

Surrey Transport Plan

Reigate and Banstead Local Transport Strategy & Forward Programme



December 2014

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Draft

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Surrey Transport Plan

Reigate and Banstead Draft Local Transport Strategy and Forward Programme

December 2014

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Executive Summary

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

The purpose of the strategy is to support the growth set out within the borough's local plan documents and provide a programme of transport infrastructure required to deliver this growth. Together they provide an evidence base for future funding bids.

The objectives of this strategy are to economic development and regeneration in Reigate and Banstead, to encourage a modal shift to more sustainable travel modes and to improve air quality especially in those areas designated as Air Quality Management Area (AQMAs). 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 Reigate and Banstead. 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 Reigate and Banstead Local Transport Strategy, subject to funding and feasibility. The programme seeks to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

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

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

1. Introduction

- 1.1 The Reigate and Banstead Local Transport Strategy and Forward Programme are part of the [Surrey Transport Plan](#) (LTP3) and support 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 Borough Local Plan and is a key document in informing the response to Central Government and the Coast 2 Capital Local Enterprise Partnership (LEP) in terms of potential funding bids. The emerging local transport strategies were used to respond to and inform the LEP Strategic Economic Plan which considers the ability of highway and transport interventions to achieve growth in terms of jobs, employment floor space and housing created. The LTS also considers interventions required to address existing problems on the transport network. Finally, the LTS is a mechanism to respond to, and inform, local Infrastructure Delivery Plans (IDPs) and help identify projects which could be funded through the Community Infrastructure Levy.
- 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 Reigate and Banstead Borough Council (EBC) seek to encourage sustainable travel patterns and manage congestion in the borough.
- 1.6 The schemes outlined in the forward programme are intended to provide a cohesive package of measures to address all modes of transport and to work towards providing an effective choice of transport for all users.
- 1.7 The forward programme identifies a number of transport infrastructure schemes which could be implemented over the next 15 year period, subject to feasibility and funding. The status of each scheme has been defined as:

- local schemes, at a cost less than £250,000
- intermediate schemes, at a cost between £250,000 and less than £2m
- , Major schemes, at a cost of £2m and above.

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

- Major schemes funding via the C2C Local Transport Body
- Potential funding via the Coast 2 Capital Local Enterprise Partnership (LEP)
- Local Committee funding including the Integrated Transport Block (Minor improvement schemes)
- Developer contributions including the Community Infrastructure Levy and Section 106 agreements.

Structure of the Document

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

1.10 Chapter 3 'Reigate and Banstead transport network' describes the key highways, public transport, walking and cycling infrastructure in the district and describes overall issues experienced on the transport network.

1.11 Chapter 4 'Reigate and Banstead Transport Trends' outlines the key trends on the Reigate and Banstead transport network.

Chapter 2	Chapter 3	Chapter 4	Chapter 5	Chapter 6	Chapter 7	Chapter 8
• Objectives and delivery priorities	• Reigate and Banstead Transport Network	• Reigate and Banstead Transport Trends	• Future Growth and its Impact	• Related workstreams and projects	• Places in Reigate and Banstead	• Forward Programme, Funding and Delivery

1.12 Chapter 5 'Future growth and its impact' outlines planned growth in the district, drawing from the Reigate and Banstead Core Strategy and associated strategic modelling.

1.13 Chapter 6 'Related workstreams and projects' places this transport strategy in a wider context.

1.14 Chapter 7 'Places in Reigate and Banstead' gives descriptions of the local transport networks in the boroughs main settlements.

1.15 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 Reigate and Banstead Local Transport Strategy and the visions and objectives of the documents which influence these objectives. The objectives of this strategy have been developed using the Local Transport Plan (LTP3), the Surrey County Council Directorate Priorities and the Reigate and Banstead Borough Council Core Strategy. These documents, and their visions and objectives, have been summarised below.

Reigate and Banstead Local Transport Strategy Objectives

Objective 1

Encourage economic growth across the borough

- Improving accessibility in Redhill, Merstham, Preston and Horley
- targeting the economic regeneration of these areas in particular Horley and Redhill
- improving accessibility between residential areas and employment and retail centres
- reducing community severance particularly between residential areas and employment and retail centres.
- improving accessibility to local town centres
- improving surface access to Gatwick Airport

Objective 2

Encourage more sustainable travel on foot, bicycle and public transport

- providing a balanced and sustainable transport system through improvements to walking and cycling provisions
- improving accessibility to public transport, including rail
- developing Redhill as a transport hub
- implementing town centre travel planning and residential travel planning as part of new development and through the LSTF bid

Objective 3

Improve Air Quality where pollutants exceed recommended levels

- Reduce car use and congestion in the borough
- Continue to monitor and analyse pollutant levels

- 2.2 The objectives outlined above have been considered in relation to specific areas across the borough. The documents which influence these objectives are 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 Environment & Infrastructure Directorate Priorities 2014/15

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

Theme 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.

Theme 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.

Theme 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.

Reigate and Banstead Core Strategy Spatial Vision

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where:

- People who live in, work in and visit the borough enjoy the benefits of a prosperous economy.
- Neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options.
- The wellbeing of communities is supported by accessible health, leisure, education and information services.
- People take personal responsibility, enjoy active, healthy and diverse lifestyles.
- The environment, and green space, is maintained and enhanced for the future.

2.3 Based on these visions and objectives² the Reigate and Banstead Local Transport Strategy and Forward programme has the following objectives and delivery priorities:

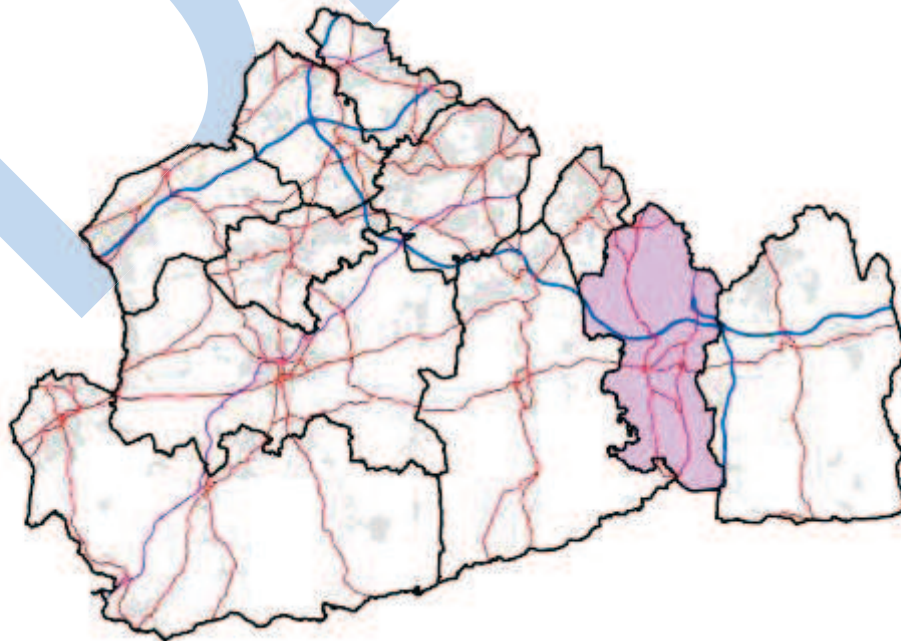
² This document mainly addresses SCC E&I Directorate priorities 1,2 and 4. Theme 3 can be found on the Surrey County Council [website](#).

3. Reigate and Banstead transport network

- 3.1 The following Chapter aims to give a description of the current transport network within the borough of Reigate and Banstead. It describes the boroughs 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 Reigate and Banstead.

Surrey and its transport network

- 3.2 The county of Surrey is located within the South East region of Great Britain and contains 11 districts. Surrey has a population of 1.144 million and, with an area of some 1,670 square kilometres, is one of the most densely populated counties in England. Much of the county is rural and is protected by the green belt. Surrey, however, also contains large urban areas, mostly concentrated in the north of the county, where it adjoins the London conurbation. Due to Surrey's location next to London, and the proximity of both Heathrow and Gatwick Airports, there is considerable demand for movement within, to, from, and through the county.
- 3.3 Surrey's road network has developed over many years to suit the prevailing movement demands. The strategic network, comprising motorways and trunk roads, has evolved principally to serve London, with several nationally important routes passing through the county, including the M3, M23, M25 and the A3.
- 3.4 The local bus network is an integral part of the transport system in Surrey providing valuable transport provision to communities and supporting the economy. Some of the more urbanised areas of Surrey, and particularly those areas bordering London, are relatively well served by bus services.



