

# **Surrey Transport Plan**

## **Reigate & Banstead Draft Local Transport Strategy**



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# Surrey Transport Plan

## Reigate & Banstead Local Transport Strategy

Version 6 – August 2018

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### Version control

Version	Date	Author / Owner	Rationale
This version			
6	Aug- 18	Transport Policy team	Approved by Local Committee via delegated authority to seek Surrey Cabinet Approval
Previous versions			
5	Apr- 18	Transport Policy team	Draft for consultation
4	Feb-18	Transport Policy team	Full review and update, working draft
3	May-15	Transport Policy team	Approved by Surrey Cabinet
2	Dec-14	Transport Policy team	Approved by Local Committee
Consultation	Sep-14	Transport Policy team	Original consultation draft

## Executive Summary

This is the Draft Local Transport Strategy for Reigate & Banstead. It forms part of, and contributes to, the Surrey Transport Plan, which is the third Local Transport Plan (LTP) for the county. The LTP is a statutory plan, which the County Council is required to produce by the Local Transport Act 2008 and Transport Act 2000.

The Surrey Transport Plan sets out how the County Council's aims to achieve a transport network that is effective, reliable, safe and sustainable.

Local Transport Strategies place the aims of the Surrey Transport Plan in the context of an individual district/borough. They have been produced for all districts and boroughs within Surrey and are 'live' documents, updated every 2-3 years; they include a Forward Programme of schemes as an appendix which is intended to be updated yearly.

The purpose of the Local Transport Strategy is to address current transport issues and support the growth set out within the borough local plan. The Strategy will assist in attracting funding to achieve this.

The objectives of Reigate & Banstead's Local Transport Strategy are to:

1. Encourage economic growth across the borough;
2. Encourage more sustainable travel – on foot, by bicycle and public transport;
3. Improve air quality where pollutants exceed recommended levels;
4. Improve road safety for all users; and
5. Improve the transport network to support population growth and development.

A Forward Programme of transport schemes (Appendix 1) provides a list of interventions which seek to deliver these objectives and which are required to address problems and deliver growth. They also provide an evidence base for future funding bids.

The Strategy has been produced by the County Council in partnership with Reigate & Banstead Borough Council.

# 1 Introduction

- 1.1 The Reigate & Banstead Local Transport Strategy and Forward Programme are part of the Surrey Transport Plan (LTP3) and together they support the Borough's Local Plan (including the 2016 Regulation 18 Development Management Plan, 2005 Reigate & Banstead Borough Local Plan and the 2014 Core Strategy).
- 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 The LTS sets out the transport objectives and delivery priorities for Reigate & Banstead Borough. The LTS provides:
  - a local transport policy framework for the Borough;
  - an aid to the prioritisation of transport investment; and
  - assistance to the local planning authority with infrastructure planning in support of the Local Plan
- 1.4 The LTS sets out the approach by which Surrey County Council (SCC) and Reigate & Banstead Borough Council (RBBC) seek to encourage sustainable travel patterns and manage congestion in the borough.
- 1.5 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 effective transport choices for all users.
- 1.6 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.
- 1.7 The priorities and proposals outlined in this LTS look to facilitate the following objectives:
  1. Encourage economic growth across the borough;
  2. Encourage more sustainable travel – on foot, by bicycle and public transport;
  3. Improve air quality where pollutants exceed recommended levels;
  4. Improve road safety for all users; and
  5. Improve transport network to support population growth and development.
- 1.8 These objectives have been worked up in partnership with Reigate & Banstead Borough Council and are stated in full in Section 2 of the Strategy.



## 2 Objectives

These objectives are specific to Reigate & Banstead Borough but have been identified to align with a number of policy documents (many of which are listed and linked to in section 3 of this strategy). Primarily they seek to deliver transport solutions which complement the Surrey Transport Plan's vision of providing safe, reliable, sustainable and effective transport.

### 1: Encourage economic growth across the borough

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

### 2: Encourage more sustainable travel on foot, bicycle and public transport

- Provide a balanced and sustainable transport system through improvements to walking and cycling provisions.
- Improve accessibility to public transport, including rail.
- Develop Redhill as a transport hub.
- Implement town centre travel planning and residential travel planning as part of new development.

### 3: Improve air quality where pollutants exceed recommended levels

- Reduce car use and congestion in the borough.
- Continue to monitor and analyse pollutant levels.
- Support provision and uptake of low emission transport modes.

### 4. Improve road safety

- Reduce injury collisions for all road users.

### 5. Improve transport network to support populations growth and development

- Improve the transport network and capacity, in particular to support new developments, to support population growth and manage network demand.
- Ensure new developments connect with existing cycle and footpath networks.
- Make improvements to public transport including accessibility, capacity and frequency and making sure these connect to new developments.

### 3 Policy Context

- 3.1 The Local Transport Strategy (LTS) sits within a wider policy context and many policies have directly influenced its development. These include other strategies which form part of the statutory Local Transport Plan (LTP3, also known as the Surrey Transport Plan).
- 3.2 LTP3 sets out the County Council's objectives to help people 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. Strategies from LTP3 which have been considered when developing this LTS are listed in the table below, along with other key strategies, policies and external partners.

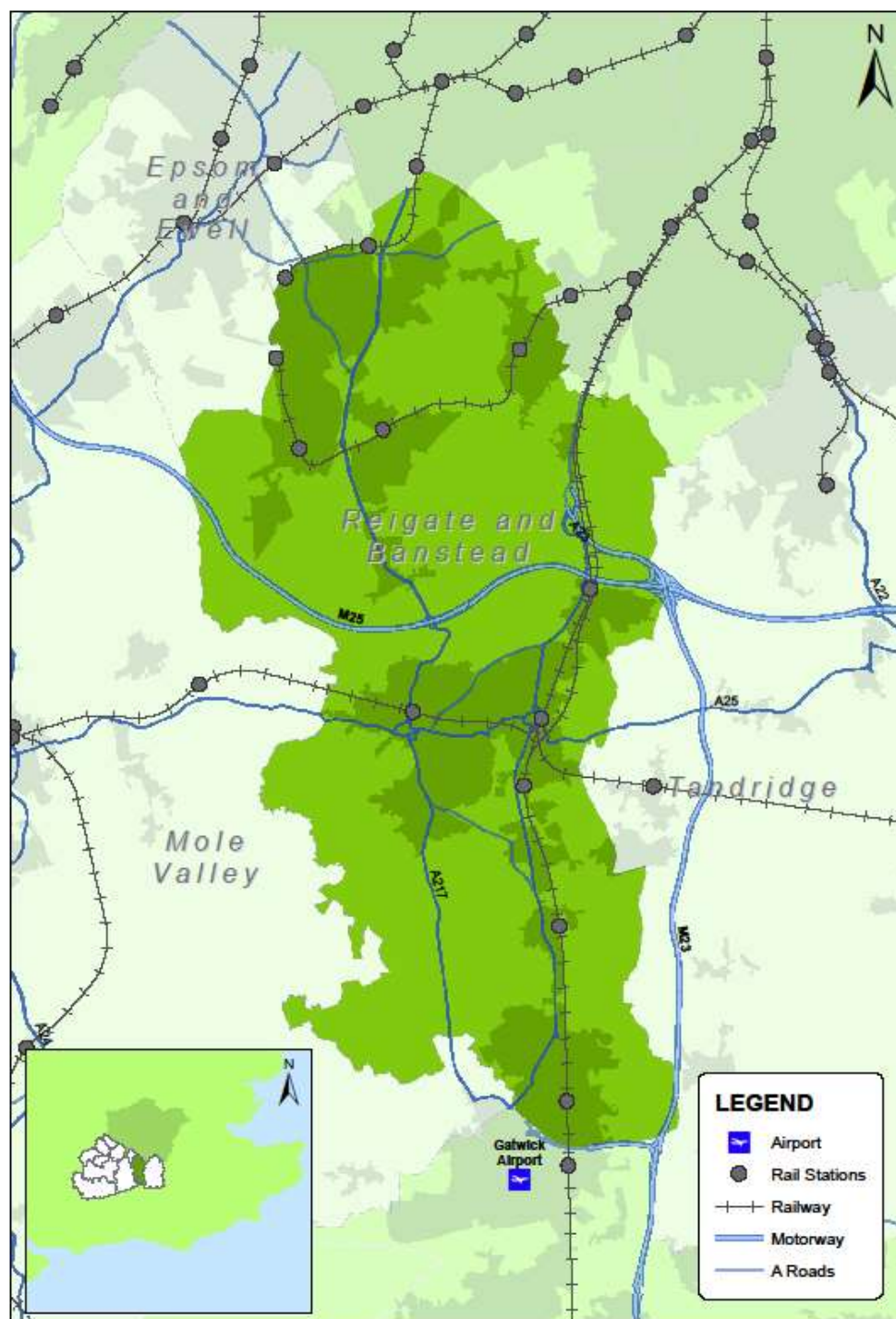
Surrey		Highways England	Reigate & Banstead
<ul style="list-style-type: none"> <li>• <a href="#">Surrey Transport Plan</a> strategies, including:               <ul style="list-style-type: none"> <li>• <a href="#">Air Quality</a></li> <li>• <a href="#">Climate Change</a></li> <li>• <a href="#">Congestion</a></li> <li>• <a href="#">Cycling</a></li> <li>• <a href="#">Freight</a></li> <li>• <a href="#">Parking</a></li> <li>• <a href="#">Local Bus Strategy</a></li> <li>• <a href="#">Passenger Transport Information Strategy</a></li> <li>• <a href="#">Travel Planning</a></li> <li>• <a href="#">Rights of way Improvement Plan</a></li> </ul> </li> <li>• Corporate Strategy</li> <li>• <a href="#">Road Safety &amp; Anti-Social Driving Strategy</a></li> <li>• Public Health framework</li> </ul>	<ul style="list-style-type: none"> <li>• Surrey Physical Activity Strategy 2015-20</li> <li>• Surrey Healthy Weight Strategy for Children, Young People and Families.</li> <li>• Education strategies:               <ul style="list-style-type: none"> <li>• Schools Place Programme</li> <li>• Transport Strategy for Schools Places Programme</li> </ul> </li> <li>• <a href="#">Surrey Future</a> strategies, including:               <ul style="list-style-type: none"> <li>• <a href="#">Congestion Programme</a></li> <li>• <a href="#">Surrey Rail Strategy</a></li> <li>• <a href="#">Surrey Infrastructure Study</a></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <a href="#">London Orbital and M23 to Gatwick route-based strategy</a></li> <li>• M25 to Solent Route Strategy Evidence Report April 2014</li> </ul>	<ul style="list-style-type: none"> <li>• Borough Local Plan 2005</li> <li>• <a href="#">Core Strategy</a> (adopted 2014)</li> <li>• Emerging Development Management Plan</li> <li>• <a href="#">Horley Masterplan</a></li> <li>• Local Cycling Plan</li> </ul>
		Others	
		<ul style="list-style-type: none"> <li>• <a href="#">Gatwick Airport Surface Access Strategy 2012-2030</a></li> <li>• <a href="#">Coast to Capital Strategic Economic Plan</a></li> </ul>	Network Rail and train operators <ul style="list-style-type: none"> <li>• Sussex Route Study</li> <li>• Wessex Route Study</li> </ul>

