process – preliminary design of preferred option
- Detailed design – scheme is designed to allow and instruct construction
- Construction – scheme is fully designed and works have begun on site.

8.10 The forward programme will be revised on a yearly basis by the Local Committee to take account of available funding and to ensure:

- There are no other more effective alternative options available which address the impacts of growth and policy objectives
- Delivery is on track with necessary feasibility design and design work progressing for priority schemes.

Funding

8.11 The estimated cost of schemes identified in the forward programme is provided in the annex. The actual future costs will depend on the precise schemes brought forward and each scheme will require a detailed feasibility study.

8.12 The availability of funding will also depend on a number of factors. Nevertheless the cost of the schemes identified is reasonably in line with potential funding over the initial short- to medium-term of the strategy. Beyond this period scheme costs and possible funding sources become increasingly difficult to estimate.



8.13 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL). Mole Valley district CIL receipts could total £17.8m over a 10 year period, based on potential residential and retail growth as set out in the Core Strategy and a CIL charge of £125 per square metre (residential) and a charge of £100 per square metre (retail)⁵⁶.
- Capital funding by the county council (government grants such as the Local Transport Plan (LTP) allocations, Local Sustainable Transport Fund (LSTF) and major schemes funding available from 2015 from designated Local Transport Bodies).

⁵⁶ <http://www.molevalley.gov.uk/index.cfm?articleid=13255>

- County council capital funding allocated for more strategic schemes by the Mole Valley Local Committee
- Capital funding by the district council
- Capital funding from the Coast to Capital Local Enterprise Partnership. A number of schemes have been submitted by the county council in partnership with the district council to the LEP for consideration in their strategic economic plan.

8.14 Funding for the schemes identified/proposed in the strategy is likely to come from a combination of the sources described above. More detailed information on funding can be found [here](#).

Delivery

8.15 The Local Committee will use its capital programme and local knowledge to drive more local scheme delivery in the short term within the context of local objectives. The Local Committee will also drive priorities in the medium and longer term and consider contributing to more strategic intermediate schemes through funding feasibility work or even contributing to the overall cost, perhaps spread over a number of years.

8.16 Major schemes will be funded through bids to the local transport body and overseen by the Surrey Future partnership.

8.17 The delivery body will generally be the county council sometimes in partnership with others such as the district council and private bus operators. The delivery body for the rail network and services will be Network Rail and relevant train operators. In some other cases, the delivery body is the developer when an entire highways scheme is secured through the S278 process, e.g. the Waitrose, Dorking highways scheme.



8.18 Each scheme will require a detailed feasibility study and the actual costs will depend on the precise nature of the schemes brought forward. The availability of funding will also depend on a number of factors.

8.19 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)⁵⁸ or the Habitats Regulations process⁵⁹. This will be dependent on scheme specifics. At the appropriate stage of scheme feasibility we would seek to:

- Obtain EIA screening opinion from relevant planning authority
- Clarify the planning position relevant to the scheme

⁵⁸ EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

⁵⁹ EU Habitats Directive (92/43/EEC)

- Consider archaeological impacts of the scheme by consulting English Heritage and the county archaeologist
- Consider any flooding impact of the scheme by consulting the Environment Agency and the lead local flood authority
- Consider an ecology impacts of the scheme by consulting the county ecologist
- Consider any landscape impacts of the scheme, by consulting the county landscape architect

Draft

Glossary

Term	Description
Air Quality Management Area (AQMA)	An identified area where current, and likely future, air quality is unlikely to meet the Government's national air quality objectives.
Bus operator	Bus services are operated either commercially (without any external funding) or under contract to SCC. Some bus services in Mole Valley are operated on behalf of London Buses.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a new levy that local authorities can charge on new developments in their area. The charges are set by the local council based on the size and type of the new development. The money raised from the Community Infrastructure Levy can be used to support development by funding infrastructure that is needed to mitigate the impact of development.
Capital funding	Money spent on the purchase or improvement of fixed assets such as buildings, roads and equipment.
Coast to Capital (C2C)	The Local Enterprise Partnership of which the easternmost Surrey districts and boroughs (including Mole Valley) are part. More information at: http://www.coast2capital.org.uk/
Congestion Programme	The Surrey Future Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth produced in partnership by the Surrey Future Partnership comprising of Surrey's local authorities and business leaders.
Control Period 4/5/6	5 year periods by which Network Rail is regulated by the Office of Rail Regulation CP4: 2009-2014; CP5: 2014-2019; CP6: 2019-2024 ⁶⁰
Cycling Strategy (2014-2026)	The Surrey Cycling Strategy is a component strategy of the Local Transport Plan
Scheme delivery stages (see Annex): 1. Scheme Identification 2. Identification and assessment of options 3. Preferred route and statutory process	The need for a scheme is identified; initial drawings may have been produced. Outline design of scheme options has been/is being produced. Preliminary design of preferred option.

