

Surrey Transport Plan

Reigate and Banstead Local Transport Strategy & Forward Programme Consultation Report



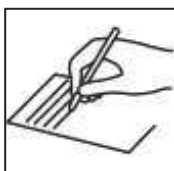
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Surrey Transport Plan, 2011-2026

**Local Transport Strategies and Forward Programmes Tranche 2 Consultation
Report- Reigate and Banstead**

December 2014

Contents

Executive Summary	1
1 Approach to Consultation	2
1.1 Consultations undertaken	2
1.2 Consultation process	2
1.3 Wider engagement activities	4
1.4 Who responded to the consultation.....	4
1.5 Key themes of representations and resulting changes	6

Executive Summary

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Reigate and Banstead Local Transport Strategy and Forward Programme and how this has shaped the Strategy going forward. All consultation responses received were considered in the revision of the draft strategy.

The county council has produced an SEA screening report ([link](#)) and an Equalities Impact Assessment.

Consultation and participation will continue to inform the future revisions of the strategies and the implementation programmes, as these are brought forward.

1 Approach to Consultation

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Local Transport Strategies and Forward Programmes included in the first tranche of district and borough strategies. This report summarises who responded to the consultation, the key issues which emerged from the representations received and how the strategy was revised in consequence.

The main purpose of consulting and engaging on the draft Local Transport Strategies (LTSs) was to:

- a) inform people
- b) get feedback on the Reigate and Banstead Local Transport Strategy
- c) seek local input on the Reigate and Banstead Local Transport Strategy and Forward Programme

The county council would like to thank all those who commented on the Local Transport Strategies and Forward Programmes.

1.1 Consultations undertaken

The following Local Transport strategies were consulted upon as part of Tranche 2 public consultation:

- Reigate and Banstead Local Transport Strategy and Forward Programme
- Tandridge Local Transport Strategy and Forward Programme
- Surrey Heath Local Transport Strategy and Forward Programme

1.2 Consultation process

The strategies were subject to a 6 week online public consultation from 16th September to 28th October 2014. The consultation documents were published on the Surrey county council website. The public and stakeholders were asked key questions in an online survey in relation to the programme:

1. We have tried to identify the most pressing transport issues impacting the District/Borough. Are there any other transport problems that we should consider?
2. The strategy looks to address existing transport issues, support the planned growth within the District/Borough and mitigate any negative impacts. Are the objectives of the strategy right (see Chapter 2 of the Local Transport Strategy)?

3. Are there any other schemes we should consider that we have not included in the Forward Programme (see Annex)?
4. Would you like to make any additional comments not already covered in the preceding questions

The draft local transport strategies and forward programmes were available in hard copies at the District/Borough Offices and at County Hall. Leaflets and posters were sent to all Surrey libraries in the relevant districts/boroughs and local council offices.

Information was sent by email to:

- All Surrey Transport Plan consultees
- All County councillors
- All Borough/District councillors
- All Parish councillors where applicable

Figure 1-1:
The final week of consultations on the Local Transport Strategies was the headline on the county council's website



1.3 Wider engagement activities

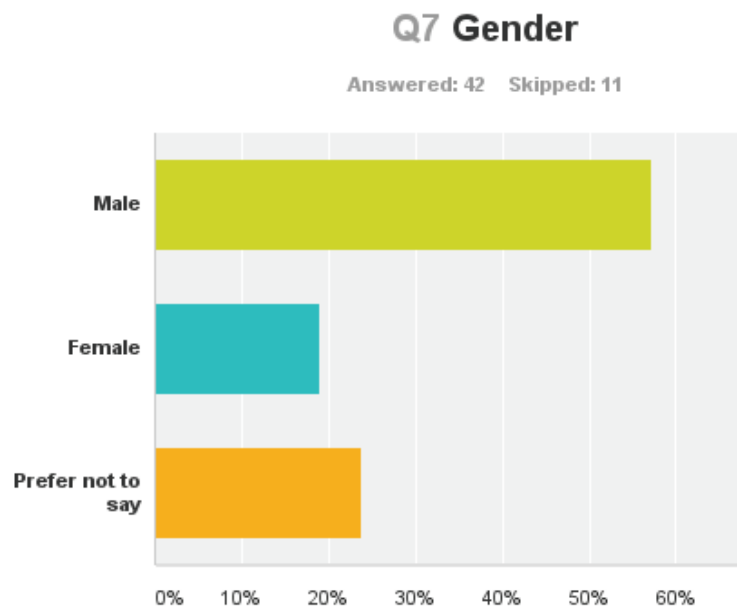
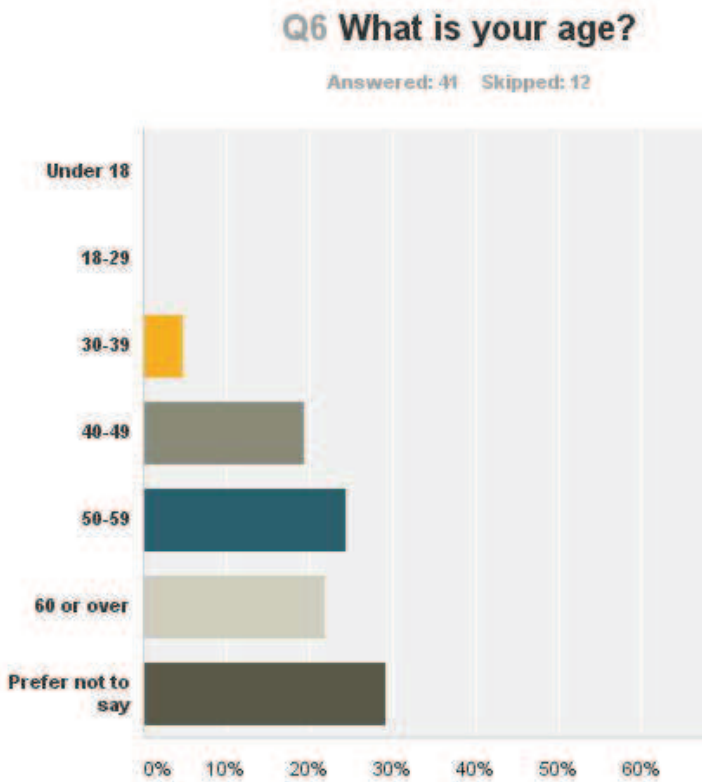
Various engagement activities and were used to inform the development of the Local Transport Strategies. This included officer workshops, informal Local Committee, task groups and partnership working with borough officers.