- 3.3 Much of the funding for schemes outlined in this LTS will come from the Local Enterprise Partnership (LEP), known as Coast to Capital. For this reason, the LTS is a key document in helping to inform decisions about which schemes are suitable to develop further and submit business cases proving their justification to the LEP.
- 3.4 The local transport strategies have previously been used to respond to and inform the LEP's Strategic Economic Plan which considers highway and transport interventions required to achieve sustainable growth in jobs, provision of employment floor space and housing numbers.
- 3.5 In addition to responding to required growth, the LTS also considers interventions needed to address existing problems on the transport network.
- 3.6 The LTS also helps the Borough Council to compile and update its Infrastructure Delivery Plan, which forms part of the Local Plan, and helps identify projects which could be funded through the Community Infrastructure Levy (CIL) and the Integrated Transport Scheme Programme.
- 3.7 It is acknowledged that in the future Reigate and Banstead may be impacted by large-scale strategic transport needs and schemes that have an influence across multiple boroughs and districts in the south east. An example could be as a result for a need to take account for airport expansion. The Surrey Infrastructure Study specifically looks at these large-scale needs across Surrey but this will in turn inform future updates of the LTS and the Forward Programme.



## 4 Transport provision and issues in Reigate & Banstead

- 4.1 The borough of Reigate & Banstead covers approximately 12,900 hectares in area, stretching from the outer edge of London in the north to its border with West Sussex in the south. The map below shows the main transport network covering the borough:



### Motorways and principal road network

Current provision	Existing problems / Challenges	Actions and Potential solutions/aspirations
<p>North/south links:</p> <ul style="list-style-type: none"> <li>A217 (leads to Wandsworth at its further north point and runs from Banstead to Horley and through Junction 8 of the M25 and Junction 9a of the M23 via the A23).</li> <li>A23 (London to Horley).</li> <li>A240 (Kingston to Burgh Heath).</li> </ul> <p>East/west links:</p> <ul style="list-style-type: none"> <li>A25 (Oxted to Dorking via Reigate and Redhill).</li> <li>M25 (access to Kent and M23 to the east and M3, M4 and Heathrow airport to the west).</li> <li>A2022 (Epsom to Purley via Banstead).</li> </ul>	<ul style="list-style-type: none"> <li>Congestion at peak times has a cost to the economy experienced as journey time delay. Appendix 3 illustrates key locations across the borough which experience high levels of congestion.</li> <li>Reigate level crossing creates delays to vehicles which may worsen if train frequency increases. Motorway diversions also exacerbate this issue.</li> <li>Network resilience issues where incidents can create widespread delays.</li> <li>Peak time congestion causes delays around and to key local services including East Surrey Hospital.</li> <li>Peak time congestion within town centres resulting in poor air quality in a number of settlements.</li> <li>Poor accessibility (all modes) to services for local communities.</li> <li>Safety issues e.g. A217 Reigate to Horley which has been identified by the DfT as a site needing improvements to raise safety rating.</li> <li>Poor air quality on sections of Highways England road network e.g. on the A23 in Hooley, north of the M23.</li> </ul>	<ul style="list-style-type: none"> <li>Junction improvements north of A23/M23 Hooley Interchange (SRN 1) and improvements to M25 Junction 8 signalised roundabout (SRN 2) – Highways England projects which are in the options assessment stage.</li> <li>Continue partnership working with Surrey Police through the Drive SMART partnership to reduce casualties and anti-social driving; using guidance in the county's Road Safety outside Schools policy.</li> <li>Operation Horizon (BW 10) – rolling programme of maintenance schemes.</li> <li>Wider Network Benefits East (BW 9) – using the: prevent, monitor, inform and control approach to improve network resilience (see 'Transport Technologies').</li> <li>Working with Highways England and Network Rail to find an agreeable solution to the Reigate level crossing (R 7).</li> <li>Submission of a funding bid to the Department for Transport (DfT) to raise the safety rating of the A217 Reigate to Horley (September 2017 submission) (BW 3).</li> </ul>

### Walking and cycling

Current provision	Existing problems / Challenges	Actions and Potential solutions and aspirations
<ul style="list-style-type: none"> <li>Rural areas offer many opportunities for leisure cycling.</li> <li>Numerous footpaths across the borough, including the Millennium Trail (a 28km walking route from Banstead Downs in the north of the borough, to Horley in the south).</li> <li>National cycle routes 21, 22 and Avenue Verte go through the Borough. Sections of NCR21 have recently been upgraded.</li> <li>The Balanced Network project has improved walking and cycling around Redhill town centre.</li> <li>The Community Route connects Reigate and Redhill and can be walked or cycled avoiding busier roads.</li> <li>Brompton Dock folding bicycle hire exists at both Redhill and Reigate rail stations.</li> </ul>	<ul style="list-style-type: none"> <li>Gaps in walking and cycling infrastructure e.g. lack of cycle infrastructure on key busy corridors such as A23, A217, and on routes over the M25 which causes severance.</li> <li>Where there is cycle infrastructure it can be of poor quality, inconsistent, or fail to link to relevant destinations; in addition there are issues with parking on the footway and in the cycleway.</li> <li>Reigate town centre has very limited provision for cycling and the one-way system is off-putting</li> <li>Routes into Reigate are often heavily congested and with no cycle provision which makes them intimidating.</li> <li>Reigate town centre has a poor pedestrian environment reducing attractiveness.</li> <li>A217 and A23 severs communities with few existing pedestrian crossing facilities. Large sections of the A217 Brighton Road also has no usable footway alongside it.</li> <li>There are limited pedestrian crossing facilities at main junctions such as the A217 Woodhatch Road crossroads.</li> </ul>	<ul style="list-style-type: none"> <li>Reigate &amp; Banstead Local Cycling Plan</li> <li><a href="#">Rights of Way Improvement Plan</a></li> <li>Greater Redhill Sustainable Transport Package (STP) Phase 1.</li> <li>Epsom – Banstead STP.</li> <li>Greater Redhill STP Phase 2.</li> <li>Reigate Road Network Improvements (REI 2). General improvements sought:</li> <li>Improving and widening existing off road cycle paths including improvements to sections of the National Cycle Route 21 between Redhill and Horley.</li> <li>New shared cycle and footpaths along the A23 providing a links between and to Redhill, Reigate and Horley.</li> <li>Footpath improvements such as resurfacing and signage.</li> <li>Improved accessibility for cyclists including installing cycle gutters on footbridges.</li> <li>Improved cycled parking.</li> <li>Improve pedestrian public realm and crossing facilities.</li> </ul>