- 3.5 There are currently 84 railway stations in Surrey and the county is served by an extensive rail network. Movements to and from central London are well catered for via the main London to Brighton line, London to Portsmouth / Southampton services and various secondary and branch line services. There is limited provision for orbital movement across the rest of Surrey, though the North Downs Line connecting Gatwick and Reading via Redhill and Guildford, the line from Redhill to Tonbridge, the Ascot-Aldershot line and the Virginia Water to Weybridge route offer opportunities to move from one part of Surrey to another without having to interchange closer towards London.
- 3.6 The borough of Reigate and Banstead is located in the east of Surrey. The borough borders Greater London, Gatwick Airport and West Sussex. The borough has the largest population in Surrey and has four main towns comprising of Reigate, Redhill, Banstead and Horley and a number of smaller settlements.
- 3.7 This chapter considers the principal road network in Reigate and Banstead; the local bus and rail networks; walking and cycling infrastructure.
- 3.8 It also looks more widely at access to Gatwick airport from within the borough.

Motorways and Principal Route network (PRN)

- 3.9 The main highways in the borough are centred around Redhill. They provide north/south and east/west links across the borough. They consist of:

North/south links

- A217 (Banstead to Horley, Junction 9a of the M23(via the A23) and junction 9 of the M25)
- A23 (London to Horley),
- A240 (Burgh Heath to London)

East/west links

- A25 (Oxted to Dorking via Reigate and Redhill)
- M25 (Access to Kent and M23 to the east and M3, M4 and Heathrow airport to the west)

- 3.10 The main highways and rail corridors are presented on the figure overleaf.

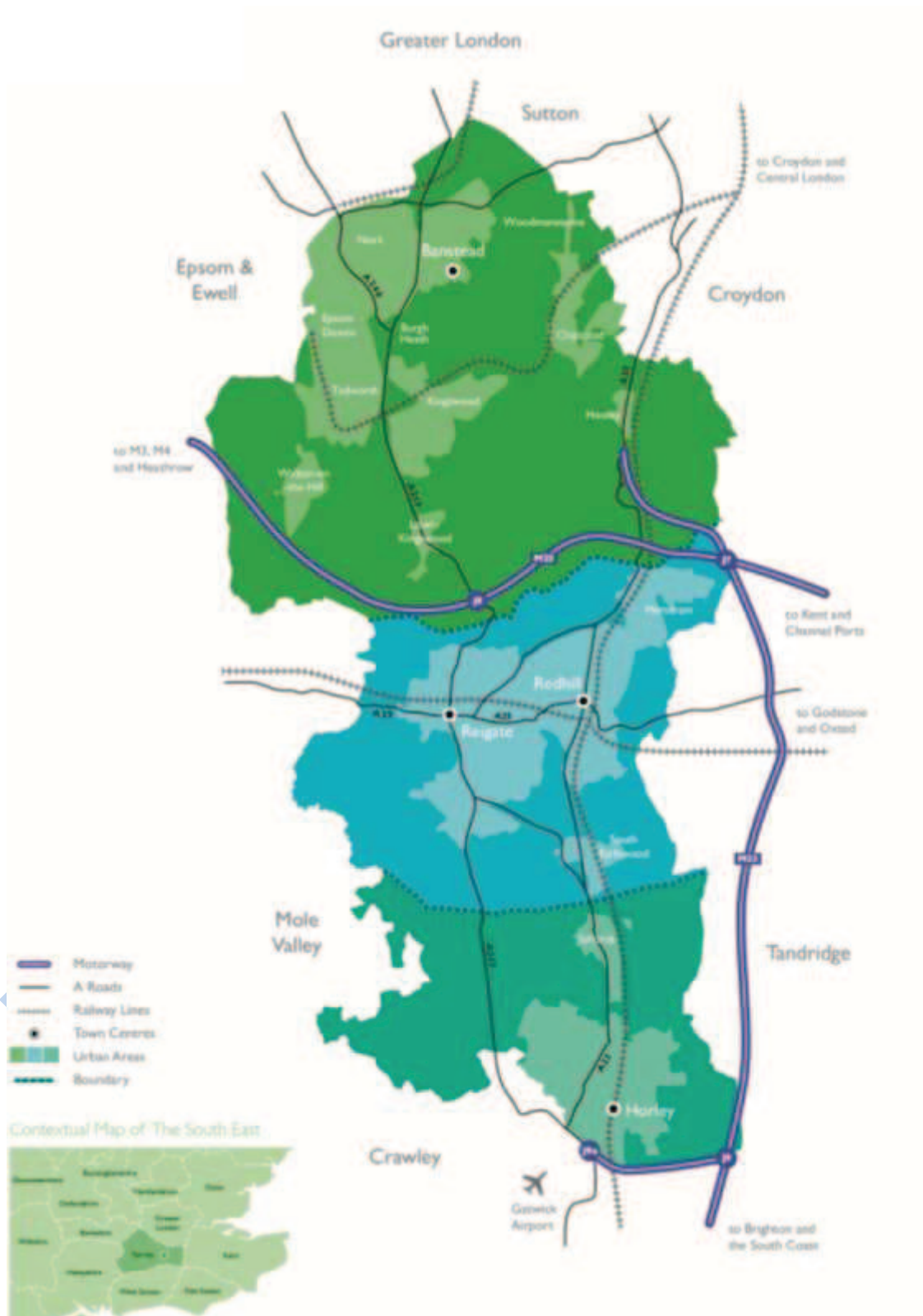


Fig 1 Settlement areas, principal highways and rail network (Reigate & Banstead Borough Council Core Strategy adopted July 2014)

Bus provision

3.11 The current [bus network](#) within the borough is focussed on providing accessibility to the main town centres, with most bus routes running at circa 30 minute intervals during the day. There are limited evening and weekend services around most of the borough but core services along main corridors such as 20, 100, 405 and 430/435 routes run late into the night.



3.12 Implementing improvements to Quality Bus Corridors across the borough is one focus of delivering the successful Local Sustainable Transport Fund (LSTF) bid in Redhill. Details of improvements to be delivered as part of the LSTF are given in the Annex of this document.

3.13 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

3.14 Reigate and Banstead is served by two railway lines providing good access to London and Brighton via the Brighton Main Line and Guildford and Reading on the North Downs Line. Redhill is Surrey's fourth busiest station and a key hub on the Brighton Main Line. Redhill and Reigate are also key stations on the North Downs Line. The North Downs Line currently offers a relatively poor orbital service across the county and is one of the few non-electrified lines in the county. It is expected to experience a significant increase in passenger demand due to employment growth in Reading, Gatwick and Guildford.

Problems/Issues

- 3.15 There is currently overcrowding on the Brighton Main Line. Network Rail forecasts passenger demand on the line to increase by 1.5% per annum. Despite investment on the line through the Thameslink Programme, by 2031 it is predicted that services will be operating at 105% of capacity.
- 3.16 There is currently poor east to west connectivity across the county and frequency of services to Guildford, Reading and Gatwick Airport could be improved.
- 3.17 The current rolling stock on the North Downs Line is limited to 3 coaches, which creates some overcrowding on services during peak periods.

Solutions

3.18 A Surrey Rail Strategy has been prepared; this sets out potential options to address capacity on the Brighton Main Line and North Downs Line. These include electrification of the North Downs Line, North Downs Line train lengthening and Brighton Main Line junction improvements. These options if brought forward would improve the orbital services across Surrey, increasing capacity on both lines and improve rail access to Gatwick.



Walking and Cycling Provision

- 3.19 Reigate and Banstead has many rural areas and as a result offers many opportunities for leisure cycling. The quiet country roads, in particular, offer many enjoyable leisure rides. There are also many footpaths in the borough, including the Millenium Trail which is a walking route from Banstead Downs in the north of the borough, to Horley in the south, a distance of 28km (18 miles).
- 3.20 The £4 million Redhill Balanced Network project consists of a series of junction improvements, as well as improvements to the walking and cycling provision in Redhill. Improvements are currently being made to the highway network within Redhill town centre.
- 3.21 Surrey County Council and Reigate and Banstead Borough Council have worked together closely to develop the scheme which received a positive reception during consultation. The project is important to Redhill and the wider area because, as well as tackling traffic congestion and encouraging sustainable travel, it will enable the regeneration of key sites in the town centre bringing new homes, supermarkets, shopping and leisure facilities.

Access to airports

- 3.22 Reigate and Banstead is in close proximity to both Heathrow and Gatwick Airport. The latter of which borders the borough to the south. Currently it is quickest to travel to both airports by car from nearly everywhere in Surrey, even at peak times. Over 80% of passengers from Gatwick Airport travel by car as do employees.
- 3.23 By rail, access to Gatwick Airport from Reigate and Banstead is from Redhill and Horley stations with most frequent services and less frequent services from Earlswood, Salfords and Merstham.
- 3.24 Public transport to both airports needs to be faster with more direct services from Surrey towns to provide an alternative to car travel for passengers and employees. The main bus services to Gatwick from the borough originate in Horley. Bus services from Horley and Redhill operate approximately every 20 minutes on weekdays and hourly from Reigate. There is also a National Express hourly service to Gatwick along the A217.



3.25 Rail access to Heathrow airport from the borough requires travelling to London Victoria to connect to services to Heathrow. As an example journeys from Redhill take approximately 2 hours meaning travelling by car is far more attractive.