Consultation and participation will continue to inform the revision of the strategies.

1.4 Who responded to the consultation

The second tranche of LTS received 53 responses to the online survey as well as a number of responses by email, split between the three boroughs and districts.

The majority of respondents to the online survey identified themselves as male (57.14%) and the most common age range of respondents was 50- 59 (24.39%).



73.17% of respondents to the survey did not consider themselves to have a disability. The most common disability identified by respondents to the survey was mobility issues.

There were 16 responses to the Reigate and Banstead Local Transport Strategy consultation via the online survey; other responses were received by email. Responses were received from a wide range of individuals and organisations, including:

Public sector

- Reigate and Banstead Borough Council Officers
- Reigate and Banstead Informal Local Committee
- Surrey County Council Officers

Private sector companies or representing bodies

- Gatwick Airport
- Highways Agency
- Natural England

Voluntary groups and other third sector

- Banstead Village Residents Association
- Burgh Heath Residents Association
- Reigate and Banstead Rail Users Association
- Kingswood Residents Association

1.5 Key themes of representations and resulting changes

The key themes which came out of the public consultation were buses, congestion and cycling. In response to these themes relevant County Council officers were asked to assist in the modification of the transport strategy to reflect these concerns. Working with specialist officers in each area and with the collaboration of other Surrey County Council officers, each concern expressed in the consultation has been responded to in the annex. Many of the issues raised have been looked into before as part of previous or ongoing work streams, particularly within the other strategies which form part of the LTP3 or as part of the ongoing SCC local transport review, all comments received as part of the Local Transport Strategy consultation which are relevant to this review have been passed on to the appropriate officers.

Other amendments have been made to the draft Reigate and Banstead Local Transport Strategy and Forward Programme in response to several of the comments received. These amendments include:

- Restructuring of chapter 2 to improve readability.
- Workstreams added to chapter 6 to improve thoroughness.
- Layout of the Forward Programme amended.
- Minor amendments throughout the document to improve accuracy, readability and provide up to date information.

Annex: Public Consultation responses

Survey Response #	LTS	Response to question	Public Comment on the Reigate and Banstead LTS and Forward Programme	Surrey County Council response
1	R&B	5	I think there should be a reference to the Rights of Way Improvement Plan in the section on Related workstreams and Projects (as an Surrey County Council workstream)	The rights of Way Improvement Plan was not publicly available at the time of publishing the consultation draft of the Tandridge Local Transport Strategy. When this plan is available it will be included in the transport strategy.
4	R&B	2	You don't say anything relevant to reducing prices of anything including parking which should be free.	This is not within the scope of the Local Transport Strategy and Forward Programme.
4	R&B	3	Too much emphasis on two wheeled terrorists - cyclists - with no regard for those who cannot or have no desire to cycle.	Whilst encouraging sustainable travel across the borough is part of the objectives of the strategy, this has been considered in conjunction with other transport modes such as walking and public transport.
16	R&B	2	Fixing potholes	The County Council has a maintenance programme called Operation Horizon. This strategy focused on improving the Reigate and Banstead transport network and mitigating future growth. A summary of operation Horizon is included in the Local Transport Strategy.
16	R&B	5	The Redhill town centre redevelopment is an absolute disgrace and entirely unnecessary causing more traffic problems than it solves.	The Redhill town centre regeneration has been subject to extensive public consultation. During construction of new transport interventions there is often a period of disruption to the current network. However once the scheme is completed the transport network will be more balanced for all modes of travel.
22	R&B	2	Redhill/Reigate to London Bridge train cancellation and rerouting of trains to London Victoria for 3-4 years for the rush hour times from Jan 2015 -> seems only this line impacted and Southern cannot justify why only one line is hit for such an extended period. -> makes very hard for parents with kids at nursery to commute to London.	Train services and delays are not under the control of Surrey County Council. Whilst this document identifies issues with the transport network within Reigate and Banstead it does not focus on temporary train rerouting. Surrey County Council works with train operators and Network Rail to try to supply Surrey residents with the best rail accessibility possible.
24	R&B	2	(1) Safe, separate, cycle paths should be higher priority (2) Tackling train lengths on the North Downs line is mentioned, but specifically the ability to run longer trains from Reigate to London should be a priority.	All cycle routes implemented by Surrey County Council must comply with Department for Transport design guidance, which includes minimum widths which need to be provided to enable shared use by pedestrians and cyclists to ensure safe routes. Whilst encouraging cycling and sustainable travel across the borough is part of the objectives of the strategy, this must be considered in conjunction with other transport modes. Network Rail are currently consulting on their Sussex Area Route Study which includes proposals for increasing capacity within Reigate and Banstead; including longer platforms and longer trains. This Study has now been included in Chapter 6 of the LTS.
24	R&B	3	They are not specific enough. Too woolly	The objectives have been developed in line with the County Council's directorate priorities, the Surrey Local Transport Plan vision and objectives and the Reigate and Banstead Core Strategy. The R&B local transport strategy is a strategic document and will be updated at regular intervals. Where objectives appear to be unspecific, this gives a wider scope for the objective to be implemented.
24	R&B	4	(1) M25/A217 roundabout is too small and regularly log jams; this junction urgently needs improving. (2) A scheme to provide easy, fast, access between the M25 and Redhill would be of huge benefit to businesses, and would relieve pressure on Reigate.	This proposal would require significant feasibility work and assessments and has been passed on to the Surrey County Council Traffic and Streetworks Team and will be assessed as a potential scheme for inclusion in the Forward Programme when it is reviewed yearly. Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.