Bus network		
Current provision	Existing problems / Challenges	Actions and Potential solutions and aspirations
<ul style="list-style-type: none"> <li>The current bus network within the borough is focussed on providing accessibility to the main town centres.</li> </ul>	<ul style="list-style-type: none"> <li>High levels of car ownership and the expectations of residents for the quality of services.</li> <li>Congested roads and dispersed travel patterns present challenges for bus operation.</li> <li>Expectations about the levels of fares and services on bus routes in Surrey due to comparison to neighbouring Greater London, where a franchise system operates, especially where these bus services extend into Surrey.</li> </ul>	<p>Schemes:</p> <ul style="list-style-type: none"> <li>Greater Redhill STP Phase 1.</li> <li>Epsom – Banstead STP.</li> <li>Reigate &amp; Banstead Quality Bus Partnership (PT 2).</li> </ul> <p>General improvements sought:</p> <ul style="list-style-type: none"> <li>Expanding bus stop infrastructure along key bus corridors– e.g. raising kerbing to improve accessibility; providing seating at bus stops; providing bus shelters; standardising bus stop layout and alignment to increase reliability and other information and accessibility improvements.</li> <li>Expanding provision of Real Time Passenger Information across the network.</li> <li>A Surrey-wide smartcard ticketing system working in partnership with bus operators.</li> <li>Intelligent bus priority and other traffic management measures along bus routes.</li> <li>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.</li> <li>Consistent with Surrey's <a href="#">Local Bus Strategy</a>, work with bus operators to deliver and maintain an effective, safe and sustainable bus network that operates through Reigate &amp; Banstead, including encouraging commercial bus services.</li> </ul>

Rail provision		
Current provision	Existing problems / Challenges	Actions and Potential solutions and aspirations
<ul style="list-style-type: none"> <li>The Brighton Main Line provides good access to London, Gatwick Airport and Brighton. Guildford and Reading are accessible via the North Downs Line.</li> <li>Platform 0 at Redhill will increase capacity on the Brighton Main Line from 2018.</li> <li>Convenience of rail travel to London from stations in Reigate &amp; Banstead contributes to its appeal as a place to live and significantly contributes to the local economy.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>The current rolling stock on the North Downs Line is limited to 3 coaches, which creates some overcrowding on services during peak periods.</li> <li>Parking issues at some rail stations, where parking facilities cannot accommodate the large numbers of commuters who drive to these stations, some from outside the borough, leading to overflow parking on local residential roads.</li> <li>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% capacity.</li> </ul>	<ul style="list-style-type: none"> <li>Lobby for the further investment needed to enable faster and more frequent services on the Brighton Main Line and North Downs Line.</li> <li>Network Rail have proposals for Platform 3 at Reigate Station to improve capacity between Reigate, Redhill and London (R4).</li> <li>Improvements to sustainable transport access to stations (in partnership with train operating companies).</li> <li>Electrification of the North Downs Line (<a href="#">Surrey Rail Strategy</a>).</li> <li>Accessibility/safety improvements at railway stations (in partnership with train operating companies).</li> <li>Work with Network Rail and train operators to attract investment to stations in order to improve passenger experience.</li> <li>Increased parking at some stations, where appropriate.</li> <li>The County Council will continue to work with train operators, Network Rail and the Borough Council to endeavour to improve both car parking and cycle parking at railway stations as well as sustainable transport access.</li> </ul>

Transport technologies		
Current provision	Existing problems / Challenges	Actions and Potential solutions and aspirations
<ul style="list-style-type: none"> <li>Provision to support the use of electric vehicles (EVs) as an alternative to petrol and diesel-fuelled cars is expanding.</li> <li>As part of the borough's Air Quality Action Plan(s), RBBC has sought to install electric vehicle charge points. At time of writing, there are 7 off-street charging sites available across the borough; and 0 on-street sites. Off-street sites are a mix of rapid (22kw) and fast (7kw) charging points. Current provision can be viewed at <a href="http://www.zap-map.com">www.zap-map.com</a>. Further information on Council operated points can be found <a href="#">here</a>.</li> </ul>	<ul style="list-style-type: none"> <li>Incomplete network of electric vehicle charge points can make EVs seem unrealistic and unappealing.</li> <li>Difficulties of home charging for residents with no off-street parking.</li> <li>Barriers exist to provision of on-street electric vehicle charging.</li> </ul>	<ul style="list-style-type: none"> <li>Promotion of existing EV charging network.</li> <li>Seek to secure funding to expand the charging network, and provide electric vehicle charging points in appropriate locations.</li> <li>Work with developers to provide charging points as a part of the planning process, with support of parking guidance.</li> <li>Consider potential to provide on-street charging, through the emerging Electric Vehicle Strategy.</li> <li>Continue work to produce an Electric Vehicle Strategy for Surrey (BW 6).</li> </ul>
<ul style="list-style-type: none"> <li>Smart technology to help ease congestion by providing real-time information to drivers is being rolled out across the borough at specific locations and congestion hotspots.</li> </ul>	<ul style="list-style-type: none"> <li>Existing network management equipment needs upgrading to expand traffic management capacity to enable better management of traffic congestion, road safety and journey time reliability.</li> <li>Issues with co-ordinating equipment to respond to issues affecting the local road</li> </ul>	<ul style="list-style-type: none"> <li>Wider Network Benefits (east) (BW 9) concentrates on the 'A' road network in east Surrey: A23; A24; A25; A217; and A240. The scheme is made up of different Intelligent Transport Systems (ITS) measures. These will deliver benefits for Surrey through swifter responses to incidents and improved journey time reliability for all vehicles using the roads,</li> </ul>



	<p>network and the strategic road network (Highways England).</p> <ul style="list-style-type: none"> <li>• Need better technology and equipment to be able to respond to unplanned issues on the transport network and provide information to enable people to find alternative routes.</li> </ul>	<p>as well as improvements in safety, reductions in pollution and more accurate real time travel information.</p> <ul style="list-style-type: none"> <li>• Enhance how we respond to traffic incidents, improve road safety and help to manage key (planned and unplanned) events on the road network.</li> <li>• Work with Surrey Police and the partnership project Drive SMART to deliver improvements.</li> </ul>
<b>Wider issues</b>		
Issue	Existing problems / Challenges	Actions and Potential solutions and aspirations
<ul style="list-style-type: none"> <li>• Impact of transport on air quality and health.</li> </ul>	<ul style="list-style-type: none"> <li>• A number of Air Quality Management Areas (AQMAs) have been declared across the borough. Travel behaviour, congestion, characteristics of the built environment, as well as local geography can all impact negatively on levels of air pollutants, impacting on public health e.g. increased mortality rates, and respiratory diseases.</li> <li>• Local characteristics e.g. canyoning can exacerbate poor air quality, increasing the levels of pollutants that the public are exposed to.</li> <li>• Impacts on public health and the resultant cost to the economy. Evidence suggests that 5.6% of all deaths in Reigate and Banstead are attributable to long term particulate pollution (Public Health England, 2014).</li> </ul>	<ul style="list-style-type: none"> <li>• Seek mitigating measures to improve air quality e.g. improving non-car transport options such as walking, cycling and public transport.</li> <li>• Seek to secure funding to expand the EV charging network and the walking, cycling and bus network.</li> <li>• Work with borough council and public health colleagues via the Surrey Air Alliance to address air pollution issues wherever possible.</li> <li>• Work with developers to provide EV charging points as a part of the planning process.</li> </ul>

