

Surrey Transport Plan

Epsom & Ewell Local Transport Strategy & Forward Programme



This page is intentionally left blank

Draft

Alternative formats

Surrey County Council has actively considered the needs of blind and partially sighted people in accessing this document.

We are happy to give information in either large print or in another language. If you want this service please call us on 03456 009 009.

If you have other needs in this regard please contact Surrey County Council in one of the following ways.

In writing

Surrey County Council
Transport Policy (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN

By phone

03456 009 009 (8am-6pm weekdays)

By email

localtransport.strategiesinfo@surreycc.gov.uk

Surrey Transport Plan

Epsom & Ewell Local Transport Strategy and Forward Programme

September 2014

Contents

1	Introduction	6
2	Objectives and delivery priorities	9
3	The Epsom and Ewell transport network	13
4	Epsom and Ewell transport trends and issues	20
5	Future growth and its impact.....	27
6	Related workstreams and projects.....	32
7	Places in Epsom and Ewell.....	41
8	Forward Programme, Funding and Delivery	45
	Glossary	48
	Forward Programme	Annex

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 Epsom and Ewell Local Transport Strategy and Forward Programme form 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 borough local plan. The forward programme provides a high level programme of transport infrastructure required to address problems and deliver growth. Together they provide an evidence base for future funding bids.

The objectives of this strategy are to reduce the reliance on the private car in Epsom & Ewell by providing more attractive sustainable travel choices to encourage modal shift; to improve air quality especially in those areas designated as Air Quality Management Areas (AQMAs); to manage traffic congestion within the borough; and to maintain and encourage sustainable economic growth in Epsom and Ewell. 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 Epsom and Ewell. The strategy considers potential solutions and mitigation and also seeks to take account of planned future growth in the borough and related work streams being carried out by the County and Borough 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 Epsom and Ewell Local Transport Strategy, subject to funding and feasibility. The programme seeks to

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

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 Epsom and Ewell Borough 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 Epsom and Ewell Local Committee and by Surrey County Council's Cabinet to be adopted as part of Surrey's Local Transport Plan (LPT3).

Draft

1 Introduction

- 1.1 The Epsom and Ewell Local Transport Strategy and Forward Programme is part of the [Surrey Local Transport Plan \(LTP3\)](#)² and supports the [Borough Local Plan](#). 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 Epsom and Ewell Borough 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 floorspace and housing created. The LTS also considers interventions required to address existing problems on the highway 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 Epsom and Ewell Borough Council seek to encourage sustainable travel patterns and manage congestion in the borough of Epsom and Ewell.
- 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.

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

- 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 less than £250,000,
 - 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 presents schemes, many of which may be approached through different funding and implementation avenues, and will help the county council and borough 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.
- 1.9 The forward programme seeks to identify strategic transport schemes or scheme packages in the borough but does also include schemes in the Local Committee capital programme³.

Structure of document

- 1.10 The Epsom and Ewell 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	•Epsom & Ewell Transport Network	•Epsom & Ewell Transport Trends	• Future Growth and its Impact	•Related workstreams and projects	•Places in Epsom & Ewell	•Forward programme, funding and delivery

- 1.11 Chapter 2 'Epsom and Ewell transport network' describes the key highway, public transport, walking and cycling infrastructure in the borough and describes overall issues experienced on the transport network.
- 1.12 Chapter 3 'Future growth and its impact' outlines planned growth in the borough, drawing from the Epsom and Ewell Core Strategy and the county council's associated strategic modelling.
- 1.13 Chapter 4 'Related work streams and projects' places this transport strategy in a wider context.

³ See Local Committee Reports re highway improvement schemes.

- 1.14 Chapter 5 'Objectives and delivery priorities' outlines the agreed objectives for the strategy, based on any issues on the transport network.
- 1.15 Chapter 6 '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.
- 1.16 Chapter 7 'Places in Elmbridge' gives descriptions of the local transport networks in the boroughs main settlements.
- 1.17 Chapter 8 'Forward programme, funding and delivery' 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 Epsom and Ewell Local Transport Strategy and the visions and objectives of the documents which influences 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 Epsom and Ewell Borough 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 Priorities⁴ (2014/15)

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

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

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.

Epsom & Ewell Core Strategy Spatial Vision 2022⁵

By 2022 the strategy envisages the Borough as economically strong and a good place to live, work and visit. Epsom town centre will have retained the best of its character, and will be an even more attractive place in which to move around on foot and to shop. The unpleasant impacts of traffic will have been reduced and the town will be a vibrant centre meeting the day to day needs of those who live or work in the town, or who visit it for the range of services and facilities it can provide. Ewell village centre will have retained its unique identity and incorporated positive regeneration and change in the interests of its longer term vitality, while other local centres such as Stoneleigh will continue to serve their nearby communities.

2.2 Based on these visions and objectives⁶, the Epsom and Ewell Local Transport Strategy has the following objectives and delivery priorities:

Objective 1: Encourage modal shift by

- Improving pedestrian and cyclist environments in Epsom town centre
- Improving the reliability of public transport
- Upgrading current bus network infrastructure
- Increasing information provision to public transport users
- Reducing road casualties and the perception of road danger

Objective 2: Reducing traffic congestion within Epsom town centre

- through the delivery of the major transport scheme known as Plan E
- by encouraging people out of their cars by increasing accessibility by foot and by bicycle
- by improving the attractiveness of travelling by bus and providing improved travel information
- by reducing road collisions that lead to congestion

⁵ Epsom & Ewell Borough Council Core Strategy 2007

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

September 2014

Objective 3: Improve pedestrian and cyclist accessibility within Epsom town centre

- through the delivery of the major transport scheme known as Plan E
- joining up current pedestrian and cyclist routes
- improving the current infrastructure e.g. through dropped kerbs, widening pavements

Objective 4: Improve air quality in Epsom town centre and Ewell village by

- reducing the number of vehicles through Epsom town centre by making more sustainable modes of travel more attractive
- improve the flow of traffic on Ewell High Street to reduce the number of stationary vehicles

Objective 5: improve east to west movement across the borough

- by providing an additional crossing point of the railway line through the delivery of the Kiln Lane Link major scheme

Objective 6: maintain and encourage sustainable economic growth in Epsom and Ewell by

- Delivering public realm improvements
- Improving accessibility to employment and education opportunities

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

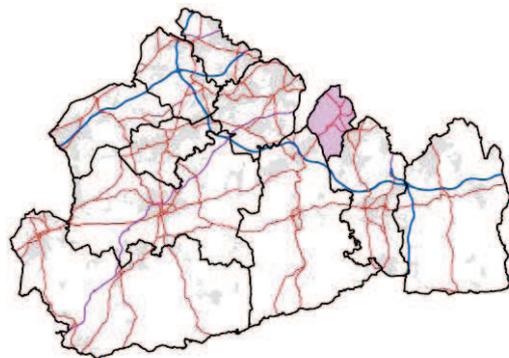
3 The Epsom and Ewell transport network

- 3.1 The following chapter aims to give a description of the current transport network within the borough of Epsom and Ewell. It describes the borough's context within the South East of England and Surrey; it then goes into further detail, focusing in on the modes of transport and the infrastructure available across Epsom and Ewell.

