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# Surrey Transport Plan

**Tandridge District Draft Local Transport Strategy and Forward Programme**

December 2014

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Executive Summary

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

The purpose of the strategy is to support the growth set out within the district local plan and provide a programme of transport infrastructure required to deliver this growth. They also provide an evidence base for future funding bids.

The objectives of this strategy are to provide greater sustainable transport choices across the district where appropriate, relieve local bottlenecks on the road network and manage HGVs on the road network. These objectives are in accordance with Surrey’s Environment and Infrastructure priorities.

In order to achieve these objectives the strategy focuses on the current issues and problems on the transport network in Tandridge. The strategy considers potential solutions and mitigation and also seeks to take account of planned future growth in the district and related work streams being carried out by the County and District Councils and by external stakeholders. A Forward Programme has been produced (see annex) which details the schemes identified to achieve the objectives set out in this strategy.

As such, the Forward Programme contains an aspirational list of transport infrastructure schemes which would achieve the objectives of the Tandridge Local Transport Strategy, subject to funding and feasibility. The programme seeks to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network. The strategy has been produced by the County Council in partnership with Tandridge District Council. Public consultation on the draft strategy took place during September-October 2014. A revised version took on board comments received during consultation and was approved by the Tandridge Local Committee on the 12st December 2014. The strategy will be considered by Surrey County Council’s Cabinet in 2015, to be adopted as part of Surrey’s Local Transport Plan (LPT3).

1 Introduction

1.1 This transport strategy and Forward programme is part of the Surrey Transport Plan (LTP3) and supports the District Local Plan. The LTP3 is the county’s third Local Transport Plan and is a statutory document. The Surrey Transport Plan sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

1.2 Local transport strategies have been developed to take account of and provide a plan for addressing transport problems and opportunities in a geographical area. A local transport strategy (LTS) has been produced for each district and borough in the county.

1.3 This LTS considers the District Local Plan and is a key document in informing the response to Central Government and the Coast to Capital Local Enterprise Partnership (LEP) in terms of potential funding bids. The emerging local transport strategies were used to respond to and inform the LEP Strategic Economic Plan which considers the ability of highway and transport interventions to achieve growth in terms of jobs, employment floor space and housing created. The LTS also considers interventions required to address existing problems on the transport network. Finally, the LTS is a mechanism to respond to and inform Community Infrastructure Levy (CIL) requirements.

1.4 The LTS is a ‘live document’ that it is intended will be updated every two to three years. The LTS consists of two main parts:

- The main document, which provides a commentary on the characteristics, problems and opportunities in the area
- An annex consisting of a forward programme detailing highway and transport interventions to address the problems identified.

1.5 The LTS sets out the short, medium and long-term approach by which Surrey County Council and Tandridge District Council seek to encourage sustainable travel patterns and manage congestion in the district.

1.6 The schemes we have outlined in the forward programme are intended to provide a cohesive package of measures to address all modes of transport and to work towards providing an effective choice of transport for all users.

1.7 The forward programme identifies a number of transport infrastructure schemes which could be implemented over the next 15 year period, subject to feasibility and funding. The status of each scheme has been defined as:

- local schemes, at a cost less than £250,000
- intermediate schemes, at a cost between £250,000 and less than £2m, or
- Major schemes, at a cost of £2m and above.
1.8 The forward programme will help the county council and district council to agree strategic infrastructure delivery priorities and guide future investment from a range of funding sources including:

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

Structure of Document

1.9 The Tandridge District Local Transport Strategy & Forward Programme is structured as follows:

- **Chapter 2** ‘Objectives and delivery priorities’ outlines the agreed objectives for the strategy, based on any issues on the transport network.
- **Chapter 3** ‘Tandridge Transport Network’ describes the key highways, public transport, walking and cycling infrastructure in the district and describes overall issues experienced on the transport network.
- **Chapter 4** ‘Tandridge Transport Trends’ outlines the key trends on the Tandridge transport network.
- **Chapter 5** ‘Future growth and its impact’ outlines planned growth in the district.
- **Chapter 6** ‘Related workstreams and projects’ places this transport strategy in a wider context.
- **Chapter 7** ‘Places in Tandridge’ gives descriptions of the local transport networks in the district’s main settlements.
- **Chapter 8** ‘Forward Programme, Funding and Delivery’ outlines the main funding sources which it is anticipated may be used to deliver the schemes included in the annex, in line with the objectives.
2 Objectives and delivery priorities

2.1 This chapter sets out the objectives of the Tandridge Local Transport Strategy and the visions and objectives of the documents which influence these objectives. The objectives of this strategy have been developed using the Surrey Transport Plan (LTP3), the SCC Environment and Infrastructure Directorate Priorities and the Tandridge Council Core Strategy. These documents, and their visions and objectives, have been summarised below.