	<ul style="list-style-type: none"> <li>People who live near busy roads or airports are particularly at risk of the long-term health effects of air pollution. Areas of high deprivation suffer a greater burden from air pollution related ill health, contributing to inequalities in health.</li> </ul>	<ul style="list-style-type: none"> <li>Deliver behaviour change campaigns e.g. <a href="#">Travel SMART</a> to encourage a modal shift to sustainable transport modes (BW 7).</li> </ul>
<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Physical activity is important for both physical and mental health and wellbeing. Around 1 in 4 adults in East Surrey are physically 'inactive', meaning they undertook less than 30 minutes of activity per week. This puts them at greater risk of disease and in combination with obesity this will place increased demands on the NHS in the next decades. Active travel e.g. walking and cycling is a key way for people to increase their activities levels as well as wider benefits to air quality.</li> <li>Transport has impacts on community cohesion; transport can divide communities e.g. as a barrier to movement, as well as bring them together.</li> </ul>	<ul style="list-style-type: none"> <li>Offering greater opportunities to walk and cycle, by providing improved pedestrian/cycle facilities, is one way to increase overall levels of physical activity and therefore increase opportunities to elicit the health benefits associated to being physically active.</li> <li>Promote active travel which has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight.</li> <li>Increasing the number of people who are out on the streets, active travel makes public spaces more welcoming, provides opportunities for social interaction and encourages everyone to participate in and enjoy the outdoor environment.</li> <li>Deliver behaviour change campaigns e.g. <a href="#">Travel SMART</a> to encourage a modal shift to active transport modes.</li> </ul>
<ul style="list-style-type: none"> <li>Parking provision.</li> </ul>	<ul style="list-style-type: none"> <li>There is increasing pressure on street parking space in towns and villages in the borough which has led to a need for a Reigate &amp; Banstead Parking Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>A Reigate &amp; Banstead parking strategy is being developed which will explore options for managing parking demand.</li> </ul>

## 5 Planned development and its impact on the transport network

5.1 Growth figures that appear in this section are outlined in the Reigate & Banstead Borough Proposed Core Strategy 2012-2027 (adopted 2014).

### Growth areas

#### Housing

5.2 Housing growth within the borough will be mainly within existing urban areas and between 2012 and 2027 will total at least 6,900 additional homes. They will be provided in the following locations:

- Redhill & Reigate – up to 3,010 additional homes.
- Horley – 2,640 additional homes with the majority of provision being made in two new neighbourhoods known as the North East and North West sectors.
- 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 & Banstead over the next five years in order to meet the future need for additional school places.

5.4 Schools which have already been identified for expansion are:

- St. Joseph's Catholic Primary School from 2016 expanded from 60 to 90 places per year.
- Reigate Parish from 2016 expanded from a 60 place infant school to a 60 place primary school (adding 240 junior places).
- Hatchlands Primary School, with 60 places per year (420 total capacity), will be established in Redhill from 2018.
- Meath Green Infant School from 2013 expanded from 70 to 90 places per year.
- Langshott Infant School from 2014 expanded from a 60 places infant school to a 60 place primary school (adding 240 junior places).
- Trinity Oaks C of E Primary School, with 30 places per year (210 total capacity), was established in Horley from 2014.
- A new 60 place Primary School to be provided from 2020 in the newly developed Horley North West Sector.
- The Warwick School from 2017 expanded from 180 to 210 places per year.
- St. Bede's School from 2019 will expand from 270 to 330 places per year.
- A new 180 place Secondary School (900 places in total) to be provided from 2018 in Merstham.
- Oakwood School from 2018 expanded from 240 to 300 places per year.

5.5 Additional school expansions to meet the remaining places needed are still to be identified and "bulge year" classes may be provided on an ad hoc basis, so as to meet localised peaks in demand.

## Employment Growth

5.6 Between 2012 and 2027, the following floorspace is identified in the 2014 Core Strategy to support employment growth across the borough:

- 46,000 sqm additional office floorspace; the majority of this will be in town centres and existing employment areas; and
- 25,800 sqm of additional comparison floorspace and 11,700sqm of additional convenience floorspace, the majority within Redhill.

The Borough Council is reviewing its employment targets as part of its work to prepare a Development Management Plan, including consideration of the opportunity to provide up to 200,000 sqm of new office floorspace in Horley through the potential development of Horley Business Park to meet the employment needs of the borough and beyond.

## How will the identified growth impact on the highway network?

5.7 The county highway model has been used to assess the impact of the development opportunities set out within the borough council's Regulation 18 Development Management Plan consultation document (August 2016), which may have an impact on how much traffic is generated and how it would be distributed on the existing highway network.

5.8 The 2017 assessment provides some indication of "hotspots" / potential problem areas/locations which, should the proposed development be delivered without appropriate mitigation measures, are likely to experience transport related problems (see appendix 3). Potential problems include higher traffic flows, and increased and less reliable journey times. The key areas where these problems are likely to occur are:

- Reigate and Redhill town centres;
- Horley;
- Banstead; and
- Tadworth.

5.9 Several road corridors have also 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;
- A23 – north of Horley;
- A25 – particularly to the east of Redhill; and
- A240 – north of Nork.

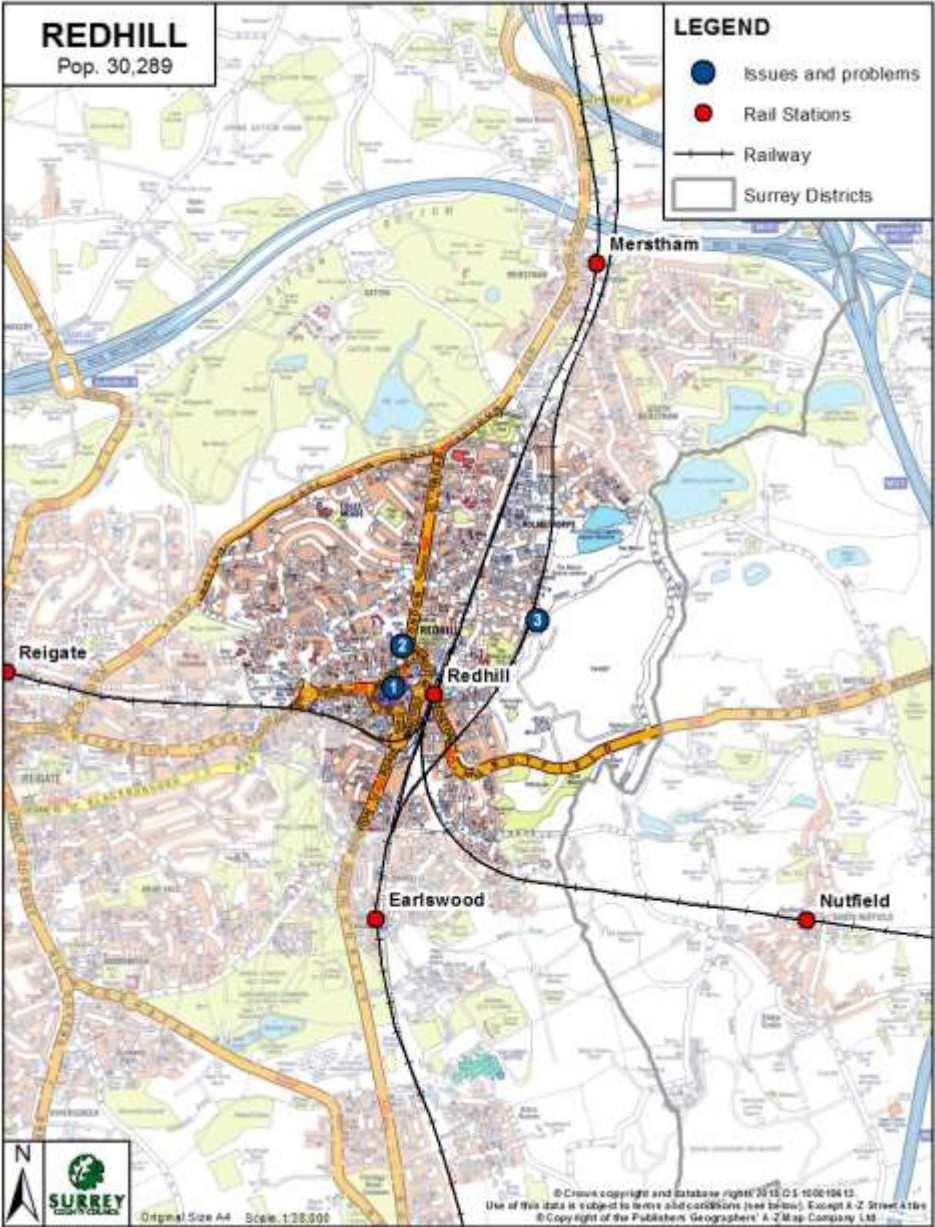
5.10 Within these corridors some key junctions are also sensitive to additional traffic flow and hence increased junction delay. Some of the junctions forecast to experience the greatest increases in junction delay occur along the A23 corridor between Redhill and Merstham and the A217 corridor between Reigate and Burgh Heath. As well as M25 junctions which are controlled by Highways England.