Constraints on the transport network

3.26 Whilst the transport network serves to facilitate movement around the borough and includes key regional links, some of the characteristics of the network itself act as constraints to its performance. These include:

- Poor accessibility to services for local communities
- Peak time congestion within town centres resulting in poor air quality in a number of settlements
- Gaps in walking and cycling infrastructure
- Overcrowding and lack of services on the existing rail infrastructure in the borough.

3.27 Community severance and congestion can occur as a result of these issues. This strategy seeks to promote schemes which help address these problems where feasible. The problems listed above contribute to congestion on the road network which results in unreliable journey times and related delay.

3.28 Travel behaviour and high dependency on the private car also contributes to congestion, particularly during peak travel times. This strategy seeks to address all modes in order to encourage travel by more sustainable means than the private car.

4. Reigate and Banstead Transport Trends

4.1 This chapter describes the travel patterns within Reigate and Banstead 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 transport in Reigate and Banstead.

Demographic and socio economic trends

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

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

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

4.6 The population of Reigate & Banstead has risen steadily over recent decades and is forecast to continue to do so. The Government predicts that the population could rise from 140,400 residents in 2012³ to 158,100 in 2022 and 165,700 residents by 2027 - an increase of 18% between 2012 and 2027⁴. Looking beyond, the Government projects that by 2032 the population of the borough may be 172,400.

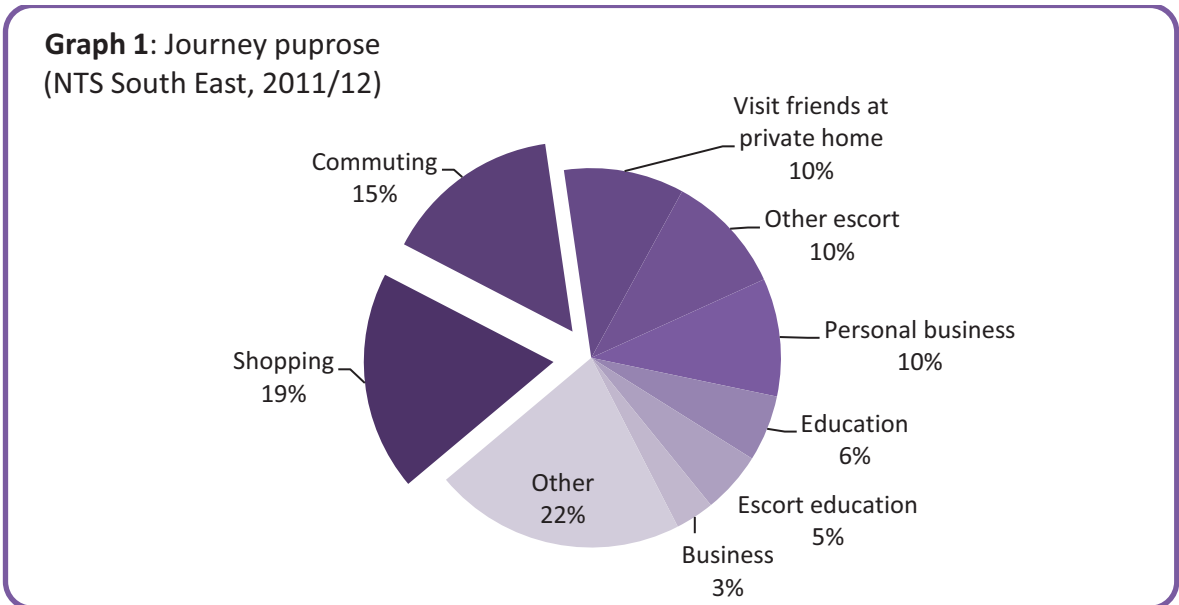
4.7 Reigate and Banstead has an aging population. Projections suggest that the number of older people (the over 65s) in Reigate & Banstead could increase by

³ 2010-based sub-national population projections (ONS 2011)

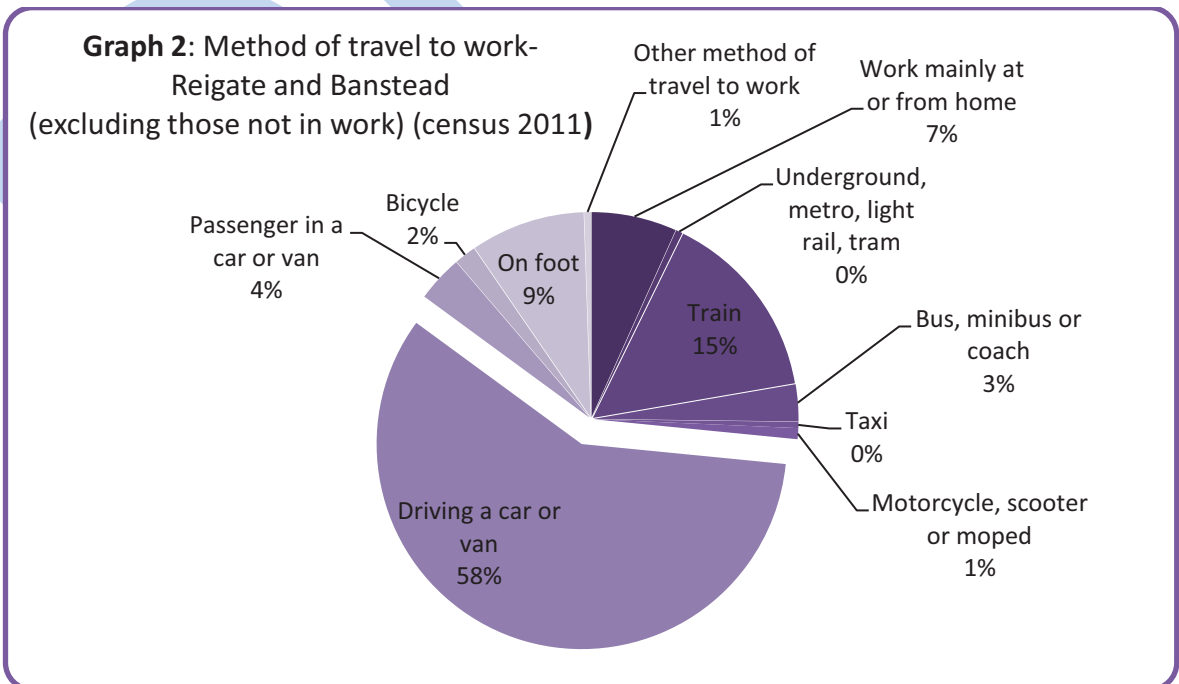
⁴ 2010-based sub-national population projections (ONS 2011)

just over 40% between 2012 and 2027, compared to an overall population increase of 18%⁵.

- 4.8 Graph 1 shows journey purpose (by number of trips made for all modes) in the South East region in 2011/12. 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 commute such as commuting and education.



- 4.9 Borough-specific data regarding travel to work patterns is available from the 2011 Census. Census data reveals modal split in travel to work by Reigate and Banstead borough residents (Graph 2).



⁵ 2010-based sub-national population projections (ONS 2011)

⁶ National Travel Survey dataset 'NTS9906 Great Britain, 2011/12'

ITEM 8

Reigate and Banstead Transport Strategy & Forward programme

- 4.10 The car remains the predominant mode of choice with 58% of residents (age 16-74) travelling to work as a driver of a car or van⁷.
- 4.11 Further observations regarding travel behaviour (modal split and distance travelled) can be made, also using Census data:
- 4.12 Car ownership⁸ is higher in Reigate and Banstead than the average in the South East (81%) at 86.3%.
- 4.13 In 2011, 8.5% of the population of Reigate and Banstead worked mainly at home whilst 39.6% travelled to work by driving a car or van. The second most popular method of travel to work was by train with 10.5% of the population, whilst 5.9% travelled by foot⁹.
- 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 Reigate and Banstead residents that are less than 5km in distance has been sourced from the 2011 Census and is summarised in Table 1 below.

Method of Travel	<2km	>2<5 km	5km>
Train, underground, metro, light rail or tram	0.5%	0.5%	16.6%
Bus, minibus or coach	0.3%	1.5%	1.6%
Driving a car or van	7.4%	13.5%	40.7%
Passenger in a car or van	0.8%	1.3%	1.9%
Bicycle	0.6%	0.7%	0.6%
On foot	7.7%	1.3%	1.0%
All other methods of travel to work	0.1%	0.4%	1.0%

Table 1: Modal split by distance travelled to work (Census 2011)

- 4.15 Origin and destination data (also sourced from the 2011 Census) reveals the following:
- Nearly half (49%) of the borough's working population live and work in Reigate and Banstead
 - 23.7% of residents commute to London and 12 percent commute to areas outside of Surrey
 - In terms of commuting into the borough the highest percentage of people commuting into the borough are from the districts of Crawley and Sutton (7% and 6% of the total workforce).

⁷ This is as a percentage of those residents in employment; accounting for those residents not in employment (28%), the percentage of those driving a car or van to work decreases to 41% of the population.