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 and boroughs. 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, such as Elmbridge, 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

Borough of Epsom & Ewell within context of Surrey



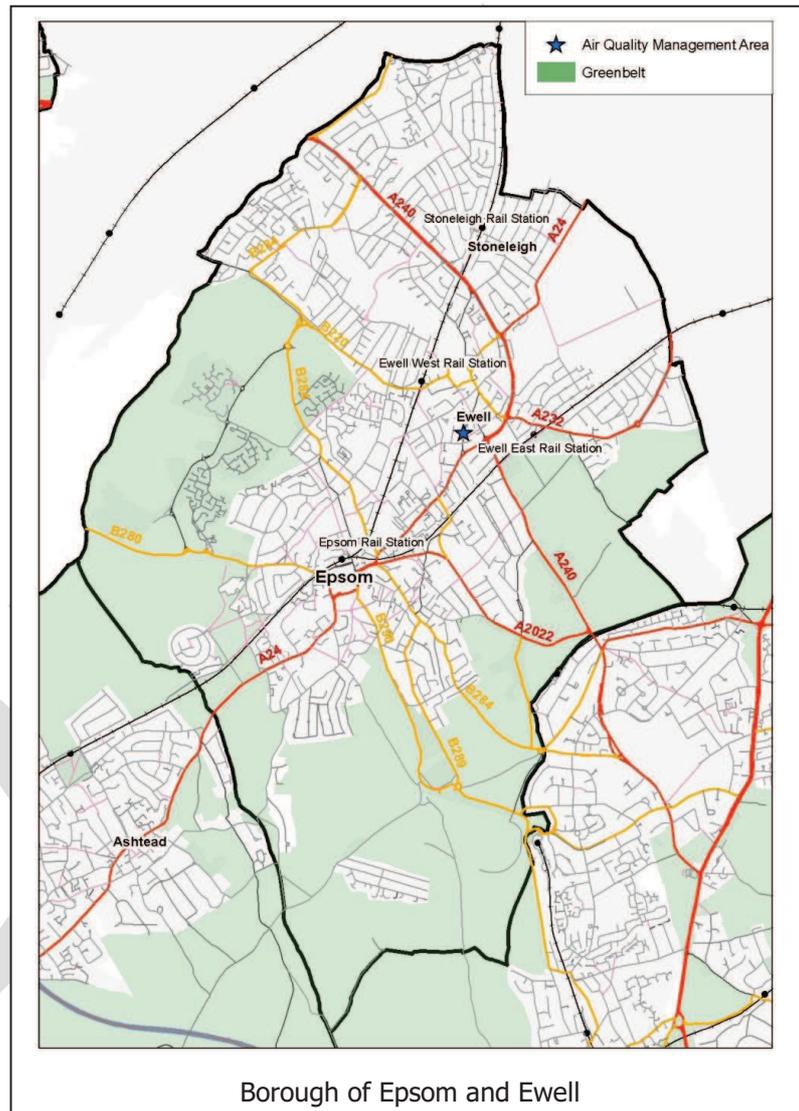
interchange closer towards London.

3.6 The borough of Epsom and Ewell is located in the north of Surrey, 15 miles south west of central London. The borough is relatively small, covering some 3,400 hectares, but with a population of 76,100⁷ is the most densely populated in Surrey. Located on the fringes of London, Epsom and Ewell is located at the junction of both orbital and radial transport links.

3.7 A number of settlements are identified within the borough with one principal urban settlement, comprising Epsom and the two additional secondary centres of Ewell Village and Stoneleigh. Epsom town centre is the main focus for economic activity within the borough and is a university town.

3.8 Within the borough 42% is designated as Green Belt including Epsom Downs, Horton Country Park and Epsom Common. There are two Sites of Special Scientific Interest (SSSI) identified within the borough which comprise Epsom Common and Stones Road Pond.

Highways – principal road network



3.9 The main highway through the borough of Epsom & Ewell is the A24 which runs between Leatherhead to the south west and the London Borough of Sutton to the north east. The A24 bisects the main town of Epsom and is a one way system within the town centre.

3.10 The other major highways in the borough include:

⁷ ONS mid-year population estimates 2012

- the **A240** which runs between Banstead to the south east and Kingston to the north west, connecting to the A217 which runs north-south in parallel to the borough's eastern boundary
- the **A232** to Croydon
- the **A2022** to Purley
- the **B280** radiating to the west of Epsom town centre and the Royal Borough of Kingston upon Thames.

Existing problems and potential solutions

- 3.11 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 and resultant casualties. Congestion affects air quality and the borough of Epsom and Ewell currently has one designated Air Quality Management Area (AQMA) within its boundaries in Ewell Village.
- 3.12 Refer to Chapter 6 for a description of the Surrey Future Congestion Programme which seeks to address congestion hotspots across the county.

Bus provision

- 3.13 The bus services within the borough are run by both Transport for London (TfL) and external operators subsidised by Surrey County Council. The borough as a whole is considered to have a relatively good bus network providing frequent services to a number of destinations within and outside of the borough.
- 3.14 Bus services connecting centres within the borough and cross-boundary typically run every 30 minutes include:
- E5 -Langley Vale, Epsom, Longmead and Watersedge
 - E9 – Epsom, Manor Park, Livingstone Park, Clarendon Park
 - E10 – Epsom Station to Noble Park
 - E16 - Epsom, Stoneleigh, Worcester Park
 - 406 – Epsom, Ewell, Kingston
 - 408 – Epsom to Cobham (30 mins at am peak, 1hr intervals after)
 - 418 – Epsom, West Ewell, Kingston
 - 460/480 – Epsom, Tadworth, Walton on Thames, Redhill, Gatwick Airport
 - 467 – Epsom, Ewell, Hook (30 mins at am peak, 1hr intervals after)
 - 470 – Epsom, Colliers Wood
 - 479 – Epsom, Bookham, Leatherhead, Guildford
- 3.15 The borough shares part of its borders with Greater London and therefore benefits from services provided by London Buses, all of which operate London's Oyster Card system. Services offered by London Buses comprise the majority of departures in the borough. Whilst services not operated by London Buses do not enjoy the same convenience of the Oyster card, some offer a Surrey-led

smartcard. For example the Metrobus 460/480 network offers a smartcard, The Key.

Current problems and issues

- 3.16 The Borough is served well in terms of bus frequency and number of destinations. However, journey times of some bus services can be unreliable on the approaches to Epsom town centre due to traffic congestion causing long journey times and unreliable timetables, making travelling by bus less attractive.

Potential solutions

- 3.17 An expression of interest for potential funding for a transport package of sustainable measures has been submitted to the Coast to Capital Local Enterprise Partnership for consideration. Subject to funding, the package would include bus improvement measures on key corridors between Epsom, Ewell and Banstead in the neighbouring borough of Reigate and Banstead.
- 3.18 In line with the Surrey Passenger Strategy, part of the Surrey Transport Plan (refer to Section 6 for further detail), Surrey County Council will seek to implement improvements to bus infrastructure as and when funding becomes available. Improvement measures will include:
- Improvements to bus stop infrastructure along bus corridors including destinations along route – raising kerbing to improve accessibility, provision of seating at bus stops, provision of bus shelters, standardising bus stop layout and alignment to increase reliability and other information and accessibility improvements
 - Real Time Passenger Information – equipping bus routes that are not yet on the Surrey RTPI system, installing displays at bus stops, providing information at bus stops on how to obtain RTPI on smart phones/mobile phones or internet
 - Surrey-wide smartcard ticketing system working in partnership with bus operators
 - Intelligent bus priority and other traffic management measures along bus routes
 - Accessibility/safety improvements at railway stations (working in partnership with train operating companies)
 - Provision of Community Transport in the area to assist with transport for those who may have mobility problems or other issues which may mean they cannot access public transport.

Rail provision

- 3.19 The rail network in the borough consists of four railway stations. The main station within the borough is Epsom railway



station which is connected to London Waterloo, London Victoria and London Bridge as well as Sutton and Croydon to the north east and Leatherhead and Dorking to the South. Epsom is the third busiest railway station in Surrey with 3.61 million entries and exits annually⁸.