## How will the impact be mitigated?

- 5.11 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 is being implemented to ensure that the required infrastructure for the planned growth at the North West Sector is delivered. From 2016, funding to offset cumulative development impacts is going to be collected via CIL (Community Infrastructure Levy).
- 5.12 The schemes outlined in the Forward Programme (Appendix 1) are intended to account for impacts arising from proposed development in the borough as well as helping to address existing transport issues.

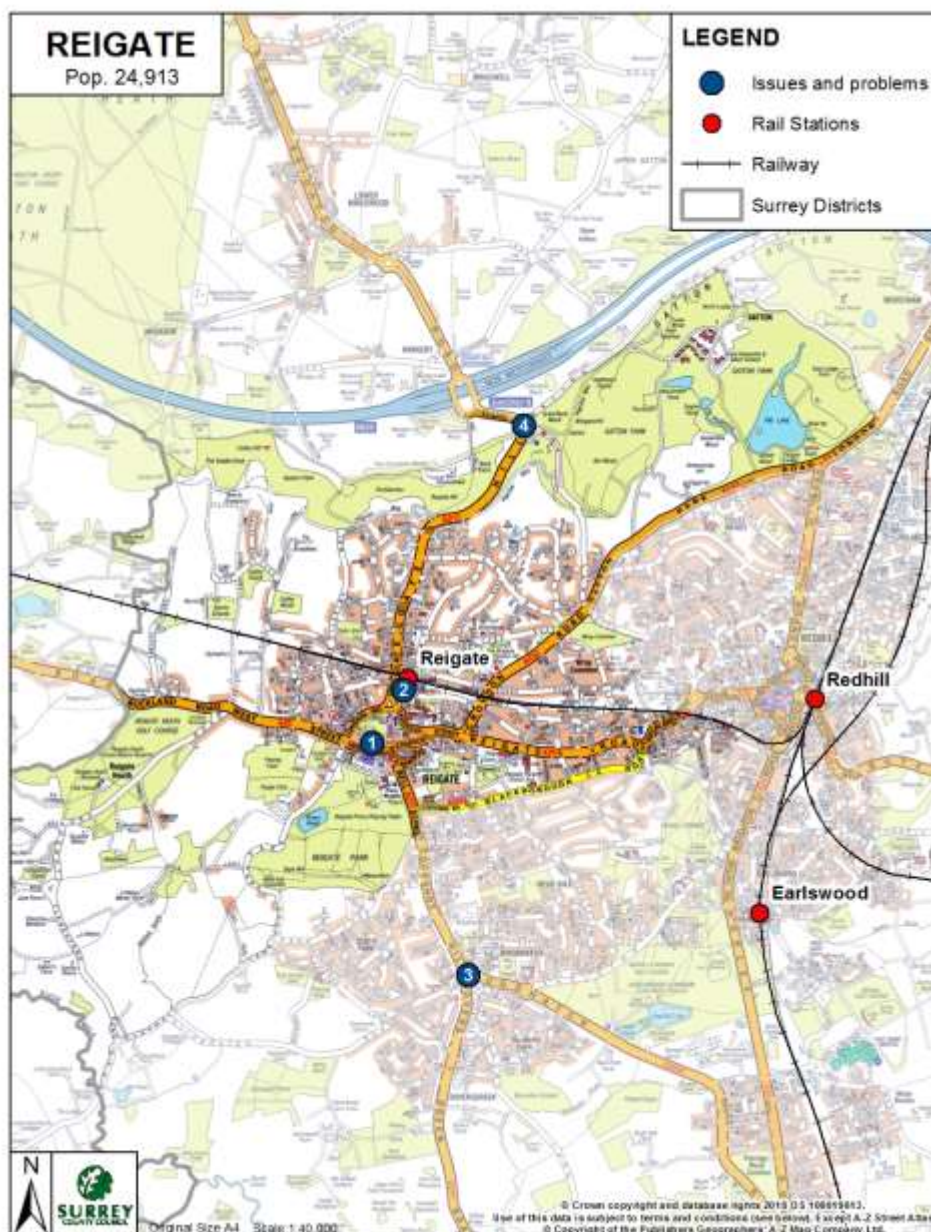
## 6 Places in Reigate & Banstead





Key transport network / context	
<ul style="list-style-type: none"> <li>• Largest town within the borough. Town centre is a comparison goods shopping and leisure destination.</li> <li>• Primary shopping centre and major site for employment.</li> <li>• Good 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 line.</li> <li>• Prime focus for large scale leisure, office, culture and retail developments.</li> <li>• Situated at the intersection of the A25 and A23 which provide access to Surrey and Sussex settlements</li> <li>• Strategic M23 and M25 road corridors are also in close proximity.</li> <li>• A range of bus services including the high quality Fastway bus service with links to Gatwick Airport and Crawley.</li> <li>• The Borough Council are exploring opportunities for urban extensions to the east of Redhill.</li> </ul>	
<ul style="list-style-type: none"> <li>• 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. An additional platform is planned for the station.</li> </ul>	
Label ID	Issues and problems
1	<ul style="list-style-type: none"> <li>• Peak time congestion in the town centre concentrated on the town centre ring road. This reduces the efficiency of bus services and attractiveness of walking connections.</li> </ul>
2	<ul style="list-style-type: none"> <li>• An AQMA has been designated on A23/Redhill Town Centre.</li> <li>• Access to car parks is constrained by indirect road layouts and a lack of signage.</li> <li>• Walking and cycling links are fragmented, of varying quality, do not take the most direct route and in some instances are unsafe.</li> </ul>
3	<ul style="list-style-type: none"> <li>• 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.</li> <li>• A bypass railway line allows fast services from London to Brighton to bypass Redhill reducing the service from the station.</li> <li>• 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.</li> <li>• Some platforms at Redhill Station are only accessible by steps and are not DDA compliant.</li> </ul>
2	<ul style="list-style-type: none"> <li>• 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 21) but this route needs upgrading and more links east and west to reach its full potential.</li> </ul>
Potential solutions	
<ul style="list-style-type: none"> <li>• Greater Redhill STP Phase 1</li> <li>• Epsom - Banstead STP</li> <li>• Redhill STP Phase 2</li> <li>• Longer term aspirations to address issues in Redhill include building on both schemes above to improve connectivity between Redhill and Reigate, major redesign of key junctions such as A23/3-Arch Road junction and A217/Woodhatch Road, and build to on the aspirations within the Local Plan for Redhill to become a regional transport hub.</li> <li>• More details of the schemes described here can be seen in the Forward Programme, including indicative start dates and anticipated costs and funding sources, where known.</li> </ul>	