26	R&B	2	<p>Most of the proposed measures relate to pedestrian safety and cycle improvements. We support these but feel there is very little on the added highway capacity needed to accommodate the proposed population growth. There is reference to congestion but no significant proposals.</p>	<p>It is the view of the county council that by encouraging more sustainable travel choices such as walking and cycling, this will enable residents of Surrey to travel to destinations without using a private car, thus decreasing the number of cars on the network and improving congestion.</p> <p>Several of the schemes identified in the Forward Programme would help to mitigate the effects of the proposed growth on the transport infrastructure in Reigate and Banstead.</p> <p>Major Planning applications should be accompanied by a traffic assessment which should consider the impact on traffic flow. If there is to be a S106 agreement or CIL, Surrey County Council's Transport Development Planning team would get involved to negotiate developer funding to mitigate the impacts.</p>
26	R&B	3	<p>There is nothing about accommodating the additional road traffic which will result from the growth proposed in the Local Plan. This is despite the purpose of the strategy being to support the growth set out in the local plan and provide a programme of traffic infrastructure to deliver this growth (second paragraph in the executive summary)</p>	<p>Theme C is a Surrey County Council directorate priority and not a theme of the document. To avoid confusion the layout of chapter 2 has been changed and directorate priority C has now been removed as it has little impact on transport.</p> <p>Consideration of the implications for the highway network of new developments are taken into account in Surrey County Council's response to planning applications. Developer contributions are collected to fund mitigation measures where the need is identified.</p> <p>Any proposed site allocation is strategic and high level. An essential requirement of any proposals for large developments will be subject to a detailed Transport Assessment which would have to assess the traffic impact of that development. Any impact would have to be considered to be acceptable or be made acceptable through mitigation before any planning permission was given.</p>
26	R&B	3	<p>Theme C is to maintain and improve the county's attractive environment but the bullet points cover waste and reducing energy costs - nothing about improving the attractive environment.</p>	<p>Bus service cuts are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review</p> <p>The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>
26	R&B	3	<p>The Reigate and Banstead LTS Objective 1 on 'encourage economic development and regeneration' makes no reference to improving accessibility to the proposed urban extensions despite heavy congestion in the Redhill/ Merstham area and on the A217 South of Reigate. Development may not be needed here, we hope, but there should be reference to the provision of better access if necessary.</p>	<p>The Surrey County Council Rail Strategy identified parking at train stations as a priority. Surrey County Council are continuing to work with Network Rail to address level crossing issues.</p> <p>Chapter 6 of the strategy gives information about how Surrey has been engaging with the Davies commission on the possible airport expansions, and also details a 'Surface Access to Airports Study' which has been commissioned by the County Council to look at the Mountain bike access and routes to areas within the Surrey Hills AONB is being addressed within the Surrey Hills AONB management plan. Where appropriate interventions will be coordinated with borough and district Local transport Strategies</p>
26	R&B	3	<p>Objective 2, reference to public transport, does not take into account service cuts. The objectives are worthy but the proposed investment does not begin to cover the investment needed to improve the infrastructure. Paragraph 4.6 refers to a population increase of 18% between 2012 and 2027 and more by 2032. If the existing transport network is inadequate how will it cope with 18% more people - certainly not with the schemes proposed in this strategy. We note it is stated in paragraph 5.20 that the development to be delivered by 2026 is unlikely to cause major disruption even though, in paragraph 6.8, it is stated that existing congestion in Surrey already costs £550 million.</p>	<p>The Surrey County Council Rail Strategy identified parking at train stations as a priority. Surrey County Council are continuing to work with Network Rail to address level crossing issues.</p> <p>Chapter 6 of the strategy gives information about how Surrey has been engaging with the Davies commission on the possible airport expansions, and also details a 'Surface Access to Airports Study' which has been commissioned by the County Council to look at the Mountain bike access and routes to areas within the Surrey Hills AONB is being addressed within the Surrey Hills AONB management plan. Where appropriate interventions will be coordinated with borough and district Local transport Strategies</p>
26	R&B	4	<p>There should be an emphasis on providing parking at train stations to prevent roads being clogged with commuters' cars and the local population being unable to access local shops.</p> <p>It is unclear how the use of the North Downs Line can be improved without considering the problems of delays on the A217 into Reigate and on Pebble Hill.</p> <p>There is no mention of the implications of a second runway at Gatwick on the transport network. We note that the mainline will be at 105% capacity by 2031 and this is with some investment in improvements.</p> <p>Cyclists are a nuisance on the approaches to Box Hill and consideration should be given to designated cycle paths. The Preston proposals will not solve existing parking and access problems let alone accommodate the proposed new housing</p>	<p>The strategy aims to improve the current transport network and mitigate the</p>
26	R&B	5	<p>To summarise, in our opinion, the proposals do not cover existing</p>	<p>The strategy aims to improve the current transport network and mitigate the</p>