- 3.20 Epsom railway station has recently undergone significant redevelopment with the main ticket office and station frontage being completely demolished and rebuilt. The redevelopment includes a new, larger ticket office, new shop units, flats and a new hotel. In addition to redevelopment of the ticket hall there has been full refurbishment of the platform buildings and canopies.
- 3.21 The other stations within the borough are Ewell West with services to London Waterloo, Ewell East to Sutton and London Victoria and Stoneleigh station which is on the Mole Valley line to London Waterloo and Dorking and Guildford. These stations are within London Travelcard Zone 6.
- 3.22 Southern Trains introduced 10-car trains from the December 2013 timetable having extended the platforms at most of their Metro stations (including Epsom).
- 3.23 Ewell West and Stoneleigh have also had their platforms lengthened and it is anticipated that South West Trains will be introducing 10-car trains from the December 2014 timetable.
- 3.24 The wider area is also served by a number of railway stations just outside the borough's boundaries. These include Cheam, Worcester Park and Banstead. Other stations such as Epsom Downs and Tattenham Corner provide strategic access to the open countryside that lies to the south of the borough, and provide strategic sustainable access to events such as the Epsom Derby Festival.
- 3.25 Rail accessibility into and out of the borough and its surrounding contiguous areas is considered particularly important, especially given the potential for large-scale development in the Chessington area and other neighbouring London Boroughs.
- 3.26 At peak hours, trains are running with little spare capacity on services carrying commuters to and from London stations including services to London Waterloo, London Victoria and London Bridge. In addition to overcrowding on peak time services there is poor accessibility to railway stations within the borough for pedestrians and cyclists.
- 3.27 The Crossrail 2 regional option could have significant benefits to the Borough if this option is taken forward increasing the number and frequency of services from Epsom to London Waterloo. A consultation on two potential options (metro and regional) for Crossrail 2 has recently taken place (May – August 2013). The October 2013 report containing the results of this consultation is

⁸ Steer Davies Gleave Estimates of station usage 2011-12

available from Transport for London [here](#). The regional scheme is one of five transport infrastructure priorities for Surrey being promoted by the Surrey Future partnership.

Walking and cycling infrastructure

- 3.28 Epsom and Ewell has a good network of paths and facilities for pedestrians and many community facilities are within reasonable walking distance of railway stations and residential areas. However, some of the infrastructure is ageing and/or requires updating. Some pavements can be narrow making them difficult to use safely. Furthermore, the impact of traffic congestion and carbon emissions can impact on environmental quality and act as barriers to pedestrian movement, for example in Ewell Village and along the A24. A good pedestrian environment is identified as vital to achieve a healthy and successful town centre, and there is a need to maintain and improve pedestrian routes (Plan E Area Action Plan, 2011).
- 3.29 Epsom and Ewell has a good level of cycling infrastructure and there are a number of cycle routes across the borough, providing benefits in leisure, recreation and health. The routes provide inter-urban access to the Green Belt and areas of open countryside which lie to the east, west and south of the borough.
- 3.30 However, the majority of cycle routes are on road and there are a number of gaps in cycling infrastructure that we will seek to address through schemes identified within the Annex to this Strategy.
- 3.31 Further identification of gaps in cycling infrastructure and improvements to the cycle network within the borough will be addressed through the [Surrey Cycling Strategy](#), part of the Surrey Transport Plan (LTP3), and published in March 2014. This Strategy will look to produce borough specific Local Cycle Plans. Once produced, any measures or schemes arising from a Local Cycle Plan will be incorporated into the Local Transport Strategy and Forward Programme. Please see Chapter 6 for more information.
- 3.32 The pedestrian and cycle routes form a valued component of the borough's emerging Green Infrastructure Network, which is being identified through the emerging Local Plan.

Access to airports

- 3.33 Please see Chapter 6 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

- 3.34 There are a number of challenges on the borough's transport network including:

- The borough is the most densely populated within Surrey and subsequently is largely urbanised. The built up nature of a significant area of the borough means that the highways and railways tend to have the effect of separating communities and inhibiting pedestrian, cycle and vehicle movements
- Within the borough there is particularly poor infrastructure for moving east to west across the borough due to the railway line forming a barrier to movement.
- Limited railway crossings have the effect of concentrating traffic on particular routes contributing to traffic congestion at peak periods.
- In addition, sections of the A24 especially within Epsom town centre, the B280 corridor, A232 corridor and A240 corridor currently suffer from significant traffic congestion at peak periods.

4 Epsom and Ewell transport trends and issues

4.1 This chapter describes the travel patterns within Epsom and Ewell and the many trends which affect transport in the borough. 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 Epsom and Ewell.

Demographic and socio-economic trends

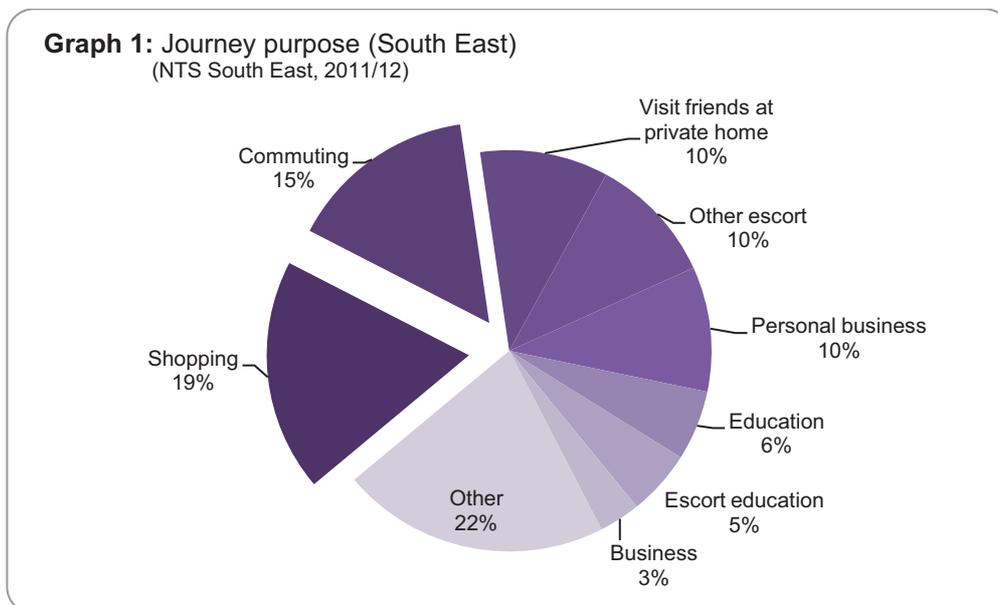
Population

- 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 Epsom and Ewell is relatively small, covering some 3,400 hectares, but with a population of 76,100¹⁰ is the most densely populated in Surrey. Located on the fringes of London, Epsom and Ewell is located at the junction of both orbital and radial transport links. Epsom and Ewell is the most densely populated borough in Surrey.
- 4.7 Research carried out in preparation of the Surrey Rail Strategy suggests that between 2012 and 2031, the strongest growth in population within Surrey is forecast for the districts and boroughs bordering London, including Epsom and Ewell, whose population is forecast to grow by 11% during this period.
- 4.8 An increase in the numbers of economically active in the borough looking for employment is expected, as identified in the Epsom and Ewell Core Strategy.