#### Key transport network / context

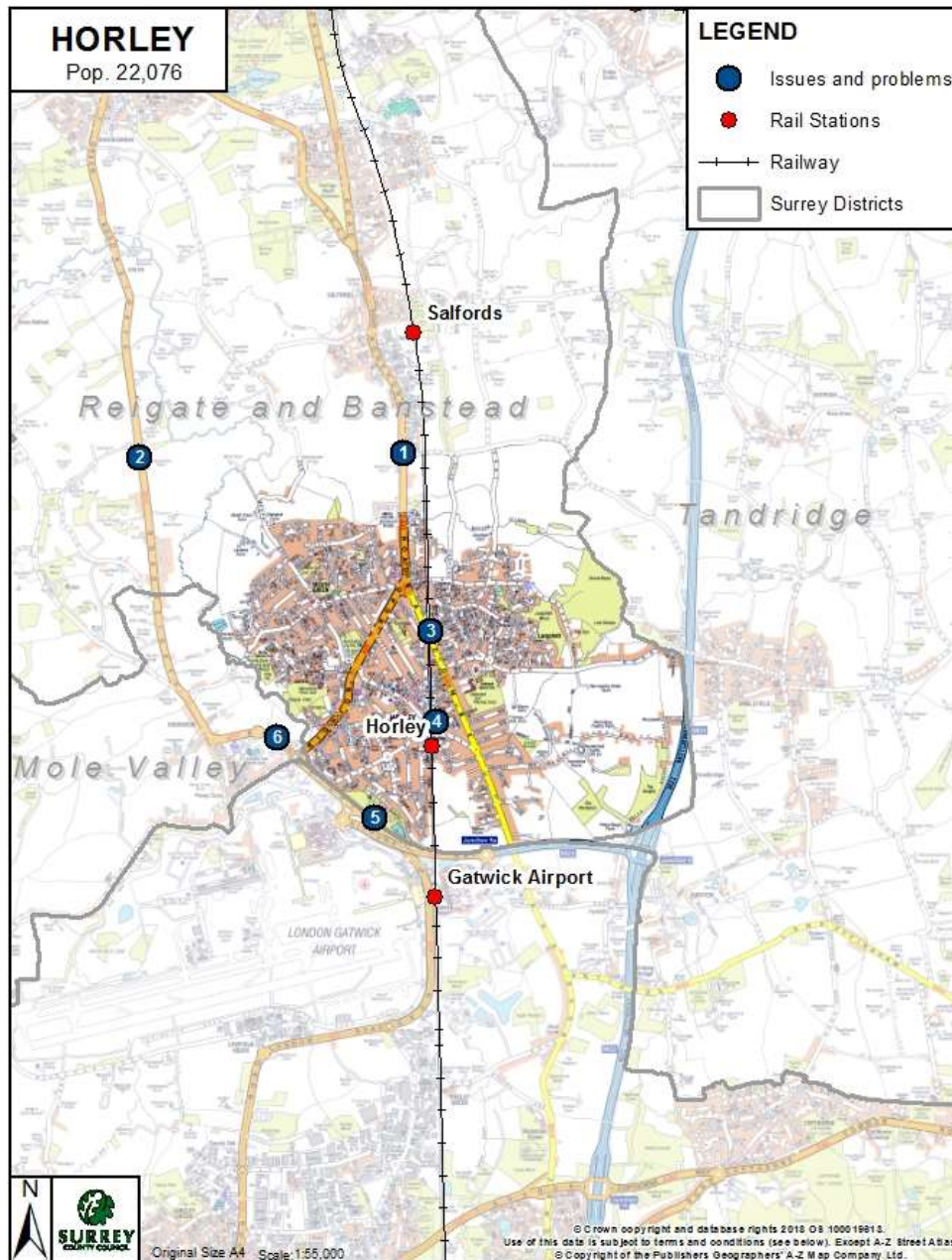
- Reigate is a prosperous and attractive historic market town and visitor destination to the west of Redhill catering for most local needs.
- Economically the town is home to a number of large blue chip businesses and is a strategically important location for office use.
- The town is linked to Redhill by two bus services and a train line.
- The town centre has limited growth for housing and retail growth potential due to its designation as a conservation area.
- The town centre road network is a one way system where the A25 and A217 meet.
- The railway station is situated to the north of the town centre. The station is on the North Downs Line and travelling into London requires changing at Redhill. Connecting services to Redhill are sporadic with some services every 15 or up to 40 minutes. There are hourly services from Reigate to Gatwick Airport.
- The Fastway bus service links Reigate to Gatwick Airport with hourly services.
- The Borough Council are exploring opportunities for urban extensions to the south west of Reigate.

Label ID	Issues and problems
	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
1	<ul style="list-style-type: none"> <li>• Reigate High Street has been designated an AQMA.</li> <li>• The town centre one-way system is a deterrent to cycling.</li> </ul>
2	<ul style="list-style-type: none"> <li>• The level crossing outside Reigate Station is a major constraint and causes traffic on the A217, with planned train service increases likely to create more traffic delays.</li> </ul>
3	<ul style="list-style-type: none"> <li>• The 'Angel' traffic signalled junction between the A217 and A2044 at Woodhatch is a congestion hotspot at peak times, with no pedestrian crossing facilities on the eastern arm of the junction and a history of right-turn personal injury collisions.</li> <li>• Poor rail links have led to a heavy reliance on the road network for travel to and through the town.</li> <li>• Concerns about HGV routing through the south of the town.</li> </ul>
4	<ul style="list-style-type: none"> <li>• The junction of the A217 Reigate Hill with Galton Bottom and Wray Lane is a collision hotspot.</li> </ul>

#### Potential solutions

- Anticipated solutions to some of the problems given above include the Reigate Road Network Improvement Scheme that seeks to address traffic congestion and improve air quality.
- Electrification of the North Downs Line could have significant improvements for Reigate.
- Lorry route signing scheme.
- Redesign of Woodhatch crossroads.
- More details of these schemes can be seen in the Forward Programme.





#### Key transport network / context

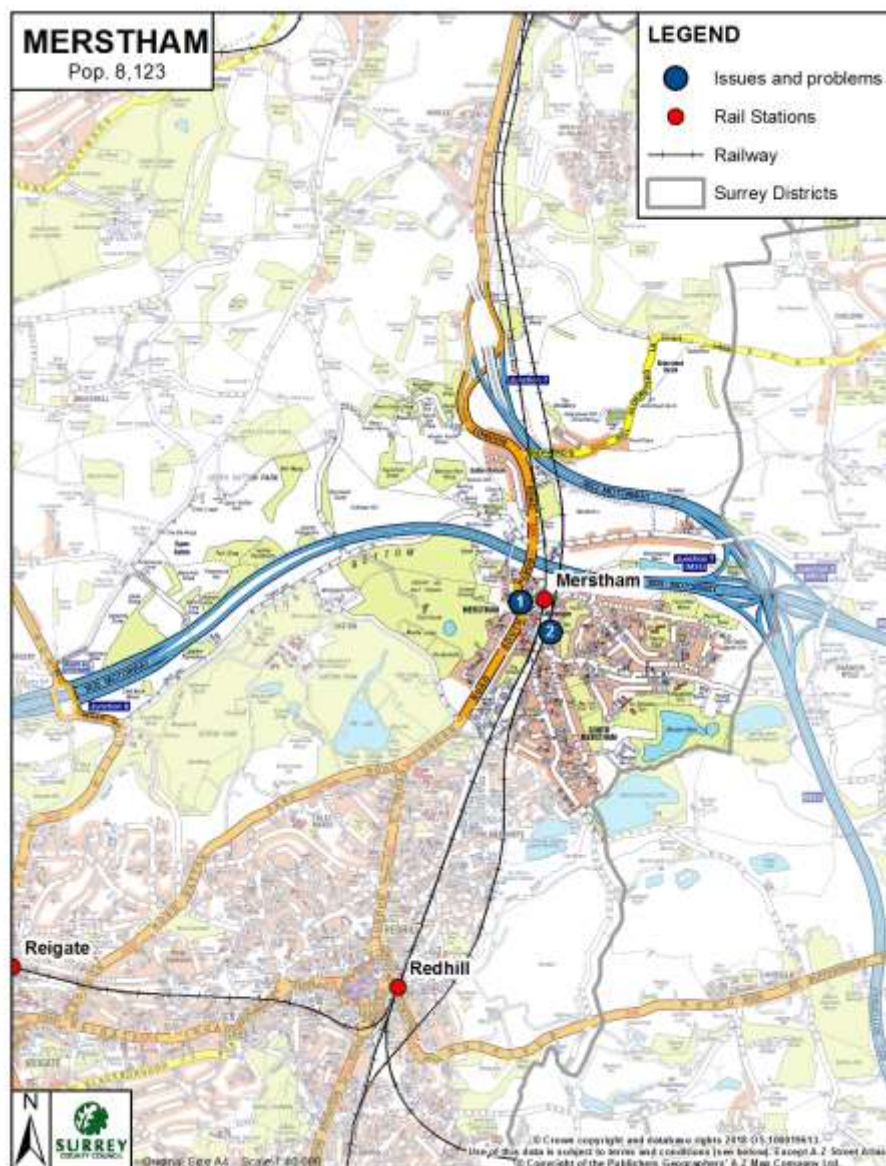
- Horley town centre has been identified as an area in need of regeneration. Major housing growth expansion with an additional 2,600 homes is underway, with the majority of provision being made in two new neighbourhoods being delivered on the periphery of the urban area. These are known as Horley North East and West sectors.
- The A23 runs directly through Horley from Redhill to Longbridge Roundabout where it meets the A217.
- 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.
- Horley is linked to Gatwick from the A23 Brighton Road. 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.
- Horley railway station is situated close to the town centre and is on the Brighton Main line providing services to London Bridge (2tph), London Victoria (1tph), Horsham (2tph) and Portsmouth (1tph).
- Potential for a large scale new business park is also being explored.

Label ID	Issues and problems
1, 2	• The A23 and A217 act as barriers to east-west movement and create a high degree of severance.
3, 4	• 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. • Community severance and east-west movements are restricted by the railway line.
	• Besides roadside footways, there are no pedestrian routes between residential areas and the town centre.
	• Cycle routes in the town centre are fragmented in places.
5, 6	• The A23 and A217 suffer from traffic congestion at peak periods, especially at junctions close to Gatwick Airport. • An AQMA has been declared in Horley which covers part of the A23 and junction with Massetts Road.