		problems, let alone accommodate the proposed scale of development in the Local Plan. These comments reflect the general views of CPRE Surrey and the Tadworth and Walton RA.		effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.
33	R&B	2	1) That proposals with relation to the A23 Redhill to Croydon corridor via Mersham should reduce rather than exacerbate the likelihood of cars and HGVs using the network of minor roads between Chaldon, Bletchingley, Mersham and Coulsdon as cut-throughs. The roads particularly at risk are Dean Lane (B2031 to A23), Rockshaw Road (A23 to Warwick Wold Road); Hilltop Lane, Bletchingley & Hilltop Lane, Chaldon; Rook Lane Chaldon (B2031 from Caterham to the Reigate & Banstead boundary); Church Lane, Chaldon/Ditches Lane, Coulsdon.	The Highways Agency are currently considering data collected relating to their A23 trunk road route management plan. Surrey county council have fed into this process. The Highways Agency will publish investment options in the spring of 2015.
33	R&B	2	2) Chaldon's access to the A23/M23/M25 junction 7 is via Dean Lane, Mersham. It is not clear whether the dangerous propensity for some northbound vehicles to u-turn in order to head south at this point will be stopped either through the Highways agency's plans for improving the M25/M23 junction or through local schemes for the A23.	Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.
40	R&B	2	Horley North West sector needs much improved links to Horley town centre. Meath Green lane is too narrow at the junction with Horley Row and yet this will be a bus route! Also all car traffic will go left or right out of the development to the A217 and A23 and so will head to Redhill/Reigate or Tesco/Crawley and completely by-pass Horley. Car access to Horley needs a careful re-think.	A key aim and consideration in relation to the Horley North West Sector has been how to improve pedestrian, cycle and bus access to Horley Town Centre to encourage future occupiers of the proposed development to travel into Horley by sustainable means. Significant improvements and contributions have been secured to do this. In addition a \$106 contribution has been secured to implement improvements along Meath Green Lane to make sure it is a safe and suitable bus route.
41	R&B	2	Parts of the Borough have NO accessible public transport on Sundays, denying access to hospital and shopping. Good example is the Banstead/Nork/Epsom Downs area, which loses its connection to Epsom District Hospital and the shops and leisure facilities of Epsom and Sutton on Sundays when the 164 bus and Network Rail shut down for the day. This is contrary to the RBBC Core Strategy Spatial Vision par 3: 'The wellbeing of communities is supported by accessible health, leisure, education and wellbeing'	Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review
41	R&B	3	The strategy 2.2 'to reduce car use' flies in the face of the real world. The car instead needs to be accommodated in a sustainable way. Electric cars are coming in the longer term - pollution issue disappears. Traffic and poor junctions/insufficient roads remain.	Surrey County Council believes that by providing alternatives to car travel many people may choose to travel by alternative sustainable methods (such as walking or cycling) particularly for short journeys. SCC are currently producing an Electric Vehicle Strategy which is mentioned in section 6 of the Local Transport Strategy.
41	R&B	4	Junction improvements in Nork/Banstead: Banstead Road/Fir Tree Road box junction. Difficult to turn right in both directions. The right turn is poorly advance-signed from the east side of the traffic lights, resulting in traffic trying to swap from right to left lane when it intends going straight down Fir Tree Road. The Nork Way/Fir Tree Road junction is long overdue for conversion to a small roundabout, as at Bolters Lane/A2022. This would also help control speeding down Fir Tree Road and safe access to newish Co-Op store car park on that corner.	It is intended to extend the yellow box marking at this junction when funding allows. The Area Team can investigate the signing of the junction to see if there are any improvements that could be made. A mini-roundabout at this junction would not operate efficiently as there is not a balanced flow of traffic on all arms of the junction. It would also not be possible to provide sufficient deflection, especially for eastbound traffic on the A2022 Fir Tree road, increasing the likelihood that vehicles would not slow on the approach to the mini-roundabout and potentially not give-way, resulting in collisions.
41	R&B	5	The summary on the Reigate area is apallingly written. I suggest you review paras 7.17, 7.18, 7.19 and 7.20. Example: 'The (Reigate) level crossing causes traffic on the A217'	The Local Transport Strategies and the Surrey Transport Plan have been prepared in accordance with Surrey County Council house style.
42	R&B	2	think only a nationwide traffic strategy will have any impact on	The Local Transport Strategies and the Surrey Transport Plan have been