¹⁰ ONS mid-year population estimates 2012

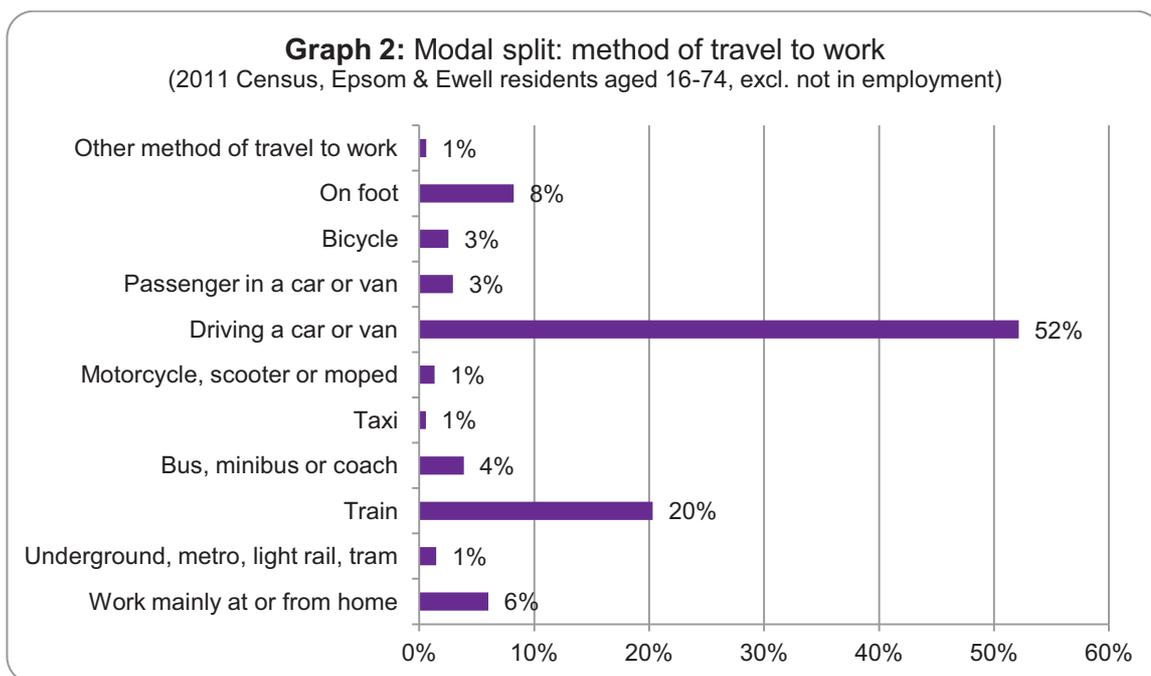
Travel trend: journey purpose

- 4.9 Graph 1 shows **journey purpose** (by number of trips made) in the South East region in 2011/12¹¹. This demonstrates the complex nature of travel patterns although focus is often placed on those that have peak weekday flows during the morning and evening peak hours such as commuting and education.

Travel trend: journeys to work

- 4.10 Borough-specific data regarding **travel to work patterns** is available from the 2011 census. Graph 2 shows the modal split for journeys to work made by Epsom and Ewell borough residents.

¹¹ National Travel Survey dataset 'NTS9906 Average number of trips (trip rates) by purpose, region and area type: Great Britain, 2011/12'



4.11 The car remains the predominant mode of choice with 52% of residents (age 16-74) travelling to work as a driver of a car or van¹².

4.12 Further observations regarding travel behaviour (**modal split and distance travelled**) can be made, also using Census data:

4.13 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.

4.14 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 Epsom and Ewell residents that are less than 5km in distance has been sourced from the 2011 Census and is summarised in Tables 1 and 2.

Table 1: Modal split by distance travelled to work (Epsom & Ewell borough residents, 2011)

Mode	Distance travelled to work	
	Less than 5km	All distances
On foot	23%	7%
Bicycle	5%	2%
By car (driver or passenger)	62%	52%
By bus	6%	4%
By train	4%	21%
Other (incl. working from home)	1%	13%

- 4.15 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 2: Modal split by distance travelled to work (Epsom & Ewell borough residents, 2011)

Mode	Distance travelled to work		
	< 2km	>2km - < 5km	All distances
On foot	43%	6%	7%
Bicycle	5%	5%	2%
By car (driver or passenger)	45%	75%	52%
By bus	2%	9%	4%
By train	3%	4%	21%
Other (incl. working from home)	1%	1%	13%

Travel trend: journey origins and destinations (travel to work)

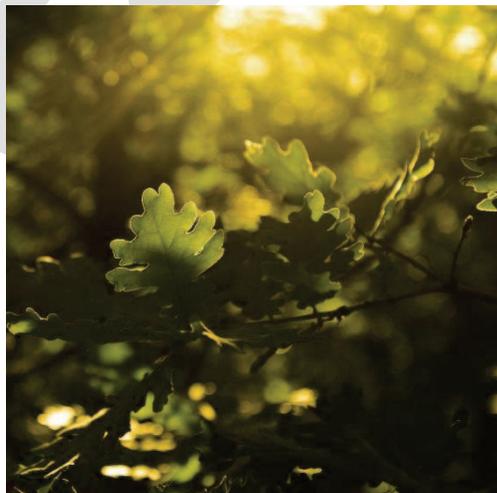
- 4.16 Located only 15 miles south west of central London, the borough of Epsom and Ewell is close to the North Downs and open countryside. Its northern boundaries border the London Boroughs of Kingston and Sutton. Given its location and proximity to London, it is a popular residential area for people who work in the adjoining London boroughs and in central London.
- 4.17 Census data from 2011 reveals where people living in Epsom and Ewell commute to for work. The travel patterns shown by the data is reflective of what would be expected from the borough's location and transport provision. The top destination for commutes starting in Epsom and Ewell is Epsom and Ewell itself. Outside of commutes beginning and ending in Epsom and Ewell, most people are travelling north of the borough to London, or to the east and west to the neighbouring districts and boroughs, notably the London Boroughs of Sutton, Kingston and Elmbridge. Mole Valley and Reigate and Banstead area also popular destinations from Epsom and Ewell.
- 4.18 Of the ten most popular destinations travelled to by rail from Epsom and Ewell, 9 are in London. Outside of Epsom and Ewell as a destination itself, Kingston, Sutton, Mole Valley, Reigate and Banstead, Merton and Elmbridge are the most popular travel destinations for those travelling as driver of a car or van.
- 4.19 The heavy use of rail links into London is reflective of the strong provision available from Epsom. Overall, the patterns are broadly what would be expected given the stronger transport provision allowing for travel north-south from and through the borough.

Car availability

- 4.20 According to 2011 Census data, Surrey has the sixth highest availability of cars/ or vans per household in the country. Within the borough of Epsom and Ewell, 86% of households have access to one or more cars or vans. This is compared with an average of 87% households across Surrey, 81% of households across the South East and 74% across England and Wales¹⁴.
- 4.21 The travel patterns of borough residents and commuters travelling into the borough give rise to peak hour traffic congestion on particular parts of the road network in the Borough. 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 issuesClimate Change

- 4.22 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.
- 4.23 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.
- 4.24 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 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.



¹⁴ 2011 Census dataset Ks404EW – Car or van availability

- 4.25 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.
- 4.26 Further information is available in the Climate Change strategy detail of which can be found in Chapter 6 of this document.

Air Quality

- 4.27 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.
- 4.28 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. The borough currently has one AQMA, declared by the borough council in 2011 in relation to nitrogen dioxide (NO₂). The [AQMA](#) covers Ewell village.
- 4.29 In general, emissions of nitrogen dioxide and fine particulates are reducing partly due to improved European Union 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.
- 4.30 Further information is available in the Air Quality strategy details of which can be found in Chapter 6 of this document.

Safety

- 4.31 In 2012, a total of 234 people were reported as injured in road collisions in Epsom and Ewell. Of these, 2 were killed and 32 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 injured.
- 4.32 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 Elmbridge - from 5 in 2008 to 20 in 2013.

September 2014

Economic Circumstance

Existing transport infrastructure capacity

- 4.33 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.
- 4.34 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.
- 4.35 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.
- 4.36 Capacity issues and overcrowding on trains in Surrey have been identified in the Surrey Rail Strategy, particularly on routes into London Waterloo and on the Brighton Main Line and North Downs Line. Further information is also available in Chapter 6 of this document.
- 4.37 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 passing traffic, creates bottlenecks, reduces traffic flow and increases journey times.
- 4.38 Further information is available in the Parking strategy.