⁸ Statistics sourced from 2011 Census dataset 'car or van availability'

⁹ 2011 Census

- 4.16 The travel patterns of borough residents and commuters travelling into the borough present the opportunity to encourage modal shift, especially for journeys less than 5km in length, many of which could be cycled, walked or made by public transport.

Environmental Issues

Climate Change

- 4.17 In recent years there has been increasing concern at the increase in extreme weather events and the changes in climate that the county will face. The most recent government predictions have made it clear that over the next few decades Surrey will certainly be affected in many different ways. These changes will bring both threats and opportunities.
- 4.18 Increased intensity of rainfall will bring threats of flooding and subsidence, adversely affecting transport infrastructure including roads, bridges and the rail network, as will hotter and drier summers. At the same time a warmer climate will provide increased opportunities for tourism destinations and new crops for farmers. Consequently public services and infrastructure will need to change in response to a changing climate, which will be challenging.
- 4.19 Transport is a major contributor to global climate change. Carbon dioxide emissions from transport in the UK grew by 98% between 1971 and 2001 and transport's share of total emissions is predicted to increase from 24% in 2006 to 30% in 2022 according to the Committee on Climate Change. Acting on transport's role in mitigating against this is an increasing local and national priority.
- 4.20 Between 2005 and 2007 there was a 3% absolute reduction in CO₂ emissions from transport in Surrey and a 5% per capita reduction. Research from 2008 shows an estimate of 2,029 kilotonnes for total transport CO₂ emissions and 1.84 tonnes CO₂ per capita. This equates to a 7.8% reduction since 2005 in absolute figures and 10% per capita reduction.
- 4.21 Further information is available in the Climate Change strategy detail of which can be found in Chapter 6 of this document.



Air Quality

- 4.22 Air pollution in the UK harms human health and the environment. Air pollution can have a long-term effect on people's health associated in particular with

premature mortality due to heart and lung effects. 143,200 Surrey residents (13.5%) have a long-term illness or health problems. People in Surrey have a high life expectancy and this is improving over time. In the short term, high pollution episodes can trigger increased admissions to hospital and contribute to the premature death of those people that are more vulnerable to daily changes in levels of air pollutants.

- 4.23 Road traffic is a key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians, habitats, ecology, biodiversity and adjacent residential properties.
- 4.24 In general, emissions of nitrogen dioxide and fine particulates are reducing partly due to improved EU vehicle engine standards. However, there are individual areas that can prove problematic to resolve. Further tightening of EU standards is proposed and will continue to push emissions of these pollutants down for the foreseeable future.
- 4.25 Further information is available in the Air Quality strategy details of which can be found in Chapter 6 of this document.

Safety

- 4.26 Surrey County Council has a number of workstreams to aim to achieve the Surrey Transport Plan objectives to improve road safety and the security of the travelling public in Surrey. The county council works with Surrey Police through the Drive SMART partnership and has adopted a Road Safety Outside Schools policy which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns. More information about these workstreams can be found in section 6 of this document.
- 4.27 The guidance provided in the Road Safety Outside Schools Strategy is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion. There is no 'one size fits all' measure for road safety outside schools, and the county council will implement improvements on a case by case basis..
- 4.28 In 2012, a total of 734 people were reported as injured in road collisions in Reigate and Banstead. Of these none were killed but 76 were seriously injured. This compares with a total of 5,223 people reported as injured in road collisions in the whole of Surrey -18 of these were killed and 581 were seriously injured.
- 4.29 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.

Economic Circumstance

- 4.30 Reigate and Banstead has a 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.
- 4.31 Congestion is a significant 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.
- 4.32 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.
- 4.33 Capacity issues and overcrowding on trains in Surrey have been identified in the Surrey Rail Strategy, particularly on routes into Waterloo and on the Brighton Main Line and North Downs Line. Further information is also available in Chapter 6 of this document.
- 4.34 Parking is seen to influence congestion in three main ways; firstly at a strategic level the availability of parking has a direct influence on modal choice, secondly, in places where there is a high demand for parking, congestion can be exacerbated by queuing at car park entrances and circulating traffic seeking on-street spaces, thirdly, both legal and illegal on-street parking leads to a reduction in the amount of road space available for through traffic, creates bottlenecks, reduces traffic flow and increases journey times.
- 4.35 Further information is available in the Parking strategy.

5. Future growth and its impact

5.1 The Reigate and Banstead Borough Proposed Submission Core Strategy identifies a spatial strategy for the borough (2013-2027) and includes the provision of:

- 6,900 additional homes between 2012 and 2027
- 46,000 sqm additional office floorspace the majority of this will be in town centres and existing employment areas
- 25,800 sqm of additional comparison floorspace and 11,700sqm of additional convenience floorspace the majority within Redhill

5.2 Housing growth within the borough will be mainly within existing urban areas and will be prioritised in the following locations:

- Redhill and Reigate – 3,010 additional homes
- Horley – 2,600 additional homes with the majority of provision being made in two new neighbourhoods known as the North East and North West sectors. Based on current forecasts it is anticipated that all 2,600 dwellings will be completed circa 2025.
- Banstead and the Northern part of the borough – 930 additional homes
- Small scale sites within urban areas across the borough - 815 additional homes

Education

5.3 School expansions will be required in Reigate and Banstead over the next five years in order to meet the future need for additional school places.

5.4 Schools already identified for expansion are

- Holmesdale Infant School from 2013 expanded from 90 to 120 places per year (90 extra places in total)
- Earlswood Primary School from 2013 expanded from 90 to 120 places per year
- A New 60 place (420 total capacity) Primary School was established in Redhill from 2013
- 1 form of Junior will be provided in 2015 in Reigate (120 places in total)
- 3 forms of entry will be provided in 2016 - currently 2 in Redhill and 1 in Reigate. 90 places per year (630 places in total)
- Meath Green Infant School from 2013 expanded from 70 to 90 places
- Langshott Infant School from 2014 expanded from a 60 places infant school to a 60 place primary school (adding 240 junior places)

- A new 60 place primary school to be provided within 5 years (this is dependent on the building of the North West Sector)
 - 3 forms of Secondary entry (90 places per year 450 places in total) are planned to be provided in Reigate up to 2019
 - A new Secondary School in Reigate to provide 5 forms of entry (750 places in total) is being planned to be provided at the start of the next 5 year programme (from 2019)
- 5.5 Additional school expansions to meet the remaining places needed are still to be identified.
- 5.6 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 impacts of school expansions.
- 5.7 For each school expansion a transport assessment is carried out which looks at the transport implications of the planned expansion and identifies appropriate mitigation measures. A school travel plan is also produced or updated to reduce the risk of casualties and encourage sustainable travel. Any identified mitigation measures need to be considered in the context of the forward programme laid out in the annex to this strategy. Similarly as schools are identified the forward programme will be updated to take account of needs arising from expansions and mitigation provided as part of expansions

Electric Vehicles and Supporting Infrastructure

- 5.8 Electric vehicles, or EVs, are cars or vans where the petrol or diesel engine is replaced or supplemented by battery powered electric motors.
- 5.9 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.
- 5.10 Surrey County Council has set an ambition to reduce its carbon footprint. One identified cost effective method of reducing the carbon footprint is through encouraging the use of electric vehicles.¹⁰
- 5.11 To encourage the use and increase the viability of electric vehicles, supporting infrastructure is required e.g. EV charge points. The County Council will seek the provision of electric vehicle charging points within all new developments, as part of the authority's Parking Guidance.
- 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.

¹⁰ Source: Surrey Transport Plan - Climate Change Strategy, April 2011

Impact on the highway network

- 5.13 The county highway model has been used to assess the impact of the development set out within the Local Plan that may have an impact on the generation and distribution of traffic on the present-day highway network.
- 5.14 The assessment provides some indication of potential problem areas/locations which, should the proposed development be delivered without appropriate mitigation measures are likely to experience transport related problems, such as higher traffic flows and increased and less reliable journey times.
- 5.15 The assessment identifies key locations within the borough that are predicted to experience greater transport-related problems such as increases in journey times and traffic flows resulting in more congestion and less reliable journey times. The key areas where these problems are likely to occur are:
- Reigate and Redhill town centres
 - Horley
 - Banstead
- 5.16 In addition, several road corridors have been identified as being particularly sensitive to the additional traffic generated by the future development. These corridors include:
- A217 – north and south of Reigate
 - A23 – north and south of Redhill
 - A25 – particularly to the east of Redhill
- 5.17 Within these corridors some key junctions are also sensitive to additional traffic flow and hence increased junction delay. Some of the junctions forecast to experience the greatest increases in junction delay occur along the A23 corridor between Redhill and Merstham and the A217 corridor between Reigate and Burgh Heath.
- 5.18 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. At present in Horley for example, a specific Section 106 tariff has been implemented to ensure that the required infrastructure for the planned growth is delivered.
- 5.19 The implemented and proposed infrastructure schemes that are being carried out as part of the Horley Masterplan can be seen in this document after the Glossary.
- 5.20 Despite the evidence of some sensitivity (as mentioned above) to planned growth, the assessment concluded that the development to be delivered in the

borough to 2026 is unlikely to produce traffic impacts significant enough to cause major disruption or require significant highway infrastructure improvements on the road network.