Tandridge Local Transport Strategy Objectives

<table>
<thead>
<tr>
<th>Objective 1</th>
<th>Provide greater sustainable transport choices across the District where appropriate</th>
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<tbody>
<tr>
<td></td>
<td>• Improving car parking at railway stations across the district</td>
</tr>
<tr>
<td></td>
<td>• Improvements to bus services and bus infrastructure</td>
</tr>
<tr>
<td></td>
<td>• Provide a more integrated and joined up public transport network</td>
</tr>
<tr>
<td></td>
<td>• Improve pedestrian and cyclist accessibility to settlements areas and railways and improve safety</td>
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<table>
<thead>
<tr>
<th>Objective 2</th>
<th>Relieve local bottlenecks on the road network</th>
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<tbody>
<tr>
<td></td>
<td>• improve journey time reliability</td>
</tr>
<tr>
<td></td>
<td>• improve local environments for settlements</td>
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</table>

<table>
<thead>
<tr>
<th>Objective 3</th>
<th>Manage HGV traffic across the road network</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>• Implement various HGV traffic measures to mitigate the impacts of HGVs on settlements within the District</td>
</tr>
</tbody>
</table>

2.2 The objectives outlined above have been considered in relation to specific areas across the District. The documents which influence these objectives are summarised below:-
Vision and objectives of the Local Transport Plan LTP3

Vision
To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

Objectives
Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.

Reliable transport: To improve the journey time reliability of travel in Surrey.

Safe transport: To improve road safety and the security of the travelling public in Surrey.

Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

Surrey County Council Environment & Infrastructure Directorate Priorities 2014/15

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

1: Maintain and improve highway and transport infrastructure to support economic growth

- Repair road defects within appropriate timescales.
- Deliver the county council priority to renew 100 km of the county’s roads.
- Work with the Local Enterprise Partnerships (LEPs) to secure funding to enhance highways and transport infrastructure.
- Invest up to £10m to tackle damage to roads from severe weather and flooding.

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2 This document mainly addresses SCC E&I Directorate priorities 1, 2 and 4. Theme 3 can be found on the Surrey County Council website.
Tandridge Core Strategy Spatial Vision

Tomorrow's Tandridge will be a place where the community lives and works within environmental limits; where the wider environment and the distinctive and attractive character of the towns, villages and the landscape is protected and enhanced. It will be a place that is safe and secure; where social exclusion and poverty is minimised and where vulnerable people are supported.

There will be adequate housing, infrastructure, services and improved public transport to meet the needs of all sections of the community.

The above features will be underpinned by a successful and sustainable economy with viable and vital town centres serving Oxted and Caterham, and thriving villages and rural areas that meet the needs of their communities.
3 The Tandridge Transport Network

3.1 The following Chapter aims to give a description of the current transport network within Tandridge. It describes the districts context within the South East of England and Surrey; it then goes into further detail, focusing in on the modes of transport and the infrastructure available across Tandridge.

Surrey and its transport network

3.2 The county of Surrey is located within the South East region of Great Britain and contains 11 districts. Surrey has a population of 1.144 million and, with an area of some 1,670 square kilometres, is one of the most densely populated counties in England. Much of the county is rural and is protected by the green belt. Surrey, however, also contains large urban areas, mostly concentrated in the north of the county, where it adjoins the London conurbation. Due to Surrey’s location next to London, and the proximity of both Heathrow and Gatwick Airports, there is considerable demand for movement within, to, from, and through the county.

3.3 Surrey’s road network has developed over many years to suit the prevailing movement demands. The strategic network, comprising motorways and trunk roads, has evolved principally to serve London, with several nationally important routes passing through the county, including the M3, M23, M25 and the A3.

3.4 The local bus network is an integral part of the transport system in Surrey providing valuable transport provision to communities and supporting the economy. Some of the more urbanised areas of Surrey, and particularly those areas bordering London are relatively well served by bus services.

3.5 There are currently 84 railway stations in Surrey and the county is served by an extensive rail network, 11 of which are in Tandridge District. Movements to and from central London are well catered for via the main London to Brighton line,
London to Portsmouth / Southampton services and various secondary and branch line services. There is limited provision for orbital movement across the rest of Surrey, though the North Downs Line connecting Gatwick and Reading via Redhill and Guildford, the line from Redhill to Tonbridge, the Ascot-Aldershot line and the Virginia Water to Weybridge route offer opportunities to move from one part of Surrey to another without having to interchange closer towards London.