5 Future growth and its impact

- 5.1 This chapter considers the future growth expected in the borough of Epsom and Ewell and the impact this may have on the transport network. It also considers how these impacts can be mitigated against in the future.

Housing Growth

- 5.2 The borough's Local Plan Annual Monitoring Report (available [here](#)) sets out the borough's performance on housing delivery against targets and indicates that the borough council's overall housing target for the plan period up to 2026 is 3,620 new dwellings. This is based on the annual average of 181 new dwellings set out in the Core Strategy.
- 5.3 The local plan identifies three strategic sites which are the former hospital sites West Park, St Ebbas and Horton. The vast majority of these sites have now been developed. The Borough Council is currently in the process of preparing a Site Allocations Policies Document, which once adopted will identify further housing allocation sites, which will meet local needs until the end of the current plan period (2026). Details of the emerging Site Allocation Policies Document can be found at the following [link](#).

Retail Growth

- 5.4 The Epsom Plan E Area Action Plan (APP) identifies capacity for up to an additional 2,446 sqm of convenience retail space by 2026.

Employment Growth

- 5.5 The Epsom and Ewell borough-wide Employment Land Review (2006) suggests that there is an under-provision of employment space across the borough. This is due to a combination of reasons, including the constraints placed upon development by the Green Belt, the high demand for housing land and the proximity to central London and the impact that has on commuting patterns and employment land demand. Consequently, existing employment sites are highly valued. This is reflected in the borough's Core Strategy, which takes a cautious approach towards the release of employment land for non-commercial land uses. Instead, the Local Plan seeks to optimise employment on existing sites. This is particularly the case within Epsom town centre, which because of its good levels of accessibility is a highly sustainable location of employment and other commercial uses. Furthermore, the Plan E AAP identifies pressure on employment land and limited quality employment stock as an issue for Epsom.
- 5.6 The borough and county councils are currently working in partnership to prepare a longer term economic vision and development plan for the borough, which is broadly in accordance with the strategy set out within the current Local Plan. It is likely that the outcome of this work will seek to optimise employment and commercial activity along a north-south axis of Epsom town centre, East Street, Nonsuch and Longmead Trading Estates and Ewell Village.

Electric Vehicles and Supporting Infrastructure

- 5.7 'Electric vehicles, or EVs, are cars or vans where the petrol or diesel engine is replaced or supplemented by battery powered electric motors'.¹⁵
- 5.8 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.
- 5.9 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.¹⁶
- 5.10 To encourage the use and increase the viability of electric vehicles, supporting infrastructure is required e.g. EV charge points.
- 5.11 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
- 5.12 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.

Education: growth in school places

- 5.13 School expansions will be required in Epsom and Ewell over the next five years in order to meet the future need for additional school places. Over the period 2015 – 2020 Surrey County Council forecasts three more forms of entry (or 630 additional school places) are required at primary level, and up to three forms of entry (450 additional places) at secondary level. These projections are updated on a yearly basis.
- 5.14 Schools already identified for expansion are Stamford Green Primary in 2015 and Epsom and Ewell High School in 2017 or 2018 depending on parental demand for secondary places in the borough. Both schools will expand by a single form of entry (adding 210 primary places and 150 secondary places).
- 5.15 It is anticipated that Epsom and Ewell High School may expand further in 2019 when at least two more forms of entry will be required (300 places). Options are being analysed in order that that the forecast of increasing primary demand can be met.
- 5.16 These expansions will impact on the local transport system and Surrey County Council is currently developing a Transport Strategy for the schools place programme in order to mitigate the transport impact of school expansions or new schools.
- 5.17 For each school expansion or proposed new school a transport assessment is carried out which looks at the transport implications of the planned provision

¹⁵ Source: <http://www.travelsmartsurrey.info/smarter-driving/electric-vehicles-and-charging-points>

¹⁶ Source: Surrey Transport Plan - Climate Change Strategy, April 2011

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 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 any mitigation provided as part of additional school place provision.

Impact on the highway network

- 5.18 In 2011, SCC carried out a Cumulative Assessment of Future Development Impacts on the Highway Network, which looked at the potential impact of committed development (where known) and potential growth in traffic on the highway network, on a county-wide basis. The study included areas outside Surrey's borders. The study found that "although major additional highway capacity infrastructure investment such as motorway widening, or local bypasses is not necessary to meet the demands of future development, other types of highway capital schemes in some urban areas, at key junctions and other sensitive locations will be required in order to promote and manage the additional demand due to the future development"¹⁷.
- 5.19 With the emergence of the borough's Site Allocations Policies Document, mentioned above, understanding of the impact on the local highway network of proposed development within the borough will be updated.
- 5.20 It is likely that schemes identified in urban centres such as Epsom Town Centre and Ewell Village are required especially in areas where poor air quality is present and in breach of European legislation.
- 5.21 In terms of cross-boundary impacts upon the road network, there are no strategic development sites in close proximity to the borough which would impact upon the primary route network.
- 5.22 It should be noted that 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, for example through Section 106 and Section 278 agreements. Exact impacts on the highway network will be dependent on the layout, quantum and other characteristics of proposed developments, all of which will be taken into account when considering appropriate mitigation measures and any developer contributions required.

¹⁷ SCC Cumulative Assessment of Future Development Impacts on the Highway Network (Final Issue) page 6