42	R&B	3	district/borough traffic problems. Unfortunately, the strategy objectives are limited by the impact that a failure to devise a nationwide traffic solution will have.	prepared in accordance with current national policy The Local Transport Strategies and the Surrey Transport Plan have been prepared in accordance with current national policy
43	R&B	2	the sorting out of the one way system in Reigate would be a bonus - the traffic is incredibly snarled during peak times, not helped by the level crossing at the foot of Reigate Hill	Scheme 45 in the Forward Programme is a Reigate Road Network Improvements scheme which aims to relieve congestion re-configuring the town's central road network. This scheme is not formally supported by Reigate and Banstead Borough Council.
47	R&B	2	Bus service 166 between Banstead and Epsom is one an hour and no evening or Sunday service. Why cannot the bus service at three an hour between Croydon and Banstead be extended to Epsom, and/or rescheduled to half hourly? The Southern rail service from Banstead [Epsom Downs] is hourly off peak and no Sunday service. First service to London should be earlier than six o'clock [06.00] for connections and half hourly frequency off peak by extending the normal schedule from Sutton instead of terminating the service. The quality of service is abysmal with frequent cancellations and late running. Banstead station has no station announcements and the help point is often not working and I am unable to report faults. In an emergency the best thing to do would be whistle.	Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review
47	R&B	3	I have the pdf documents and find it excuses to do nothing for inhabitants of this area, Banstead.	The Forward Programme contains four schemes specifically in Banstead as well as number of schemes for the surrounding transport network such as the A217 Banstead/Kingswood corridor improvements.
47	R&B	4	Get owners and occupiers of houses, businesses and conservators to cut back the vegetation growing on to and overhanging the pavement, and shrouding the street lighting. You have the power, use it. The main document has little detail and is merely a background to the proposals. We will confine our comments to relevant details within the Annex: Page 3, Item 13 A217 Cycleway. The existing footpath on the East side of the road would seem to be too narrow for the dual use proposed especially in view of the increased cycle use since the Olympics on Box Hill. The adjacent woodland is common land and too narrow to be reduced. We propose that a new Cycleway be built on the West side where there is no existing footpath. This could include the existing service roads in the Nork area.	The R&B LTS & FP is a strategic document. Maintenance issues are dealt with by the Surrey County Council Highways department. These concerns will be passed on to the relevant officers.
Kingswood Residents Association	R&B	By email	Any new shared cycle path would need to comply with Department for Transport design guidance, which includes minimum widths which need to be provided to enable shared use by pedestrians and cyclists. Any future shared facility on the A217 would need to comply with this guidance, which would be taken into account when designing the new facility.	
Kingswood Residents Association	R&B	By email	Page 4, Item 17 Bus stops. We are uncertain what this relates to because the stops on the section of road referred to are only used for school buses. There is a need for improvements to the bus stop in Tadworth Street opposite The Childrens Trust, Tadworth Court.	The metrobus 820 bus route is along this road which is used by many school students. The scheme would aim to improve pedestrian accessibility and safety.
Kingswood Residents Association	R&B	By email	Page 4, Item 18 Pedestrian Crossing. The main problem here would seem to be the speed of vehicles and poor sightlines for pedestrians and drivers.	Should this scheme be bought forward it would be subject to a feasibility study which would consider pedestrian counts, sight lines and vehicle speeds. This will determine the need for and form of any new crossing facilities.
Kingswood Residents Association	R&B	By email	Page 4, Item 19 Additional entry lane. We presume that this is not an additional lane but an extension of the existing left hand lane back to the Tadworth Court entrance. This would enable a very few vehicles heading North to escape quicker, but would have no effect for the vast majority of vehicles which head South (A217) or East (Bonsor Drive). There would be a much greater improvement if the left hand lane were to be dual use for A217 (North) & Bonsor Drive with the right hand lane for the majority (A217 South). This would enable about 9 or 10 vehicles to escape per light change instead of the current 6 or 7. The extension might not then be	Scheme 19 is an additional entry lane onto the junction which would be an extension of the existing left hand lane. However this scheme is still at the scheme identification stage and a feasibility study or initial design has not yet been produced. The purpose of this scheme would be to improve peak hour traffic capacity on the Tadworth Street arm approach and improve pedestrian safety. These comments will be passed on to the County Council's signals team and all schemes in the forward programme will be reviewed yearly.

