

Transport trends in Reigate & Banstead

Understanding how people travel in, through and from the borough can help us identify opportunities for infrastructure improvements, or the potential to encourage behavior change to more sustainable travel modes.

Population statistics and forecast changes can help us write business cases to put to government/funding bodies to help justify the schemes that we put forward for funding.

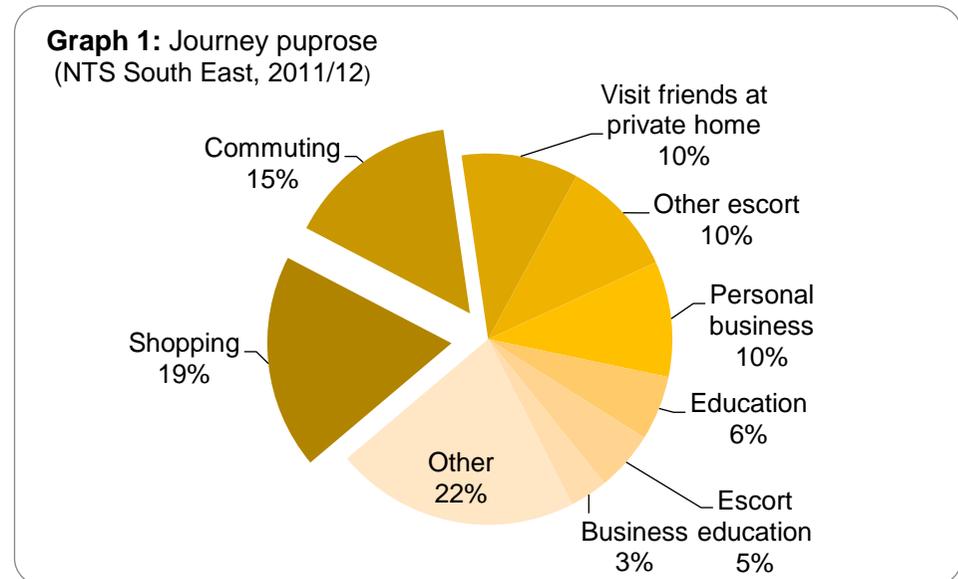
Population

According to figures from the Office for National Statistics, the population of Reigate & Banstead in 2016 was 145,648. Reigate & Banstead's population has increased steadily over recent decades and this is forecast to continue. The Government predicts that the population could rise to 158,100 in 2022 and 165,700 residents by 2027. Looking beyond, the Government projects that by 2033 the population of the borough will exceed 170,000.

Reigate and Banstead has an aging population. Projections suggest that the number of people over 65 could increase by just over 40% between 2012 and 2027, compared to an overall population increase of 18%¹.

Journey purpose

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.

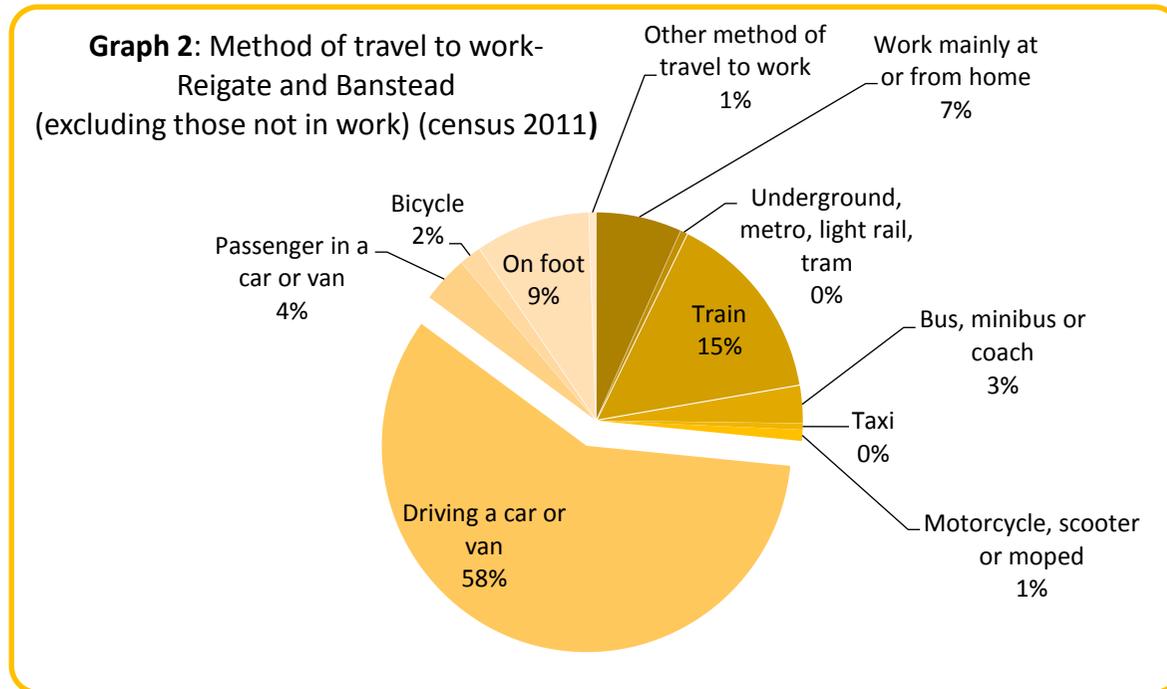


¹ 2010-based sub-national population projections (ONS 2011).

² National Travel Survey dataset 'NTS9906 Great Britain, 2011/12'.

Travel to work

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).



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 van³.

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

Car ownership⁴ is higher in Reigate and Banstead than the average in the South East (81%) at 86.3%.

³ 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.

⁴ Statistics sourced from 2011 Census dataset 'car or van availability'.

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 foot. 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)

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% 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).

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.

⁵ 2011 Census.

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