September 2014

Cost of congestion

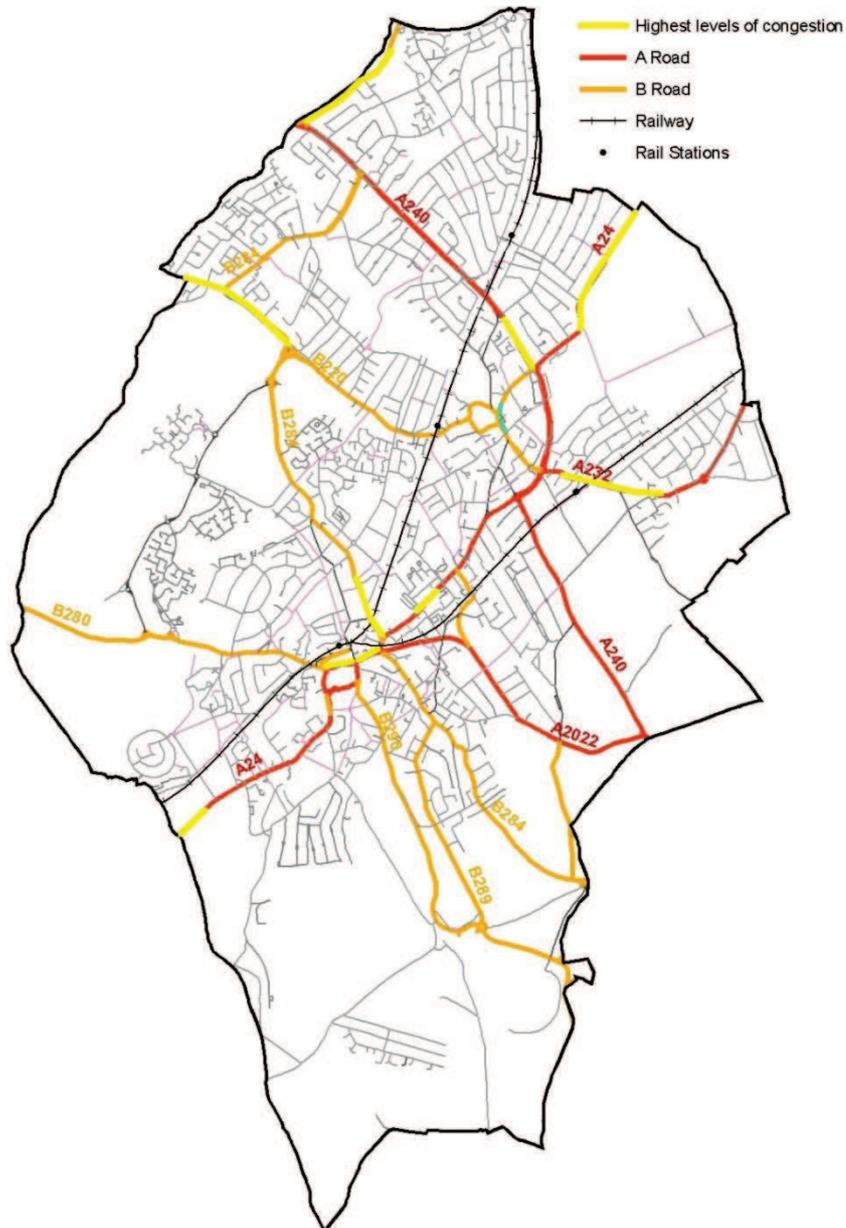


Figure 1 Cost of congestion on the road network in Epsom and Ewell

Source: Congestion Time Acquisition Monitoring System DfT 07/08

5.23 The highest cost of congestion is shown in Epsom Town Centre and on the principal routes radiating from Epsom and Ewell Village. The focus of the Congestion Strategy (April 2011) of the Surrey Transport Plan is journey time reliability, which is seen as important for all users. Crucially, it is recognised that improving reliability can have greater economic benefit than minor improvements in average journey times.

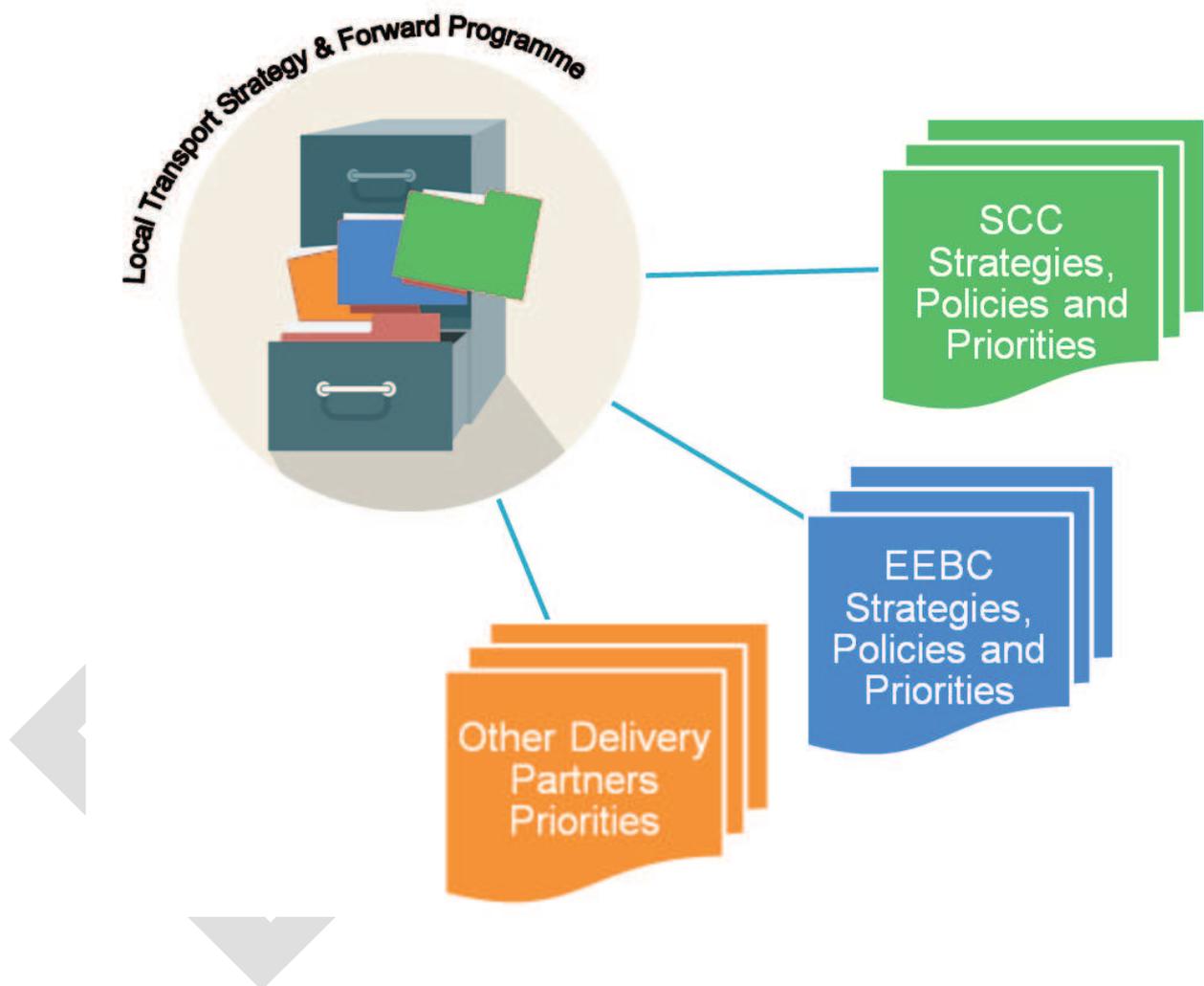
- 5.24 This figure uses the difference in free-flow and congested travel times, weighted traffic flows and monetary values for different vehicle types to calculate cost of congestion for each road in the morning peak period. The figure illustrates that significant traffic congestion is experienced in and around the urban areas of Epsom and Ewell.
- 5.25 The Epsom Plan E highway improvements comprise one of SCC's major schemes being developed to help address congestion across the county (Surrey Congestion Programme, Table 6).

Mitigating the impact

- 5.26 The remainder of this document sets out how the borough and county councils will work in partnership to manage and mitigate the impact of growth expected in the borough.
- 5.27 The expected growth needs to be mitigated across all modes of transport. Walking, cycling and public transport infrastructure will need to be improved to encourage modal shift; whilst the borough's roads will need to be sufficient to cope with extra demand on the network and ease existing congestion hotspots to help improve and support the economic viability of the borough.

6 Related workstreams and projects

- 6.1 This chapter details the many related work streams being carried out by the County Council, Epsom and Ewell Borough Council (EEBC) and other external stakeholders such as the Highways Agency, Network Rail and the Environment Agency. The 'filing cabinet' analogy diagram below shows how transport elements of SCC and EEBC strategies fit together in 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 SCC and EEBC.



Surrey County Council work streamsSurrey 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 forward programmes for delivery of schemes on the ground.

6.3 There is 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 in Air Quality Management Areas (AQMAs) on the county road network such that Surrey's borough and districts are able to have these areas revoked as soon as possible, with regard to other strategies and funding constraints.

6.6 The accompanying objectives are; to work with the accountable borough/district for each AQMA to incorporate physical transport measures in the borough/district council's Infrastructure Delivery Plan, agree options for the enforcement of existing regulations and supporting smarter travel choices (for future implementation dependent on future funding) in order to reduce air pollution from road traffic sources. To provide assistance to the borough/district council in producing their review, assessment and Action Plan progress reports. To consider air quality impacts when identifying and assessing transport measures in Surrey. This is also related to the Climate Change Strategy.

Surrey Climate Change Strategy

6.7 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.

- 6.8 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

- 6.9 The county council produced a [Congestion Strategy](#) as part of LTP3 in 2011. Building on from this Surrey Future has developed a [Congestion Programme](#) which sets out a 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).