			<p>needed. It would then need lane segregation at the next lights (between the 2 parts of A217) into left hand lane for Bonsor Drive and right hand lane for A217 South. This would have the added advantage of getting the waiting vehicles further away from the main Northbound A217 as there is currently often a tailback across the A217 as most vehicles currently head for the left hand lane despite their eventual exit down the A217 South.</p>	<p>The existing dropkerb would be improved by added 'tactile' paving. This is a system of textured ground surface indicators found on many footpaths, stairs and train station platforms to assist pedestrians who are blind or visually impaired. Tactile warnings provide a distinctive surface pattern detectable by long cane or underfoot which are used to alert people with visual impairments of their approach to streets and hazardous drop-offs. Design of a pedestrian facility at Waterhouse Lane would need to comply with the guidance set out by the Department for Transport. This includes advice on sightlines.</p>
<p>Kingswood Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>Page 10, Item 102, Pedestrian Crossing. It is not understood how pedestrian crossing facilities can be described as 'tactile'. Any type of pedestrian crossing over Waterhouse Lane at this location will be vulnerable to westbound vehicles coming round blind downhill bend. Double yellow lines either side of the exit from Woodland Way (say 15m – that part understood to be Highway as opposed to private road) would improve line of sight for pedestrians and drivers.</p>	<p>Any development in this area will be required to demonstrate its acceptability in capacity, safety and policy terms. In terms of safety and policy this includes for all modes. The highway authority are aware of the issues raised above, they have been identified in the Local Transport Strategy and will be considered going forward.</p>
<p>Kingswood Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>Page 10, Item 103, Pedestrian Crossing. This junction was rated as overloaded and congested at peak times 20 years ago. This has since been compounded by the Highway Authority allowing further developments on the basis that no one development increases traffic flow by more than 5%. The cumulative effect of at least 8 major flatted developments has been ignored (eg 06/00952JF Cro Madra, St Monica's Road). There is potential residential/commercial development of the Station Yard. Various schemes have been considered in the past (traffic lights, mini roundabout, double mini roundabout) and rightly rejected on safety grounds. The only safe crossing points are from the Station Yard to the Pub and from the Pub car park entrance to the East side of Bonsor Drive. Additional suggestion, Burgh Heath traffic lights. The Southbound filter to A240 Reigate Road should be controlled by a demand sensor. Currently, the Northbound traffic is held up for the filter phase even if there is no traffic waiting. Installing a sensor would enable more time to be allocated to Northbound traffic without loss to any other traffic or more to both Northbound and A240 exiting traffic with only minimal loss to Southbound traffic.</p>	<p>This proposal would require significant feasibility work and assessments and has been passed on to the Surrey County Council Traffic and Streetworks Team and will be assessed as a potential scheme for inclusion in the Forward Programme when it is reviewed yearly.</p>
<p>R&B Rail Users Assocn</p>	<p>R&B</p>	<p>By email</p>	<p>Para 3.5 This relates to the whole of Surrey and is not specific to R&B issues.</p>	<p>This paragraph is part of the section headed "Surrey and its Transport Network".</p>
<p>R&B Rail Users Assocn</p>	<p>R&B</p>	<p>By email</p>	<p>Para 3.15 The Brighton Main Line (BML) is already at full capacity in the morning and evening peaks. As Redhill is only served by the slow lines (the fast "Quarry" lines pass to the east of Redhill), it is effectively on the Horsham branch, separating from the BML at Stoats Nest Junction (north of Coulsdon). There are currently few, if any, services at Redhill that come from the BML south of Three Bridges. Horley is on the four-track section of BML, but even so it has no through services from BML in the off-peak; all its trains come via Horsham. It has only one fast service to/from London in the daytime off peak, but none in the evenings. It has a few trains in the morning and evening peaks which are fast to/from East Croydon, so despite being on the four-track section of the BML it gets little benefit from this. For East Croydon and London, it is quicker and cheaper to travel via Gatwick except in the peaks.</p>	<p>Noted</p>
<p>R&B Rail</p>	<p>R&B</p>	<p>By email</p>	<p>Para 3.17</p>	<p>This is a physical limit on certain sections the North Downs Line. This has</p>

Users Assocn			It is not clear in the Draft whether the three-coach limit on the North Downs Line towards Reading is a physical limit, or simply that there is insufficient diesel-powered rolling stock to provide longer trains. Para 6.39	been identified as a priority of the Surrey County Council Rail Strategy and the County Council are working with Network Rail and Train Operators to try to improve this line.
R&B Rail Users Assocn	R&B	By email	This refers to the Wessex Route Study. Please note that the Sussex Area Route Study has now been published in draft. This has much more relevance to the R&B area, and I hope its content will be considered before the R&B Transport Strategy document is finalised. Para 7.10	The Sussex Route study has now been added to the related External work streams.
R&B Rail Users Assocn	R&B	By email	This states there are seven direct trains from Redhill to London at most times of the day. The standard off-peak service is six, not seven: two fast services to Victoria (from the Horsham route, only one of which serves Horley), and four slow to London Bridge (two from Horsham and one each from Reigate and Tonbridge). All platforms at Redhill now have lift access so are fully DDA-compliant. This applies to access/egress from both sides of the station. Para 7.30	Noted and amended
R&B Rail Users Assocn	R&B	By email	Pedestrian access to Horley station does not require use of the underpass or footbridge in the town centre. There is pavement access directly to the station from both sides of the underpass/footbridge. Para 7.34	Noted and amended
R&B Rail Users Assocn	R&B	By email	Community severance and restriction of east-west movement in Horley because of the railway is no different to that existing in Redhill. The overall impression is that areas North of the M25 form little part of this review. For instance - 1 No mention of any schools in this part of the Borough - see 5.3 2 The important A2022 cross route through Banstead is almost ignored 3 There is little mention of the rail line from Epsom Downs 4 There is no mention of National Express Route A3 hourly service to Gatwick along the A217 5 Kingswood, Tadworth & Walton are dismissed as smaller settlements only being referred to in the Annexe	Noted 5.3 focuses on schools due for expansion only. Epsom Downs station has been added National express route added Unfortunately the Local Transport Strategy cannot look at all settlements in detail and the line must be drawn at some point. These settlements are included in the annex with proposed improvement schemes.
Banstead Village Residents Association	R&B	By email	Some errors and omissions 1 Under 5.1 it states 6900 additional homes per ANNUM. This is a gross error. It is over the lifetime of the plan. 2 Under 3.9, the A240 is stated as being from Burgh Heath to London. The A240 goes to Kingston. It joins the A24 in Ewell. 3 That goes onto London as does the more direct A217 4 Under 7.59, the train service to London Victoria is stated as every hour. It is half hourly at peak times 5 Epsom Downs station is within R & B Borough boundaries and doesn't get a mention. (Note it is appallingly badly signposted off Longdown Lane South)	Amended
Banstead Village Residents Association	R&B	By email	General Comments Under 7.66 . The pond is leaking! More seriously 1 Annex 13 mentions a £1m scheme to improve footpaths from the M25 along the A217 so that cyclists could use it. This needs more detail as to why. What is the value for money? 2 No mention of the fact that since the Olympic Games many roads	1. The scheme purpose is to provide facilities for cyclists along an important corridor. 2. Surrey County Council are working to form a strategy for access to the Surrey Hills, this will be added to section 6.