- 5.21 The scale of the schemes outlined in the remainder of this document is therefore considered reasonable to account for impacts arising from proposed development in the borough as well as helping to address existing transport issues.

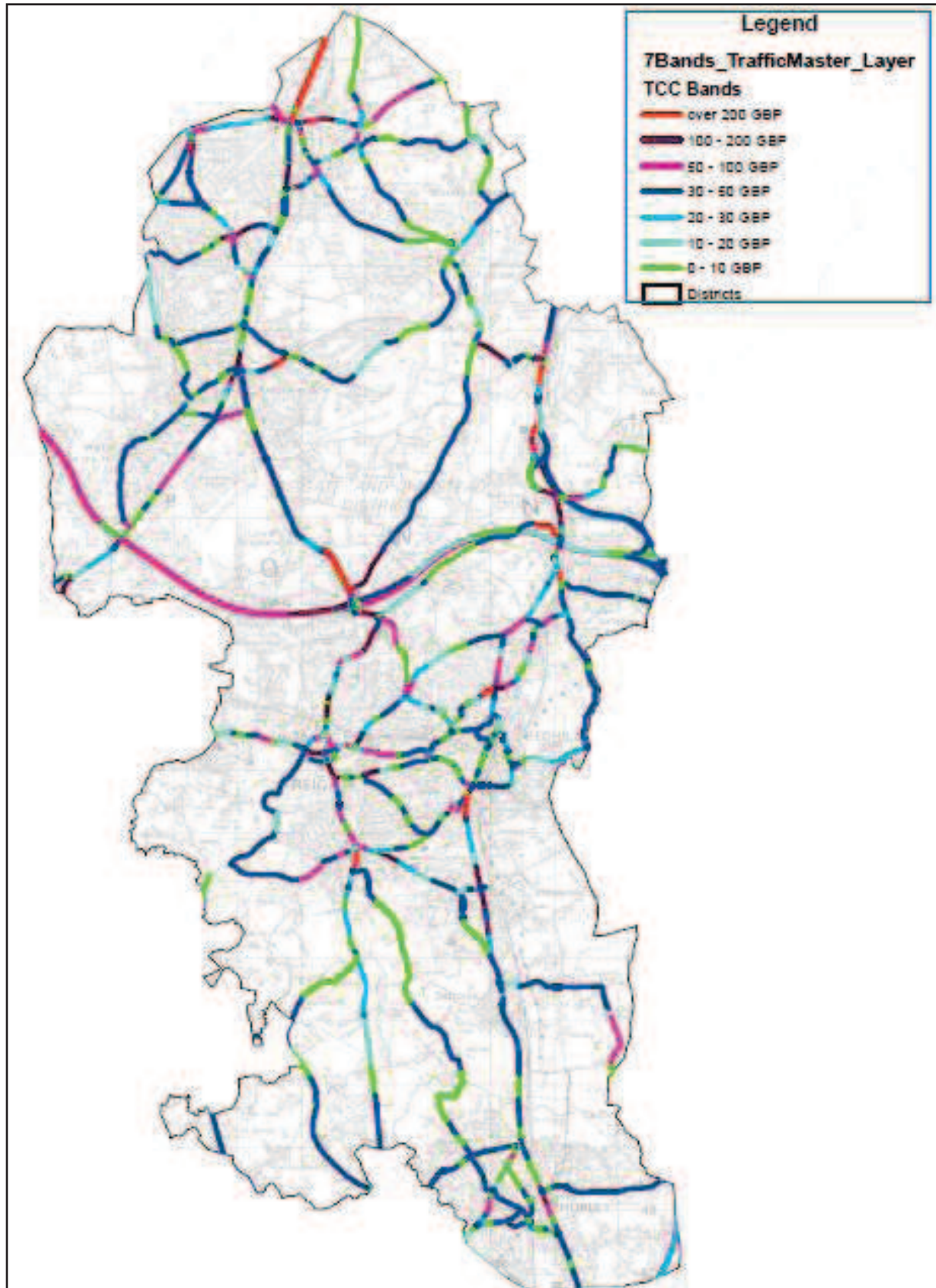
The cost of congestion

- 5.22 Impact on the highway network of proposed development can also be viewed in terms of existing levels of congestion.
- 5.23 Congestion during peak hours is a significant problem at some key locations in the borough. Congestion modelling¹¹ has been undertaken and identifies key areas where the highest cost of congestion is felt. The cost of congestion can be experienced through several impacts including journey time delay and unreliability, increased emissions and associated costs (fuel, maintenance for example).

Cost of Congestion Mapping in Reigate and Banstead

Traffic flow data has been used to assess peak time congestion within the borough and a monetary value has been placed on this. This data has been used to identify areas and corridors where the highest cost of congestion is occurring. Areas identified as red and purple are considered the most congested areas within the borough.

¹¹ Source: Congestion Journey Time Acquisition Monitoring System DfT 07/08



Environmental impact

5.24 High levels of traffic congestion can have a significant impact on the environment and local air quality. The borough has declared nine Air Quality Management areas where the nitrogen dioxide level is currently above government limits. These are:

- [Along the M25](#)
- [An area of south Horley near to Gatwick Airport](#)
- [An individual property on the A217 near Blackhorse Lane](#)
- [Junction of the A2022, A240, B291 \(Drift Bridge\) in Banstead](#)
- [Reigate High Street, including sections of Church Street, Bell Street, West Street, and London Road](#)
- [A23 Merstham High Street](#)
- [A217 Reigate Hill](#)
- [A23 / Redhill Town Centre](#)
- [A23 Hooley](#)

5.25 Implementation of measures which can contribute towards improved air quality are progressing, both through formally adopted Air Quality Action Plans for the M25 and Horley AQMAs, and through the progression of Action Plans for the other AQMAs within Reigate and Banstead. Monitoring of air quality will continue and it is hoped through these plans there will be consequent reductions in pollutant emissions across the Reigate and Banstead area.

Mitigating the impact

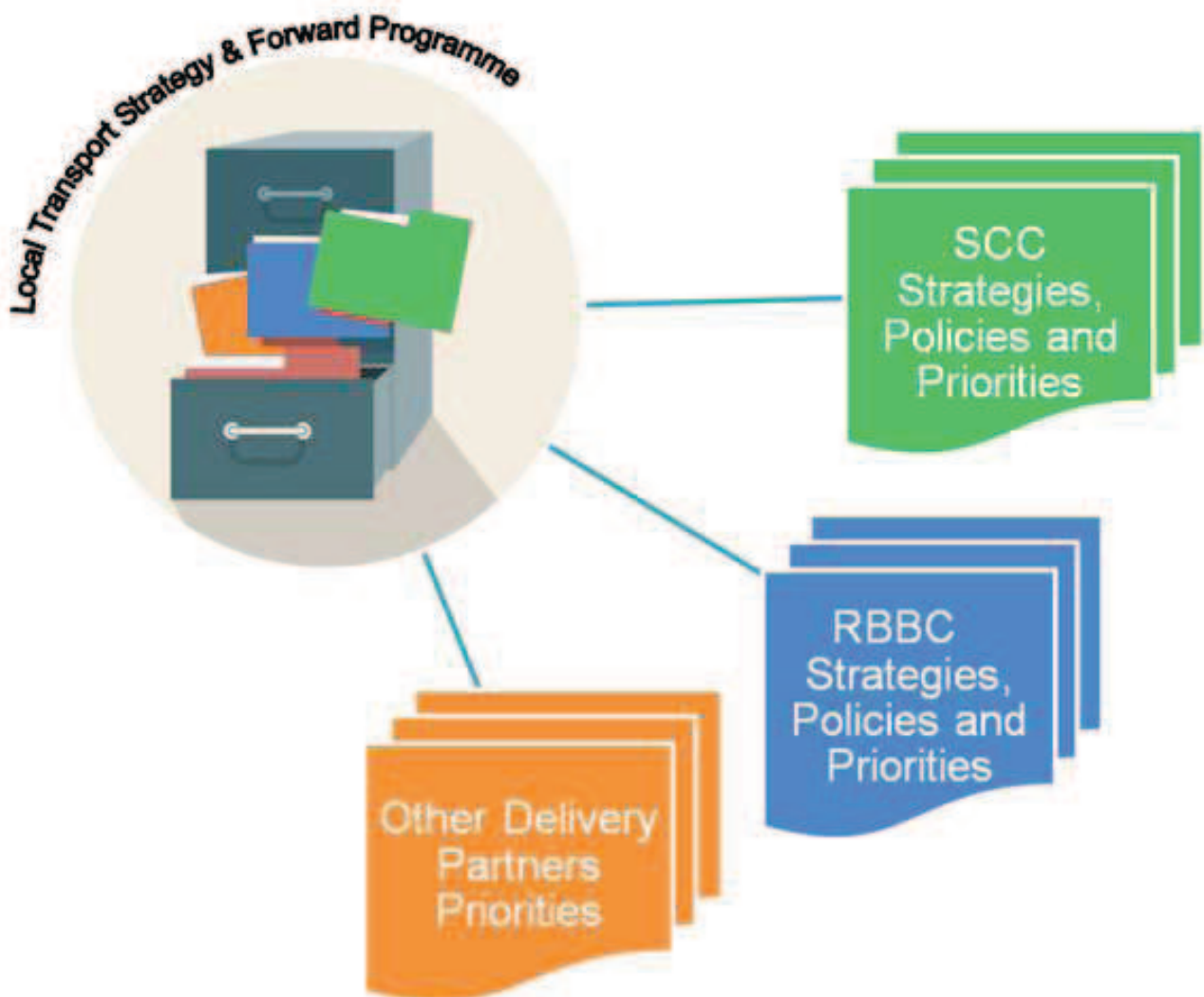
5.26 The remainder of this document sets out how the borough and county councils will work in partnership to manage and mitigate the impact of growth expected in the borough, as described above.