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>

- 6.10 The Congestion Programme summarises the main transport challenges in Epsom & Ewell borough as congestion on the A24, impacting on air quality within Epsom town centre; congestion in and around the High Street in Ewell Village contributing to the area being designated an Air Quality Management Area (AQMA); poor bus reliability due to high levels of congestion; and poor pedestrian and cyclist accessibility.
- 6.11 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 year¹⁹. Strategic congestion hotspots are identified and a programme of interventions is proposed for 2015-2019²⁰. Epsom and Ewell borough's priority schemes are Plan E highway

¹⁹ Congestion Programme 2014, Executive Summary

²⁰ Congestion Programme 2014, Table 1

improvements and the Kiln Lane Link. 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), focussing on addressing congestion on key strategic routes.

Surrey Cycling Strategy

- 6.13 The [Surrey Cycling Strategy 2014-16](#) 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 2026²¹. 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 Local Transport Strategy and Forward Programmes.

“...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

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 the residents for goods to be delivered also increasing the amount of HGVs within the county.
- 6.15 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. To meet this aim the objective laid out are to; provide up-to-date information to the freight industry to enable more efficient, reliable safe and sustainable deliveries, reduce the negative impacts of HGVs on congestion, air quality and road safety

²¹ SCC. (2014) Surrey Transport Plan Cycling Strategy 2014-2026 [Online] Available at: http://www.surreycc.gov.uk/__data/assets/pdf_file/0016/800125/cycling-strategy-publication-version-March-2014.pdf (Accessed: 25.03.2014).

(in urban areas) reduce incidences of HGVs being diverted along unsuitable lower category roads when not being used for access.

Parking Strategy

- 6.16 Surrey's [parking strategy](#) is a component of the Surrey Transport Plan (LTP3). 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. The objectives of the strategy are to: reduce congestion caused by parked vehicles, make the best use of the available parking space, enforce parking regulations fairly and efficiently and provide appropriate parking where needed. There are three main areas required to realise these aims; the management of on street parking, the operation of civil parking enforcement and parking provisions and policies. Many of the obstacles that are in the way of the realisation of these objectives are linked to the finite parking space in the county.

Surrey Passenger Transport Strategy

- 6.17 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](#).
- 6.18 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.
- 6.19 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.
- 6.20 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 Surrey County Council 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

Travel Planning Strategy

- 6.21 The Travel Planning Strategy forms part of the Surrey Transport Plan (LTP3) and 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.
- 6.22 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.
- 6.23 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

- 6.24 The [Surrey Rail Strategy](#) was prepared by Ove Arup & Partners on behalf of the Surrey Future partnership. 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.
- 6.25 The proposals relevant to Epsom and Ewell covered within the Rail Strategy are summarised below:
- 6.26 Potential interventions have been identified in consultation with the rail industry, business, boroughs and districts and other partners and short, medium and long term action plans have been developed. Proposals include developing the regional option of Crossrail 2, enhancing capacity on the South West Main Line and North Downs Line.
- 6.27 Access to and from stations was included and proposals to increase rail capacity across Surrey were considered, under the scope of the strategy.

Surface Access to Airports

- 6.28 Surrey Future is 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.

- 6.29 The report identifies current travel times to Gatwick and Heathrow Airport from Epsom. These are shown in the table below.

Table 3: Journey times by mode to Heathrow and Gatwick Airport from Epsom

Journey time (mins by all modes)					
Heathrow Airport			Gatwick Airport		
Car	Rail	Bus/coach	Car	Rail	Bus/coach
61	95	93	42	50	90

- 6.30 The Study proposed a number of actions for improving travel to and from the airports. The Short to Medium term Forward Programme identifies the need to fill gaps in the bus network with additional Express Bus Services from Epsom.
- Transport Strategy for Schools Expansion Programme
- 6.31 Surrey County Council'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.
- 6.32 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 2014.

Maintenance

- 6.33 Surrey County Council has identified the worst 10% of its network and is currently delivering an innovative 5 year maintenance programme, [Operation Horizon](#), which will ensure the Surrey network is fit for purpose.
- 6.34 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with a total investment of nearly £120m to replace the worst 500km (10% of Surrey's roads. The five year Horizon project (year one) commenced in April 2013.
- 6.35 For Epsom and Ewell in particular, the [new programme](#) will result in £6m being invested in the local road network and will enable 30km of road (14% of the local network) to be reconstructed.

Public Health

6.36 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.

Road Safety

6.37 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, Surrey County Council 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.

- 6.38 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 complaints. The policy can be viewed [here](#). The guidance is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion.

Epsom and Ewell Borough Council work streams

Development Management Policies Document

- 6.39 The borough council seeks to manage development to maximise achievement of planning objectives, including “place-shaping” and high quality inclusive design for all development, with a focus on the pre-application stage. As such, development management supports the delivery of development that will improve the economic, social and environmental conditions of the Borough.
- 6.40 Epsom & Ewell Borough Council has therefore consulted on a [Development Management Policies Document Pre-Submission Draft in 2013](#). Once adopted, the document will set out the council’s development management policies and form an important part of the borough Local Plan.

Site Allocations Document

- 6.41 As described in Section 5, the local plan identifies three strategic sites which are the former hospital sites West Park, St Ebbas and Horton. The vast majority of these sites have now been developed. The Borough Council is currently in the process of preparing a Site Allocations Policies Document, which once adopted will identify further housing allocation sites, which will meet local needs until the end of the current plan period (2026). Details of the emerging Site Allocation Policies Document can be found at the following [link](#).

Air Quality Management

- 6.42 The borough council have developed a [Ewell High Street Air Quality Action Plan](#) which forms the basis of air quality improvement work in Ewell Village and seeks to address air pollution issues in the designated Air Quality Management Area (AQMA) in Ewell High Street.

External work streams

London Infrastructure Plan 2050

- 6.43 The Mayor of London is consulting on a long-term [infrastructure plan](#) for London covering the period to 2050. The consultation considers the infrastructure required and where it is needed, along with its delivery and funding.

7 Places in Epsom and Ewell

- 7.1 Settlements identified within the Borough include one principal urban settlement comprising Epsom and two additional secondary centres comprising Ewell Village and Stoneleigh. Further details on their transport networks and issues are described below and schemes to address these issues are set out within the forward programme in the annex, including indicative timeframes for potential start dates and anticipated costs and funding sources, where known.



- 7.2 Solutions have been stated where these are known, planned or aspired to. Where this has not always been possible, the issues and problems stated will serve to guide future solutions for each area, acting as an evidence base.
- 7.3 A number of the proposed schemes have been submitted to the Coast to Capital Local Enterprise Partnership (LEP) for inclusion in the LEP's strategic economic plan, in which Epsom is identified as an important location as part of the East Surrey corridor.

Epsom

- 7.4 Epsom is the main economic centre of the borough and is one of the six strategic centres in Surrey. As such it is an important commercial and retail centre, hosting a number of head offices to several companies within the area as well as a campus of the University of the Creative Arts.
- 7.5 The town centre is subject to high volumes of through traffic due to the A24 bisecting the town which has a negative impact on the townscape, air quality and provides a poor environment for pedestrians. The high volumes of traffic often cause congestion on the one way gyratory system within the town centre with additional traffic circulating round the one way system to locate available parking.
- 7.6 The town centre and approaches have urban traffic control (UTC) to relieve congestion by controlling movement of traffic in and around the town centre. An additional problem that causes congestion is the delivery of goods to the shops within the town centre, this can reduce two lanes to one causing congestion.



- 7.7 The town centre is well served by public transport with frequent services by both rail and bus although due to the high volumes of traffic and congestion can mean that services are less reliable.