		<p>leading to Box Hill etc are congested with serious cyclists especially at weekends and holidays</p> <p>3 Footpaths, both Public and others in the Banstead area are neglected and in a poor state. Look at the situation along Croydon Lane and Sutton Lane over the Downs and Woodmanssteme Lane</p> <p>4 Page 5 Theme C. What and where is the Eco Park? What is "affordable warmth"?</p> <p>5 What is the Countryside Management Transformation Programme? Para 4.18 on climate change is woolly to say the least. What climate change?</p> <p>6 Under 7.57. What is "relative retail and convenience growth"?</p> <p>7 Under Annex page 10, item 97. Crossing at St Ann's School. This has been debated at length and dismissed by the Local Committee of R & B and Surrey CC</p>	<p>3. The Local Transport Strategy is a strategic document and does not include maintenance works. This comment has been passed on to the Planned Maintenance Team</p> <p>4. Theme C relates to the Surrey County Council Environment and Infrastructure priorities. This has caused confusion for many readers of the document and so the chapter layout has been changed and theme C omitted to ensure the documents objectives are clear.</p> <p>5. Paragraph 4.18 represents Surrey County Council views on climate change</p> <p>6. Amended, this was a typing error and should have read "retail and convenience growth".</p> <p>7. Feasibility design was undertaken and two options identified. Under delegated authority, the Reigate and Banstead Local Committee Chairman, Vice-Chairman and divisional Member have agreed not to progress either of these options. No further work is planned for this junction and it will be removed from the forward programme.</p>
<p>Banstead Village Residents Association</p>	<p>R&B</p> <p>By email</p>	<p>BANSTEAD STATION -The line to Epsom Downs is served by a single track rail from Sutton. The service is half hourly at peak times and hourly at other times and on Saturdays. No Sunday service and stations are unmanned. The last train on weekdays and Saturdays arrives 23.30 at Banstead Station.</p> <p>Car parking is miserable just off Banstead Road – 5 cars if you are lucky (7 if you push your luck), but it is free. Other commuter parking clutters up the roads off nearby Nork Way</p> <p>At Epsom Downs station, a very modern one, there is free parking for 20 cars and many more if you park in the rather upmarket Bunbury Way.</p> <p>Banstead Station has a large potential catchment area, but its potential has been neglected.</p> <p>The many footpaths in the vicinity are dark and somewhat forbidding. Detail in Annex 87 is noted covering cyclists and pedestrians</p> <p>PROPOSAL- Promote the acquisition of an area of very low grade secondary woodland adjacent to the 2 Public Footpaths from Fir Tree Road. This would take the form of a swap of land to equal area and is very possible. The land in question is Green Belt and would have been open up to about 50 years ago.</p> <p>Provide parking for 20 cars together with a covered cycle rack.</p> <p>This is all the more important following the closure of the multi storey car park in Brighton Rd, Sutton.</p> <p>In addition, this station approach and entrance is very uninviting and could be improved. Trees need to cut back from the foot paths to open it up.</p> <p>BUS SERVICE TO EPSOM HOSPITAL- Route 166 from Croydon to Banstead is a 20 minute service, but once an hour it goes on to Epsom Hospital. There have been numerous calls for this service to be improved, not just to the Hospital but to Epsom town centre as well.</p> <p>There is also a route 318 (317) running a circular service round the houses and touching Tattenham Corner. This terminates in Epsom High St and is a bit erratic being geared to school days.</p>	<p>The Surrey County Council Rail Strategy has identified parking at rail stations as a key priority for Surrey. This proposal would require significant feasibility work and assessments and has been passed on to the Surrey County Council parking team and will be assessed as a potential scheme for inclusion in the Forward Programme when it is reviewed yearly.</p>
<p>Banstead Village Residents Association</p>	<p>R&B</p> <p>By email</p>		<p>Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-</p>