5.27 Areas within the borough are undergoing extensive regeneration, perhaps most notably in Redhill town centre.

5.28 The expected growth needs to be mitigated across all modes of transport. Walking, cycling and public transport infrastructure will need to support these sustainable alternatives to the private car, 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, borough council 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 RBC 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 borough and county councils.



Surrey County Council work streams

Surrey Transport Plan Strategies

- 6.2 The strategies are key components of the Surrey Transport Plan, setting out aims and objectives and identifying spending priorities for each area. The strategies will be used to inform the development of programmes for the delivery of schemes on the ground.
- 6.3 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 [Air Quality Strategy](#) was published in 2011. The strategy covers the effect of the road network on air quality. Road traffic is a major contributor to air pollution in Surrey. The aim of the Air Quality Strategy is to improve air quality on and around the county road network.

Surrey Climate Change Strategy

- 6.6 The [Climate Change Strategy](#) was published in 2011. The strategy 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.

Surrey Future Congestion Programme and the Congestion Strategy

- 6.7 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 the strategic programme for managing traffic congestion on Surrey's road network in support of economic competitiveness and growth. It has been prepared in partnership with Surrey's districts and boroughs, and other stakeholders such as Surrey Connects representing business interests, to provide a shared and agreed vision for managing congestion on Surrey's road network. The programme builds on the Congestion Strategy in the Surrey Transport Plan (LTP3).
- 6.8 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

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Reigate and Banstead Transport Strategy & Forward programme

UK economy £550 million every year¹². Strategic congestion hotspots are identified and a programme of interventions is proposed for 2015-2019¹³.

- 6.9 Major schemes in Reigate and Banstead include Reigate Road Network Improvements, Greater Redhill Sustainable Travel Package, A23 Corridor Improvements, A217 Corridor Improvements and a Reigate & Banstead Strategic Maintenance Package.
- 6.10 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.

“...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

Surrey Cycling Strategy

6.11 Surrey's [Cycling Strategy](#) was published in March 2014. The strategy covers cycling as a means of transport, leisure and as a sport, setting out our aim for cycling in Surrey for the period to 2026. One of the aims 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.

Surrey Freight Strategy

- 6.12 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 (HGVs) 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. The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents.

Surrey Parking Strategy

- 6.13 The [Parking Strategy](#) has been developed by the county council. As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations.
- 6.14 Guidance for the integration of Electric Vehicle charging points had been established for new developments. Guidance for the new charging points can be found [here](#).
- 6.15 Surrey County Council are currently developing an Electric Vehicle Strategy which is expected to be published 2015. This strategy will outline how Surrey County Council

¹² Congestion Programme Consultation Draft March 2013, Executive Summary

¹³ Congestion Programme Consultation Draft March 2013, Table 1

and the 11 boroughs and districts will improve on electric vehicle infrastructure to promote and increase the use of more energy efficient modes of transport such as electrically powered private motor vehicles. It is expected that guidance on the integration of infrastructure for electric vehicles will change to reflect advances in technologies for fast and rapid charging points.

Surrey Passenger Transport Strategy

- 6.16 Surrey's [Passenger Transport Strategy: Part 1- Local Bus](#) was published in April 2011. The strategy 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.
- 6.17 [Part 2- Information](#) aims to promote a 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.

Surrey Travel Planning Strategy

- 6.18 The [Travel Planning Strategy](#) has the aim of providing travel-planning measures to schools and workplaces within Surrey to help them to make informed travel choices. The objectives set out to achieve the aims are based on the two aforementioned areas; schools and workplaces.

Surrey Rail Strategy

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

- 6.20 Proposals include electrification of the North Downs Line, North Downs Line train lengthening and Brighton Main Line junction improvements.
- 6.21 Access to and from stations is included under the scope of this strategy whilst proposals to increase rail capacity across Surrey will be considered specifically under the Surrey Future Rail Strategy.

Surface Access to Airports Study

- 6.22 Surrey Future is proactively engaging with the Airports Commission (also known as the Davies Commission) on future airport capacity. The Congestion Programme and

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

More information at:

<http://www.surrevcc.gov.uk/surrevfuture>

Rail Strategy highlight surface access to airports as an issue. A further study was then undertaken ([Surrey Rail Strategy: Surface Access to Airports Study](#)) to consider transport infrastructure improvements needed to address both existing surface access issues and potential improvements needed in the event of additional runway capacity at Heathrow and/or Gatwick. The study highlights the overall key issues and challenges for surface access to Heathrow and Gatwick Airports from Surrey and identifies development objectives for surface access in Surrey.

Schools Place Programme

- 6.23 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. 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.
- 6.24 The Transport Strategy for Surrey's Schools Place Programme is currently in draft; it is intended to be adopted by the county council under the Surrey Transport Plan later in 2015.

Maintenance

- 6.25 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.
- 6.26 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with total investment of nearly £120m to replace the worst 500km (10%) of Surrey roads. The five year Horizon project (year one) commenced in April 2013.
- 6.27 For Reigate and Banstead in particular, the [new programme](#) will result in £12m being invested in the local road network and will enable 70km of road (14% of local network) to be reconstructed.

Public Health

- 6.28 Surrey County Council 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 Reigate and Banstead 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 environment¹⁴.
- Noise pollution -can adversely affect mental health, the cardiovascular system and school performance in children.

Safety

6.29 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.

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 safety concerns and provides guidance on how the county council will respond to concerns.

Travel Smart – implementing the Local Sustainable Transport Fund (LSTF) in Redhill/Reigate

6.30 The County Council secured a total of £18.2 million from the LSTF for the Surrey TravelSMART programme, focused on Woking, Guildford and Redhill. A total of £4.854 million of the large bid funding is allocated for sustainable travel improvements in Redhill/Reigate.

6.31 Funding from the LSTF is contributing to the delivery of:

¹⁴ <http://www.nice.org.uk/guidance/ph41>

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- Information, planning and marketing
- Quality BusCorridor improvements
- Walking and cycling improvements

Local Transport Review

- 6.32 Surrey County Council are conducting a [local transport review](#) which is an opportunity for the public to have their say on the services in Surrey. This is open to public comments until January 2015.
- 6.33 The council currently spends around £8.9m a year subsidising public buses, one of the highest spends in South East England. 29 million passenger trips are made each year on Surrey buses, half of them on services that are subsidised. Per passenger the subsidies range from 13p to £10.64 per journey. There is also a £640,000 annual spend on community transport and £8.7m on concessionary fares, including some extra discretionary concessions for disabled people and their carers.
- 6.34 The aim of the transport review is to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets.

Reigate and Banstead work streams

- 6.35 The Reigate and Banstead [Core Strategy](#) (adopted July 2014) has been influential in developing the Local Transport Strategy and Forward Programme.
- 6.36 This Core Strategy provides a framework to build on the Borough's many strengths: to increase the economic prosperity of businesses, to provide homes for local people and workers, and to protect and enhance the natural environment and the character of urban areas.
- 6.37 It will also help the Borough Council address the challenges faced: improving opportunities for local people in the more deprived parts of the Borough through regeneration schemes, facilitating development in town centres to make them more attractive, and providing more affordable housing across the Borough.
- 6.38 The [Horley Master Plan \(HMP\)](#) is a long term strategy to deliver high quality sustainable new development in the town.
- 6.39 The HMP will provide 2,640 new homes and enhanced facilities and services for local people.
- 6.40 As part of the new SCC Cycling Strategy a 'Reigate and Banstead Cycle Action Plan' will be developed. This will include a list of proposed cycling schemes for the borough. The main priorities will be to provide cycle routes that link neighbouring communities and communities to their local services. This will be a main driving force behind cycle improvements in the borough.