#### Potential solutions

- 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.
  - > Improvements to the public realm in High Street, Horley.
  - > A new access from M23 spur to support potential new business park.
  - > Improvements to the subway in the town centre.
- 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 funding.





#### Key transport network / context

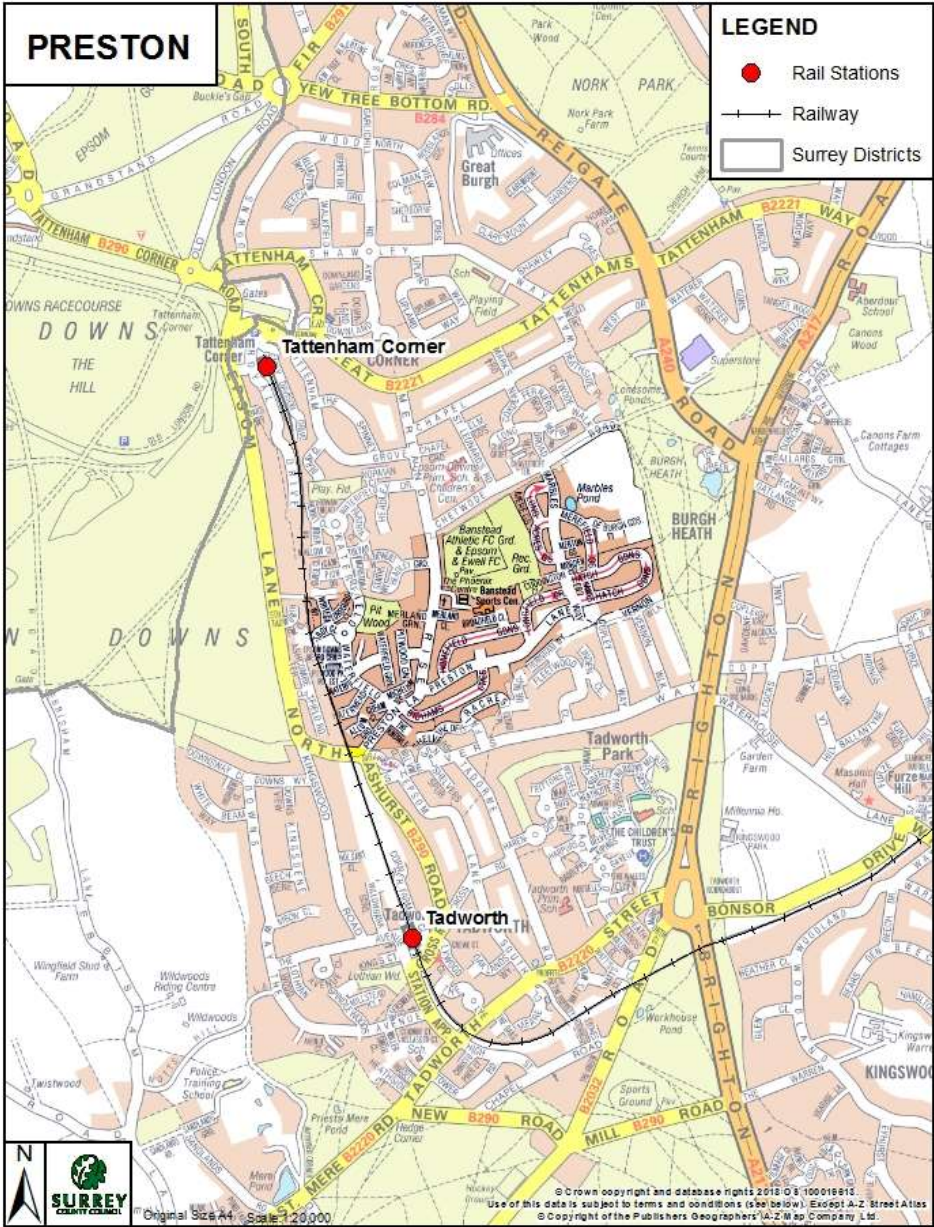
- The Local Plan identifies Merstham as a regeneration area. Regeneration proposals include the redevelopment of shops and flats in Portland Drive, a new local shopping centre, a new community hub and improvements to public spaces.
- Merstham has developed on the edge of the A23 north of Redhill and is located to the west of the junction between M25 and M23.
- Merstham is linked to Reigate and Redhill by the A23.
- 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.
- Merstham station is on the Brighton Main Line providing services to London Bridge, London Victoria and Gatwick Airport, with typically four services per hour to London during the off-peak and a more frequent service at peak times.
- The Borough Council are exploring opportunities for urban extensions to the east of Merstham.
- The location of Merstham means that growth is limited by the M25 and M23.

Label ID	Issues and problems
1	<ul style="list-style-type: none"> <li>• Congestion on A23 Merstham High Street leading to the designation of an AQMA.</li> <li>• Poor accessibility to key local community facilities and employment areas.</li> <li>• Commuter parking alongside the A23.</li> <li>• Excessive traffic has an impact on road safety in the area.</li> </ul>
2	<ul style="list-style-type: none"> <li>• A bypass railway line allows fast services from Brighton to London to bypass Merstham reducing the number of services from the station.</li> <li>• Pedestrian routes between key community uses/services.</li> <li>• Need improvements to bus passenger waiting facilities and to enable more residents to access bus services.</li> </ul>

#### Potential solutions

- Redevelopment proposals are currently underway with developers. Current proposals can be found within the Forward Programme.
- Pedestrian crossing facilities at the A23/New Battlebridge Lane junction.



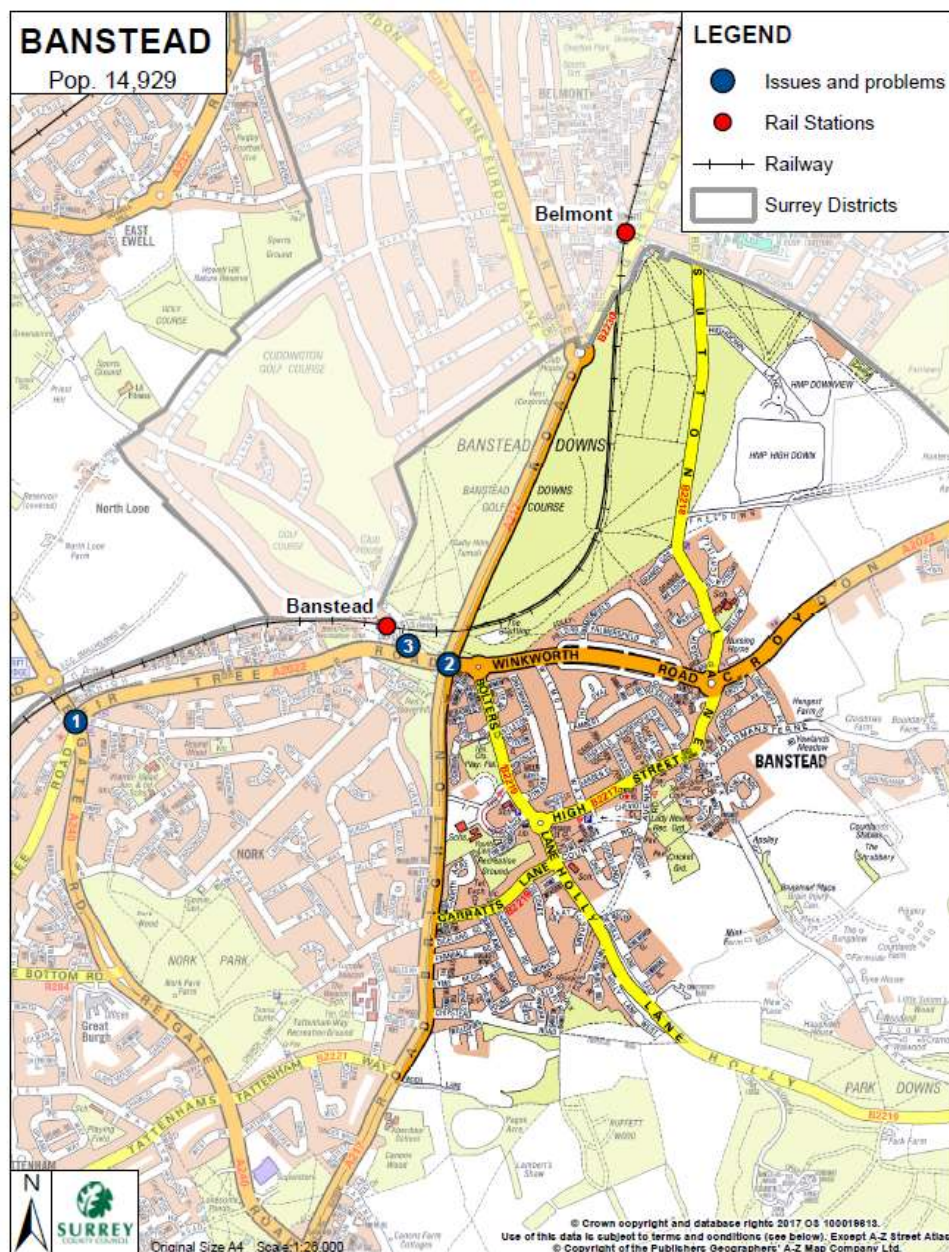


Key transport network / context
<ul style="list-style-type: none"><li>• Preston has been identified as an area in need of regeneration within the Local Plan and is being shaped by the Preston Planning Framework.</li><li>• Preston is a residential area outside of Tadworth and has been identified as the most deprived ward within the borough.</li><li>• 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.</li><li>• 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 provide access to London Bridge.</li></ul>