<p>Banstead Village Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>Compared with the bus services to Sutton and Croydon, Epsom with its hospital is a poor relation. NOTE: - This was the situation up to the end of August. However a new route -477 - has started up, from Banstead to Guildford on Sept 1st. This goes direct to Epsom (unlike the 166) and past Epsom Hospital (and Epsom Cottage Hospital), so it is an improvement even if it does not synchronise with the 166. The timetable says Monday to Friday (no Sat) roughly every hour but not as comprehensive as the 166. PROPOSAL - See how the new service settles down and review in one year's time. Integration of the timetables of the 3 routes would provide a more useable service</p> <p>BUS SERVICE TO WOODMANSTERNE- The lack of a bus service from Banstead along Woodmansterne Lane to Woodmansterne has been of long term concern to local residents. Currently, Route 166 goes along Croydon Lane to get to Woodmansterne having been rerouted from Woodmansterne Lane in 2003. The history of this route is long and tangled and wont be detailed here except to say Route 166 started life in 1948 between Chipstead Valley and Thornton Heath. Epsom Buses used to run Route 498 between Epsom Town and Croydon from 1992 and the contract was taken over by Arriva (based in South Croydon) in 2001. As it rests, Arriva, who retained the contract in 2013, use their standard single deck bus (9.8m in length?). Woodmansterne Lane is deemed unsuitable for a vehicle of this size. Other buses do go down this road but they are restricted to one a day school runs. PROPOSAL- When the contract comes up for review, there should be a re-examination of the situation to see if a compromise can be reached with alternate buses going down Woodmansterne Lane. Epsom buses use a shorter vehicle on route S1 for instance.</p> <p>BANSTEAD CROSS ROADS – A217 / A2022- The Draft proposals include £200k for improvements at this very busy junction. The A2022 section is made more complicated by 2 other junctions. Bolters Lane meets Winkworth Rd at a very small mini-roundabout East of the A217 junction and Banstead Road merges with Fir Tree Rd some 60m West of the traffic lights. Long queues are frequent at both these junctions. There are 4 slip roads leading on and off the A217. Those leading off the A217 are well designed, however the one going North onto Fir Tree Road is very lightly used. The other 2 slip roads leading off the A2022 are another problem. That going North down the A217 has severe peak hour problems even though the lead off is quite long, it is usually blocked by traffic going East. The one going South onto the A217 is severely obstructed, especially at peak times. It has a very short lead off and you are lucky if 2 to 3 cars can use it in heavy traffic. There is a further problem. Going East to the mini-roundabout, the road narrows significantly slowing traffic down. At worst this can mean that not all the stopped traffic can get over at the lights. Mention is made of a need to introduce pedestrian crossing facilities at the traffic lights. There is a low volume of pedestrian movement here and no clear need for such investment. This would greatly decrease any benefit to be gained from the improvements suggested below. PROPOSAL- The A2022 be realigned and widened to the North for a stretch of up to 100m from 20 m East of the mini-roundabout towards the</p>	<p>review These comments have been passed on to the County Councils passenger transport team and will be looked into as part of the aforementioned bus review.</p>
<p>Banstead Village Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review These comments have been passed on to the County Councils passenger transport team and will be looked into as part of the aforementioned bus review.</p>	<p>Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review These comments have been passed on to the County Councils passenger transport team and will be looked into as part of the aforementioned bus review.</p>
<p>Banstead Village Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>All proposed schemes within the Forward Programme are subject to funding, feasibility studies and public consultation. Should a scheme be prioritised a feasibility study would be conducted and a preliminary design would be prepared. Comments received about each scheme during the public consultation of the Local Transport Strategy and Forward Programme will be kept by scc and looked at again as and when scheme comes forward. Where a scheme is categorised as in the 'scheme identification' delivery stage, the need for a scheme has been identified and initial drawings may have been produced but an outline design of scheme options will not yet be prepared. This is one of the busiest junctions in the Borough and particularly along the A217. To address safety concerns of Surrey Police traffic scc implemented a right turn filter from east-A217 southbound. A result of this was some additional queuing along Winkworth Road. There was also a long standing desire of Banstead residents to have a pedestrian phase on these signals as they are on a desire line to/from Banstead station. However there was/are capacity issue in installing this on the layout. To seek to address/investigate these issues scc commissioned a Paramics Traffic model of the junction in 2008 and started to develop a prioritised list of interventions which could then form part of a staged implementation.</p>	<p>All proposed schemes within the Forward Programme are subject to funding, feasibility studies and public consultation. Should a scheme be prioritised a feasibility study would be conducted and a preliminary design would be prepared. Comments received about each scheme during the public consultation of the Local Transport Strategy and Forward Programme will be kept by scc and looked at again as and when scheme comes forward. Where a scheme is categorised as in the 'scheme identification' delivery stage, the need for a scheme has been identified and initial drawings may have been produced but an outline design of scheme options will not yet be prepared. This is one of the busiest junctions in the Borough and particularly along the A217. To address safety concerns of Surrey Police traffic scc implemented a right turn filter from east-A217 southbound. A result of this was some additional queuing along Winkworth Road. There was also a long standing desire of Banstead residents to have a pedestrian phase on these signals as they are on a desire line to/from Banstead station. However there was/are capacity issue in installing this on the layout. To seek to address/investigate these issues scc commissioned a Paramics Traffic model of the junction in 2008 and started to develop a prioritised list of interventions which could then form part of a staged implementation.</p>

			<p>traffic lights. This would allow a longer lead off onto the A217 and relieve the squeeze at the Bolters Lane junction. At the same time widen the pavement on the South side of Winkworth road where it is very narrow and potentially dangerous to pedestrians. This proposal would also have the added benefit in solving the long term drainage problems at the bottom of Bolters Lane. Currently, gullies lead to time expired 1930 vintage outfalls on Banstead Downs</p>	
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