External work streams

Network Rail Sussex Route Study

- 6.41 Network Rail's have produced a draft [Sussex area route study](#) which sets out a strategy for the Sussex area (which forms part of the devolved South East route). The geographic scope of the study covers the Brighton Main Line and connecting routes, the dense suburban network of radial routes in south central inner and outer London and the orbital routes of the West and East London lines.
- 6.42 The study identifies a number of constraints across the network, the most significant of which is on-train crowding on peak services into London Bridge and London Victoria. Other constraints examined include regional and suburban connectivity and access to diversionary routes.
- 6.43 The study identifies a range of choices for funders for Control Period 6 (CP6) to address these constraints, comprising train lengthening and additional services to increase capacity in order to accommodate the growth in passenger and freight services whilst maintaining performance.
- 6.44 In the longer term the Long Term Planning Process proposes a strategy to address the challenge of accommodating the projections for growth, outlined in the four Market Studies, for passenger and freight services through to 2043.

Network Rail Wessex Route Study

- 6.45 Network Rail's [Summary Route Plan](#) for the Wessex Route document sets out the relevant outputs, activity and expenditure at route level to achieve the specified outputs for Control Period 5(CP5). The plan also forecasts the long-term activity and expenditure required to manage and maintain a sustainable network.
- 6.46 Although the Wessex Route Study does not look at the rail lines within Reigate and Banstead, the effects of alterations to services in nearby areas would impact on the borough.

Highways Agency

- 6.47 The Highways Agency (HA) is responsible for planning the long term future and development of the strategic road network (SRN).
- 6.48 The Highways Agency (HA) is currently examining problems and potential solutions nationally across the entire SRN and developing strategies on a route basis. These route strategies are intended to help identify investment plans to accommodate changes in funding on the strategic road network as announced by the Government in the June 2013 paper '[Investing in Britain's Future](#)'.
- 6.49 Relevant to Reigate and Banstead is the development of the London Orbital and M23 to Gatwick strategy, the evidence report for which is available [online](#). Capacity problems at M25 Junction 9 and the need for improvements to facilitate growth are included in the [technical report](#) accompanying the evidence report.
- 6.50 The M23 Hooley Junction Improvement scheme has been cited by the Highways Agency as a major scheme in the South East. The Highways Agency have conducted

studies into providing a formal interchange between the M23 and A23 that will allow all movements between these two major routes to be undertaken safely. The scheme is currently on hold subject to funding.

Gatwick Airport Surface Access Strategy 2012-2030

- 6.51 Reigate and Banstead is part of the Coast to Capital Local Enterprise Partnership, whose strategic economic plan recognizes Gatwick as an important driver of economic growth across the Coast to Capital area.
- 6.52 The [Gatwick Airport Surface Access Strategy \(ASAS\)](#) sets out the airport's principles, goals and strategies for surface access to Gatwick. Its key objectives include the aim to achieve 40% public transport mode share for air passengers and staff by the time the airport reaches 40 million passengers per annum.
- 6.53 Any other relevant external workstreams will be added to this section as and when appropriate.

7. Places in Reigate and Banstead

- 7.1 The section below outlines the different areas across Reigate and Banstead, presenting the key transport network at each location and identifying a number of problems which currently exist in these areas.
- 7.2 The borough of Reigate and Banstead has several distinct settlement areas. The main settlement areas are outlined below including the issues and challenges facing the transport network. Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- 7.3 We have stated solutions 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.
- 7.4 More details of the schemes described here can be seen in the accompanying Annex, including indicative timeframes for potential start dates and anticipated costs and funding sources, where known.
- 7.5 The majority of the borough's population live in the main urban areas of Redhill, Reigate, Horley and Banstead. The borough as a whole is relatively affluent and prosperous, however, within the borough there are pockets of deprivation and areas in need of regeneration.

Redhill

- 7.6 Redhill is the largest town within the borough. It is a primary shopping centre and major site for employment with excellent road and rail links north-south and east-west including the M25/M23, the A25/A23 and the London to Brighton and Reading to Gatwick lines.
- 7.7 The town is undergoing significant regeneration. Redhill is the prime focus for large scale leisure, office, culture and retail developments. Redhill town centre, already a comparison goods shopping and leisure destination, is clearly the heart of the transport hub and has the potential to become a more well-connected and vibrant town centre.
- 7.8 Redhill Town Centre is situated at the intersection of the A25 and A23 which provide road access to settlements in Surrey and Sussex. The strategic M23 and M25 road corridors are also in close proximity.
- 7.9 The town centre is served by a range of bus services and benefits from the high quality Fastway bus service with links to Gatwick Airport and Crawley.
- 7.10 Redhill Station is an important interchange location for north-south and east-west rail services, providing direct connections to London, Gatwick, Brighton, Guildford and



Tonbridge. At most times of the day there are six direct trains to London terminals from Redhill and the station is popular with commuters (there were 4.8 million entries, exits and interchanges at Redhill Station in 2013, the most in the borough¹⁵). An additional platform is planned for the station.

Current problems/issues

- Peak time congestion in the town centre concentrated on the town centre ring road. This has the impact of reducing the efficiency of bus services and the attractiveness of walking connections
- An AQMA has been designated on A23/Redhill Town Centre
- Access to car parks is constrained by indirect road layouts and a lack of signage and information
- Walking and cycling links are fragmented, of varying quality, do not take the most direct route and in some instances are unsafe.
- If the M25 is closed due to an incident, traffic can filter on to the A25 via the A217, heavily increasing the congestion and air pollution in and around Redhill.
- A bypass railway line allows fast services from London to Brighton to bypass Redhill reducing the service from the station
- Current existing limits to capacity on the north-south and east-west rail lines restricts Redhill Station from the opportunity to become a hub between Reading, Guildford and Gatwick to Tonbridge, Tunbridge Wells and Ashford
- Some platforms at Redhill Station are only accessible by steps and not DDA compliant
- The A23 is a significant cycling corridor linking employment, established housing, new housing and the airport. Currently there is a spine route running through it (National cycle route 4) but this route needs upgrading and more links east and west to reach its full potential.

Potential Solutions

7.11 Anticipated solutions have been identified to address problems in Redhill town centre. They include a major scheme to readdress the transport network in the town centre. The Redhill Balanced Network scheme will convert the one-way section of Redhill town centre ring road (between the Belfry and Lombard roundabouts) to two-way working. It will also make improvements to pedestrian and cycling routes around the town centre and, following further consultation on design ideas to the section of Station Road between the Station roundabout and Maple Square.

7.12 The borough council and county council were successful in their bid to the Local Sustainable Transport Fund (LSTF). Improvements to Quality Bus Corridors, walking and cycling and travel planning will be implemented.

¹⁵ ORR. (2013) Station usage data

- 7.13 Longer term aspirations to address issues in Redhill include to build on both schemes above to improve connectivity between Redhill and Reigate and build on the aspirations within the Local Plan for Redhill to become a regional transport hub.
- 7.14 More details of the schemes described here can be seen in the [Annex](#), including indicative start dates and anticipated costs and funding sources, where known.

Reigate

- 7.15 Reigate is a prosperous and attractive historic market town to the west of Redhill catering for mostly local needs.
- 7.16 Economically the town is home to a number of large blue chip businesses and is a strategically important location for office use.
- 7.17 The town is linked to Redhill by two bus services and centre train line.
- 7.18 The town centre has limited growth for housing and retail growth potential due to its designation as a conservation area.



- 7.19 The town centre road network is a one ways system where the A25 and A217 meet.
- 7.20 The rail way station is situated to the north of the town centre. The station is on the North Downs Line and provides an hourly direct service to London Bridge. There are

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hourly services to Gatwick Airport. Connecting services to Redhill are sporadic with some services every 5 minutes or up to 40 minutes.

7.21 The Fastway bus service links Reigate to Gatwick Airport with hourly services.

Current problems/issues

- If heavy congestion or a closure on the M25 occurs, traffic can filter on to the A25 via the A217 heavily increasing the congestion and air pollution in and around Reigate
- Reigate High Street has been designated an AQMA.
- The level crossing outside Reigate Station is a major constraint and causes traffic on the A217
- The 'Angel' traffic signalled junction between the A217 and A2044 at Woodhatch is a congestion hotspot at peak times
- Poor rail links have led to a heavy reliance on the road network for travel to and through the town
- The junction of the A217 Reigate Hill with Gatton Bottom and Wray Lane is a collision hotspot.
- The town centre one-way system is deterrent to cycling

Potential solutions

7.22 Anticipated solutions to some of the problems given above include the Reigate Road Network Improvement Scheme that will look to relieve traffic congestion and provide a high quality public realm. Electrification of the North Downs Line could have significant improvements for Reigate such as the London Bridge to Reigate scheme being extended to Guildford, providing a direct service for all stations served by this line. More details of these schemes can be seen in the Annex.

7.23 SCC are committed to preparing a feasibility study into signalling the junction of the A217 Reigate Hill with Gatton Bottom and Wray Lane.

Horley

7.24 The town of Horley is located in southern part of the borough, close to the neighbouring towns of Crawley and Gatwick Airport.

7.25 Horley town centre has been identified as an area in need of regeneration and major housing growth expansion with an additional 2,600 homes planned, with the majority of provision being made in two new neighbourhoods being



delivered on the periphery of the urban area. These are known as Horley North East and West sectors.