⁶⁰ Ove Arup 'Surrey Rail Strategy Report' (September 2013)

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Term	Description
4. Detailed design	Scheme is designed to allow and instruct construction.
5. Construction	Scheme is fully designed and works have begun on site.
Department for Transport (DfT)	Government department responsible for transport matters in England and those not devolved in Wales, and Northern Ireland.
Enterprise M3	The Local Enterprise Partnership of which the westernmost Surrey districts and boroughs are part. More information at: http://www.enterprisem3.org.uk/
Intermediate scheme	Infrastructure scheme estimated to cost between £250,000 and £2 million.
Local Enterprise Partnership (LEP)	A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area
Local Sustainable Transport Fund (LSTF)	A total of £560 million was originally made available through the Local Sustainable Transport Fund (LSTF) to enable the department to fund a number of high quality bids. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids (with local contribution being provided by local authority partners). In total, the Department for Transport awarded funding to 96 packages to 77 authorities to deliver their schemes between 2011 and 2015.
Local Transport Body (LTB)	Local Transport Bodies are voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and other organisations if appropriate that are in charge of the devolved funding for local major transport schemes from the Department of Transport
Local Transport Plan (LTP3)	Under the Transport Acts 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more commonly known as the LTP). The LTP sets out an integrated transport strategy for the area and outlines proposals for the future.
Minor scheme	Scheme cost is less than £250,000
Major scheme	Infrastructure scheme estimated to cost in excess of £2 million

Term	Description
Office of Rail Regulation	The Office of Rail Regulation is the independent safety and economic regulator for Britain's railways.
Primary Route Network	The primary route network (PRN) designates roads between places of traffic importance across the UK, with the aim of providing easily identifiable routes to access the whole of the country. The PRN is constructed from a series of locations (primary destinations) selected by the Department for Transport, which are then linked by roads (primary routes) selected by the local highway authority.
Quality Bus Corridor	A strategic bus route that is improved to encourage more people to use buses. This will include measures to make buses more reliable, and more convenient for users and non-users. These measures may include traffic signal priority for buses, high quality passenger facilities, electronic passenger information and strong marketing, together with safe pedestrian routes to the bus stops.
Real time passenger information (RTPI)	Real Time Passenger Information (RTPI) is a system that provides members of the public with live bus arrival information and enables bus operators to manage their daily operation and performance of bus services more effectively. RTPI complements other passenger transport initiatives and schemes to make travelling by bus a reliable and attractive alternative to less sustainable travel. The RTPI system in Surrey operates in partnership with bus operators to provide live bus information on electronic displays at bus stops, and with access to the information through the internet and mobile/smartphone channels.
Scheme delivery timescales (see Annex) Short term Medium term Long term	Timescale for start of construction 0-2 years from now, see Annex for given years Timescale for start of construction between 3 and 6 years from now, see Annex for given years Timescale for start of construction 6+ years from now, see Annex for given years

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Term	Description
Section 106 (S106)	Planning obligations are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. Planning obligations enable a council to secure contributions to services, infrastructure and amenities in order to support and facilitate a proposed development.
Strategic Road Network (SRN)	The SRN is connected to the local road network and is owned by the Secretary of State for Transport, and operated on their behalf by the Highways Agency (HA), which acts as the highway authority.
Surrey Future	A partnership overseeing how we can manage planned growth sustainably, both in Surrey and on our borders. More information at: http://www.surreycc.gov.uk/surreyfuture
Surrey Rail Strategy	Document prepared by Ove Arup & Partners on behalf of the Surrey Future partnership to consider rail issues and options which could be supported by the council to produce benefits for Surrey.
Surrey Transport Plan	See 'Local Transport Plan (LTP3)'
Travel SMART	A Surrey initiative designed to provide local people with more travel choices that help cut carbon, costs and increase fitness. The initiative aims to support economic growth.

ⁱ <http://www.nice.org.uk/guidance/ph41>

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