Issues and problems
<ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• 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.</li><li>• Current road layout is largely inclusive with a lack of vehicular and pedestrian access to the surrounding area.</li></ul>

Potential solutions
<ul style="list-style-type: none"><li>• 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. Improvements include;<ul style="list-style-type: none"><li>&gt; Improvements to Chetwode Road</li><li>&gt; A240 shared cycle/footway</li><li>&gt; A40/Great Tattenhams Junction capacity improvements</li><li>&gt; Bus service and infrastructure improvements</li></ul></li></ul>



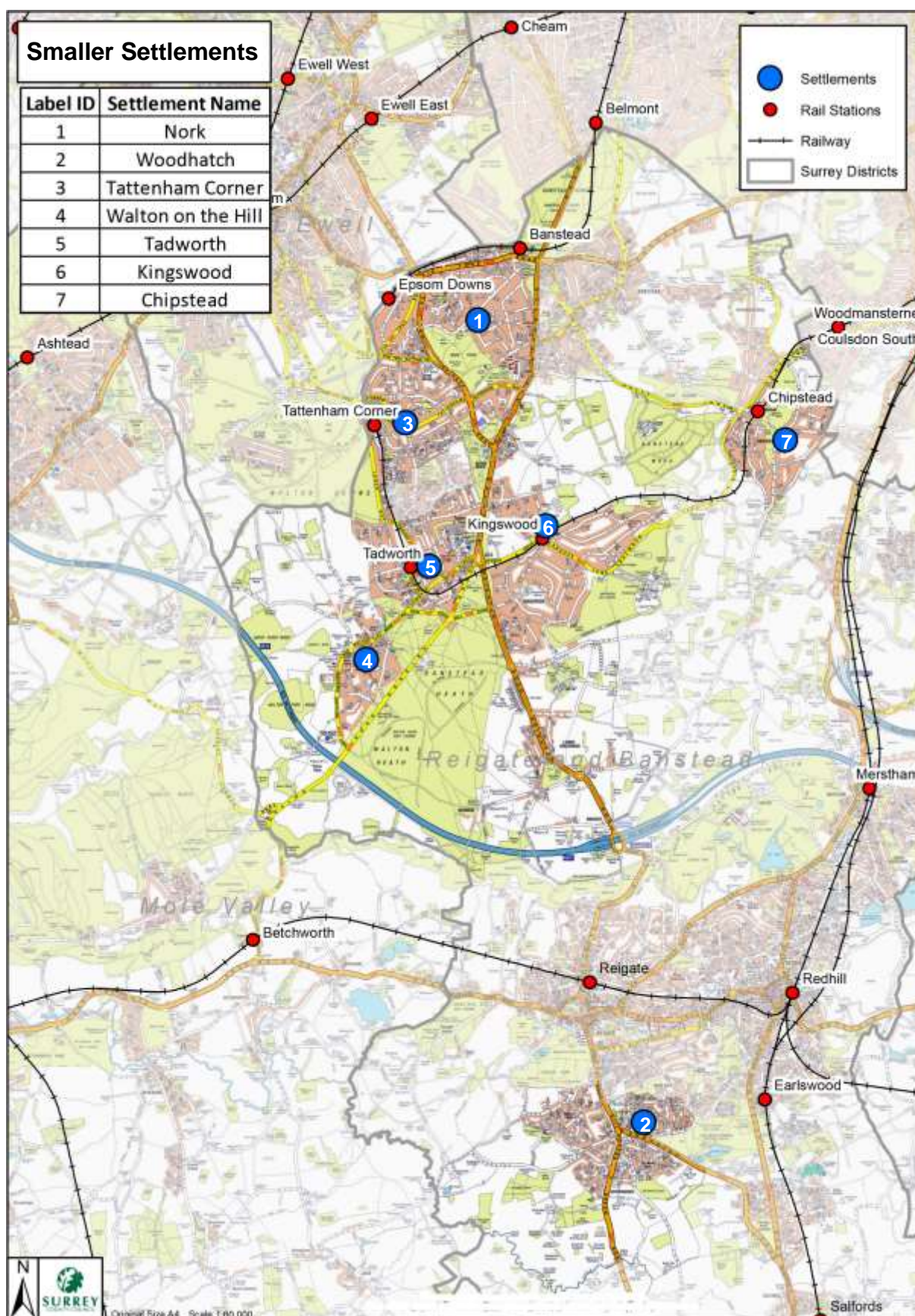


Key transport network / context	
<ul style="list-style-type: none"> <li>Banstead village is located in the north of the borough.</li> <li>It is a small centre serving mostly local needs with moderate public transport accessibility. The Local Plan has planned for retail and convenience growth within the village centre coming forward.</li> <li>The A217 runs to the west of the Village centre and the A240 is accessed via A2022 Fir Tree Road.</li> <li>Banstead rail station is located in the north of the village and is on the Epsom Downs Line. There is a service via Sutton 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.</li> </ul>	

Label ID	Issues and problems
1	<ul style="list-style-type: none"> <li>Congestion and pedestrian safety issues on the A240/A2022 Fir Tree junction.</li> </ul>
2	<ul style="list-style-type: none"> <li>Congestion and pedestrian safety issues at Banstead traffic lights (A217/ A2022 Fir Tree Road)</li> <li>Poor public transport accessibility to Epsom Hospital.</li> <li>The A217 Brighton Road severs the eastern residential area of Banstead with Banstead Library, Banstead Civic Centre, Banstead Clinic, Banstead Childrens Centre, Banstead Junior School and Banstead Infant School in the west. The A217 Brighton Road is a 40mph dual carriageway road with a limited number of formal crossings and no pedestrian footway for significant lengths.</li> </ul>
3	<ul style="list-style-type: none"> <li>Poor pedestrian and cyclist accessibility to Banstead station.</li> </ul>

Potential solutions
<ul style="list-style-type: none"> <li>A number of transport improvements have been identified to support growth of the area (see forward programme).</li> </ul>





## 7 Funding and delivery mechanisms

- 7.1 A number of schemes have been identified as being needed across the borough; these are listed in the Forward Programme (Appendix 1).
- 7.2 The schemes are considered necessary because they either help to mitigate expected growth/planned development or address existing transport problems. Each scheme will help to meet the objectives of the Local Transport Strategy.
- 7.3 Each scheme may require funding from different sources, many of which are allocated on a competitive basis. Examples of sources include:
- Developer monies – e.g. Section 106 agreements; Section 278 agreements; Community Infrastructure Levy (CIL).
  - Government grants – e.g. Local Sustainable Transport Fund; National Productivity Infrastructure Fund; Air Quality Grant.
  - Coast to Capital Local Enterprise Partnership – e.g. Local Growth Fund.
  - County Council capital.
  - Capital funding from the Borough Council.

### Delivery

- 7.4 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. In some other cases, the delivery body is the developer when an entire highways scheme is secured through the Section 278 process, e.g. Sainsbury's, Redhill town centre scheme.

### Statutory Assessments

- 7.5 We recognise that schemes in the Forward Programme may be subject to the Environmental Impact Assessment (EIA)<sup>1</sup> or the Habitats Regulations process<sup>2</sup>. 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 any ecology impacts of the scheme by consulting the county ecologist.
  - Consider any landscape impacts of the scheme, by consulting the county landscape architect.

<sup>1</sup> EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

<sup>2</sup> EU Habitats Directive (92/43/EEC)