- 7.26 The A23 runs directly through Horley from Redhill to Longbridge Roundabout where it meets the A217.
- 7.27 East to west vehicle movements are restricted to the Victoria Road railway bridge, or the option of by-passing the town centre by way of the A23.
- 7.28 Horley is linked to Gatwick from the B2036 Balcombe Road.
- 7.29 There are good bus links to Horley to Gatwick airport with the fastway service providing bus services every 30 minutes. It is also linked to Redhill, Three Bridges, Crawley, East Grinstead, Caterham, Charlwood, Smallfield and Broadfield by bus.
- 7.30 The railway station is well sited in terms of proximity to the town centre. Horley railway station is on the Brighton Main line providing services to London Bridge (2tph), London Victoria (1tph), Horsham (2tph) and Portsmouth (1tph).

Current problems/issues

- 7.31 The A23 and A217 act as barriers to east-west movement and create a high degree of severance.
- 7.32 The two overbridges in the centre of Horley, on Victoria Road and Balcombe Road have poor horizontal visibility. Balcombe Bridge is particularly difficult for pedestrians and is a key route to local schools.
- 7.33 Community severance and east-west movements are restricted by the railway line.
- 7.34 Besides roadside footways, there are no pedestrian routes between residential area and the town centre.
- 7.35 Cycle routes in the town centre are fragmented in places.
- 7.36 The A23 and A217 suffer from traffic congestion at peak periods, especially at junctions close to Gatwick Airport.

Potential Solutions

- 7.37 A number of town centre public realm improvements have been partially implemented which form part of the Horley S106 programme and other work which is ongoing includes:
- An improved bus/rail interchange has been implemented with minor works outstanding.
 - New access routes, junction improvements and traffic calming in Horley north east and north west sectors have been partially implemented.
 - Provision of quality bus services throughout Horley are being implemented.
 - Improvements to cycle and pedestrian facilities have been partially implemented.
- 7.38 The majority of the schemes are being implemented by developers as part of the growth being delivered within the area and by SCC and RBBC using section 106.

Merstham

7.39 The Local Plan identifies as Merstham as a regeneration area. Regeneration proposals include the redevelopment of shops and flats in Portland Drive, a new local shopping centre, a new community hub and improvements to public spaces.



7.40 Merstham has developed on the edge of the A23 north of Redhil and is located to the west of the junction between M25 and M23.

7.41 Merstham is linked to Reigate by the A242.

7.42 The bus network within the town provides access to Reigate, Caterham, Woldingham, Croydon, Coulsdon, Purley and Redhill. Bus services are run by both Transport for London and Metrobus and are supported by SCC.

7.43 Merstham station is on the Brighton Main Line providing services to London Bridge, London Victoria and Gatwick Airport with typically three services per hour to London.

7.44 The location of Merstham means that growth is limited by the M25 and M23.

Current problems/issues

- Congestion on A23 Merstham High Street leading to the designation of an AQMA
- Poor accessibility to key local community facilities and employment areas
- Commuter parking alongside the A23
- Excessive traffic has an impact on safety in the area
- A bypass railway line allows fast services from Brighton to London to bypass Merstham reducing the number of services from the station.
- pedestrian routes between key community uses/services
- Need improvements to bus passenger waiting facilities and to enable more residents to access bus services.

Potential Solutions

7.45 Redevelopment proposals are currently underway with developers. Once proposals have been developed, solutions to the problems identified will need to be developed. Current proposals can be found within the Annex.

Preston

7.46 Preston has been identified as an area in need of regeneration within the Local Plan and is being shaped by the Preston Planning Framework.

7.47 Preston is a residential area outside of Tadworth and has been identified as the most deprived ward within the borough.



7.48 The transport infrastructure in Preston is currently limited. The regeneration proposals include the construction of circa 335 new homes as well as a new leisure and community centre and new youth centre. The pedestrian access, cycle routes and public transport are included in this process to increase the accessibility of residents to surrounding areas.

7.49 The area is serviced by two rail stations Tattenham Corner Station to the north and Tadworth to the south. Tadworth and Tattenham Corner Station are on the Tattenham Corner Line and provides access to London Bridge via East Croydon.

Current problems/issues

7.50 On street parking has been an issue resulting in congestion on access roads and bus routes, however, a programme of parking lay-bys and other parking improvements has started to be implemented.

7.51 Poor accessibility across the area for pedestrians, cyclists and vehicles and poor connectivity with its immediate environment, including the village centres of Tattenham Corner and Tadworth and open spaces.

7.52 Public transport is limited with no Sunday bus service to Redhill or Reigate or in the late evening and limited services to Epsom and Sutton.

7.53 Current road layout is largely inclusive with a lack of vehicular and pedestrian access to the surrounding area.

Potential Solutions

ITEM 8

Reigate and Banstead Transport Strategy & Forward programme

7.54 A number of transport improvements have been identified to support growth and the regeneration of the area. The majority of this work will be carried out by developers as part of the development of the area.

Banstead

7.55 Banstead is village located in the north of the borough.

7.56 It is a small centre serving mostly local needs with moderate public transport accessibility. The Local Plan has planned for retail and convenience growth within the village centre coming forward.

7.57 The A217 runs to the west of the Village centre and the A240 is accessed via Fir Tree Road.

7.58 Banstead rail station is located in the north of the village and is on the Epsom Downs Line. There is a service to London Victoria every half hour at peak times. Epsom Downs station is also very close to Banstead and is on the same line as Banstead station.

Current problems/issues

7.59 Congestion and pedestrian safety issues on the A240/Fir Tree junction.

7.60 Congestion and pedestrian safety issues at Banstead traffic lights (A217/ Fir Tree Road)

7.61 Poor public transport accessibility to Epsom Hospital.

7.62 Poor pedestrian and cyclist accessibility to the rail station.

Potential Solutions

7.63 A number of transport improvements have been identified to support growth of the area (see Annex).



Smaller settlements

7.64 In addition to the larger towns and regeneration areas within the borough, there are also a number of smaller urban areas. These include:

- Nork
- Woodhatch
- Tattenham Corner
- Walton on the Hill
- Tadworth
- Kingswood

7.65 These areas have been identified as mainly requiring cyclist/pedestrian accessibility measures and safety measures which are included within the Annex.



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 maximised.
- 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
 - Settlement areas
- 8.5 The value and status of schemes has been defined as:
- local schemes valued less than £250,000,
 - intermediate schemes valued between £250,000 and £2 million;
 - major schemes valued at £2 million or above.
- 8.6 The schemes included in the forward programme are largely schemes which require funding from different sources and hence will generally be beyond the scope of local committee capital funding. 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 Forward Programme will be revised on a yearly basis by the Local Committee to take account of available funding and to ensure:

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

Funding

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

8.12 The availability of funding will also depend on a number of factors. Nevertheless the cost of the schemes identified is reasonably in line with potential funding over the first five years of the strategy. Beyond the first 5 years scheme costs and possible funding sources become increasingly difficult to estimate.

8.13 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL)
- 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 Reigate and Banstead Local Committee
- Capital funding by the borough council
- Capital funding from the C2C Local Enterprise Partnership. A number of schemes have been submitted by the county council to the LEP for consideration in their strategic economic plan.



8.14 Funding for the schemes identified/proposed in the strategy is likely to come from a combination of the sources described above. It should however be noted that the identification of a particular project within the forward programme does not signify a decision to fund at this stage. This is particularly the case for CIL where decisions on which projects to fund will need to be considered in light of all other infrastructure needs. More detailed information on funding can be [here](#).

Delivery

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

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

8.17 The delivery body will generally be the county council sometimes in partnership with others such as the Borough Council and private bus operators. The delivery body for the rail network and services will be Network Rail and relevant train operators.

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

8.19 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)¹⁶ or the Habitats Regulations process¹⁷. 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



¹⁶ EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

¹⁷ 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.
Bus operator	Bus services are operated either commercially (without any external funding) or under contract to Surrey County Council.
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 are part. More information at: http://www.coast2capital.org.uk/
Congestion Programme	The Surrey Future Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth produced in partnership by the Surrey Future Partnership comprising of Surrey's local authorities and business leaders.
Control Period 4/5/6	5 year periods by which Network Rail is regulated by the Office of Rail Regulation CP4: 2009-2014; CP5: 2014-2019; CP6: 2019-2024 ¹⁸
Cycling Strategy (2014-2026)	The Surrey Cycling Strategy is a component strategy of the Local Transport Plan
Scheme delivery stages (see Annex): 1. Scheme Identification 2. Identification and assessment of options 3. Preferred route and statutory process 4. Detailed design 5. Construction	The need for a scheme is identified; initial drawings may have been produced. Outline design of scheme options has been/is being produced. Preliminary design of preferred option. Scheme is designed to allow and instruct construction. Scheme is fully designed and works have begun on site.

¹⁸ Ove Arup 'Surrey Rail Strategy Report' (September 2013)

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

Term	Description
Quality Bus Corridors	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.
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)'

Term	Description
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.

Draft