Current problems/issues

- 7.8 Epsom experiences a number of issues relating to transport. These can affect the overall quality and attractiveness of the town, affecting the urban realm and impacting on opportunities for economic growth, development or intensification in the area. Problems include:

- High traffic volumes cause traffic congestion during peak times, causing delay and impacting on journey time reliability
- Congestion impacts upon the public realm, impairing the historic feel and quality of the urban and retail environment
- Severance caused by the A24 and railway line pose risks to economic growth in the town
- Junctions impede pedestrian movement and access between different areas of the town; accident data shows that collisions in the town centre are concentrated at the junctions
- Narrow roads and pavements impair pedestrian and cyclist movement affecting accessibility by these sustainable modes to the town centre
- Roadside servicing and parking is a problem contributing to traffic congestion on the gyratory
- Vehicular air pollution is a primary cause of poor air quality within the town centre and may be designated as a Air Quality Management Area (AQMA)
- Railway line causing severance within the town centre and limited crossing points

Potential solutions

- 7.9 There are a number of proposed schemes in Epsom town centre and the surrounding area to address these issues.
- 7.10 To address congestion, and improve pedestrian accessibility in the town centre therefore helping to boost the economic vitality of the town, the Plan E highway improvements major scheme is currently being progressed. The scheme is an element of the Local Plan Epsom Plan E Area Action Plan (AAP), adopted by the borough council in 2011. Details of the AAP may be viewed [here](#).
- 7.11 The scheme seeks to improve the balance between vehicles and pedestrians to reduce the dominance and detrimental effect of traffic and reduce the number of vehicles that pass through the town centre thereby improving flow.
- 7.12 The scheme will help to ensure that Epsom remains a focus for employment, by maintaining and enhancing business offer in the town.

- 7.13 The Plan E highway improvements scheme received initial prioritisation from the Coast to Capital Local Transport Body in 2013, and is a prioritised scheme in the east of the county. The scheme is included in the Coast to Capital Local Enterprise Partnership (LEP) strategic economic plan, submitted to government in March 2014. The strategic economic plan may be accessed [here](#).
- 7.14 A second major scheme for the Epsom area is the Kiln Lane Link which would deliver a new road crossing under the railway, linking the Longmead and Nonsuch business parks. This is a major infrastructure scheme for which both the borough and county councils are lobbying the LEP for funding. The delivery of the scheme would enable intensification of the business parks, supporting job creation and maintain economic growth in the area. It would take traffic out of Epsom town centre, thus addressing some of the congestion issues which exist in the town centre; and reduce traffic volumes going through Ewell village centre, resulting in improvements in air quality, the shopping environment and the public realm.
- 7.15 It is also intended that the wider Epsom/Ewell area will benefit from a sustainable transport package scheme which will seek to improve overall sustainable accessibility between Epsom/Ewell and Banstead. This scheme has been submitted to C2C LEP for potential funding.
- 7.16 Further details of these schemes and others proposed for the town centre can be found in the Forward Programme in the annex accompanying this strategy.

Ewell Village

- 7.17 Ewell Village lies 2 miles north of Epsom and is serviced by two railway stations, Ewell East and Ewell West.
- 7.18 The A24 bypasses the village to the east. Ewell has a small number of businesses within the settlement area, and the majority of shops being of small scale and located between the junction of the Spring Street and Epsom Road. Parts of the village have been designated as a Conservation Area.

Current problems/issues

- 7.19 The village centre contains a large number of listed buildings and has narrow streets. The narrow streets and closeness of these buildings to pavements has caused issues with on-street parking which can lead to or exacerbate congestion.
- 7.20 The issue of on-street parking can have the effect of causing traffic to become stationary on the High Street as vehicles find it difficult to pass. This has been a



contributory factor to the area being designated as an Air Quality Management Area (AQMA).

Potential solutions

- 7.21 A number of schemes are proposed in Ewell. These include upgrades to the traffic signals and UTC system in Ewell; changes to the parking on the High Street to relieve congestion and review short term parking to support local businesses; and a new pedestrian/cycle bridge over the railway link to the north of Ewell West station.
- 7.22 Details of these and other potential schemes proposed in Ewell are included in the Forward Programme in the annex accompanying this strategy.
- 7.23 A number of the schemes have been submitted as elements of transport packages to the Coast to Capital Local Enterprise Partnership (LEP) for potential funding.

Stoneleigh

- 7.24 Stoneleigh is a predominantly suburban area with a population of 8,000. It has a parade of shops to the east of the rail station known as Stoneleigh Broadway which provides a small number of services to local residents.
- 7.25 The train line bisects the area with only footpaths under the railway between the A240 and A2043 road bridges.

Current problems/issues include:

- Limited pedestrian and cyclist accessibility to the station and local shopping parades due to severance caused by the railway line



Potential solutions

- 7.26 Parking and public realm improvements could be implemented along Stoneleigh Broadway and in connection with local shopping parades to improve parking to support local businesses, improve the presentation of the public realm, and provide better accessibility for pedestrians and cyclists. The schemes have been submitted as a package of improvements and submitted to the Coast to Capital LEP for potential funding.

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 meet 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:
- Borough-wide – the principal road and rail networks
 - Key settlements – Epsom town centre and Ewell village
- 8.5 The value and status of schemes has been defined as:
- local schemes are valued at less than £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 funding. 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 processes – 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 delivery body throughout is the county council, unless other delivery bodies are specified.

8.11 The Forward Programme will be revised on a yearly basis by the 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

8.12 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.

8.13 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 and this document should be seen as identifying schemes that are considered priorities in the medium and longer term.



8.14 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL). Epsom and Ewell Borough CIL receipts could total £7.5m in the period to 2026, based on potential residential and retail growth as set out in the Core Strategy and CIL

charges of £125 per square metre (residential development) and £150 per square metre (retail development)²⁵.

- 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).
- County council capital funding allocated for more strategic schemes by the Epsom and Ewell Local Committee
- Capital funding by the borough 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 borough council to the LEP for consideration in their strategic economic plan.

8.15 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

8.16 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.

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

8.18 The delivery body will generally be the county council sometimes in partnership with 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.

8.19 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.

8.20 Nevertheless the cost of the schemes identified is considered reasonably in line with potential funding over the first five years of the strategy. Beyond the first five years,



²⁵ Epsom & Ewell Community Infrastructure Levy: Draft Charging Schedule, December 2013

scheme costs and possible funding sources become increasingly difficult to estimate with any certainty.

8.21 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)²⁶ or the Habitats Regulations process²⁷. 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
- 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.

²⁶ EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

²⁷ EU Habitats Directive (92/43/EEC)

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.
Area Action Plan (AAP)	EEBC has produced the Plan E AAP to provide a long term spatial strategy for Epsom town centre and a framework for future change up to 2026.
Bus operator	Bus services are operated either commercially (without any external funding) or under contract to Surrey County Council. Some bus service in Epsom & Ewell is operated on behalf of Transport for London (TfL).
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 Epsom and Ewell) are part. More information at: http://www.coast2capital.org.uk/

Term	Description
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 ²⁸
Cycling Strategy (2014-2026)	The Surrey Cycling Strategy is a component strategy of the Local Transport Plan
<p>Scheme delivery stages (see Annex):</p> <ol style="list-style-type: none"> 1. Scheme Identification 2. Identification and assessment of options 3. Preferred route and statutory process 4. Detailed design 5. Construction 	<p>The need for a scheme is identified; initial drawings may have been produced.</p> <p>Outline design of scheme options has been/is being produced.</p> <p>Preliminary design of preferred option.</p> <p>Scheme is designed to allow and instruct construction.</p> <p>Scheme is fully designed and works have begun on site.</p>
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

²⁸ Ove Arup 'Surrey Rail Strategy Report' (September 2013)

Term	Description
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.
Local scheme	Scheme cost is less than £250,000
Major scheme	Infrastructure scheme estimated to cost in excess of £2 million
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.

Term	Description
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
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.

Term	Description
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>