3.6 The district of Tandridge is the most easterly of the eleven districts and boroughs in Surrey, bordering Kent to the east, London to the north and East and West Sussex to the south and is considered to be predominately rural.

3.7 The District is one of the largest in terms of area in Surrey covering an area of 248km², but with a population of just under 80,000 it has the lowest population density in the county. 94 percent of the District is designated as green belt restricting the level of development likely to come forward.

3.8 There are three main built up areas which consist of Caterham, Warlingham/Whyteleafe in the north and Oxted/Hurst Green/Limpsfield just south of the M25 motorway. There are two larger rural settlements Lingfield in the south-east and Smallfield in the south-west. There are also a number of villages and some other smaller settlements and areas of sporadic development in the Green Belt. The vision and policies of the Core Strategy and LTP3 have informed the aims and objectives of the strategy and implementation programme.

**Motorways and Principal Route network (PRN)**

**Table 1 Road hierarchy in Tandridge**

<table>
<thead>
<tr>
<th>Road Type</th>
<th>Category</th>
<th>Responsibility</th>
</tr>
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<tbody>
<tr>
<td>Motorway</td>
<td>Motorway</td>
<td>Strategic Road Network</td>
</tr>
<tr>
<td>A trunk</td>
<td>Primary Route Network</td>
<td></td>
</tr>
<tr>
<td>A principal</td>
<td>Distributor Road Network</td>
<td>Non-Strategic Road Network</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unclassified</td>
<td>Access Roads</td>
<td></td>
</tr>
</tbody>
</table>

3.9 The road network in the District can be split in terms of responsibility between the county council and the Highways Agency.

3.10 The Highways Agency is responsible for the M25 and M23 in Tandridge, whilst the county council is responsible for the remainder of the public road network.
3.11 Surrey has relatively high levels of usage on its roads and there are particular congestion issues in many areas of East Surrey at peak times. There are significant volumes of traffic passing through the District including on the M25 and M23. In part this is due to:

   a) Gatwick Airport which employs approximately 25,000 on airport; and

   b) The pattern of residents choosing to live further out from London than their place of work, resulting in an inward drift of traffic in the morning peak and outward drift in the afternoon/evening peak.

3.12 The M25 passes east to west through the northern part of the District. Junction 6 of the M25 is at Godstone. The M25 is of strategic transport importance and can have a large impact on the Tandridge transport network when severe congestion occurs between Juncions 5 and 7. This can result in associated congestion at Junction 6 (Godstone) leading to severe congestion on the A22 and A25 corridors. Severe congestion on the M25 between Junctions 5 and 7 can also result in problems when travelling to and from Gatwick Airport via the M23. The M23 running north to south cuts through the western part of the District, joining the M25 at Merstham at the border between Tandridge and Reigate and Banstead.

3.13 Roads outside of the District boundary also impact upon the Tandridge road network. The M25 and A23 merge at Hooley in Reigate and Banstead, which can cause congestion in the A23 corridor in this part of northern Surrey. 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.

3.14 A number of A and B roads pass through the District. The A roads consist of the A25 (which is part of the tactical diversion route when the M25 is closed due to incidents), the A22 and A264. The A25 runs east to west across the District from Sevenoaks in the east to Reigate and Banstead Borough to the west. The A22 runs north to south entering the District at Whyteleafe in the north and leaving the District at Felbridge in the south. Lastly the A264 passes through the south west corner of the District and joins up with the A22 at Felbridge.

3.15 B roads in the District include the B269 which enters the district at Hamsey Green and leaves the District at Limpsfield Chart going into Kent and the B2024 which connects with the B269 at Botley Hill and runs into Kent leaving the North Downs just below Tatsfield.

3.16 Although the District is predominately rural, its location on the edge of London, and on national routes to and from the channel ports, contributes to a number of Heavy Goods Vehicle problems for its communities.
3.17 In addition to congestion problems, HGV traffic is also a prominent issue impacting the District. The M25 in the District forms part of the strategic road network connecting the channel ports with London and the rest of the UK.

3.18 Redhill has no direct access to the M25/M23 which means that many vehicles including HGVs bound for the town, exit the motorways at the Godstone interchange and travel west along the A25 to Redhill. HGV traffic accessing mineral working sites and a waste transfer station alongside the A25 between Redhill can compound this problem and can have a detrimental environmental impact on the villages along this route. The A25 east of Godstone also deals with HGV traffic with mineral sites operating in this area impacting upon Oxted.

3.19 Congestion occurs in the morning peak on the A25 corridor through Godstone, Bletchingley and Nutfield on the approach to Redhill.

3.20 In the southern part of the District, Lambs Business Park accessed by Tilburstow Hill Road and Hobbs Industrial Estate accessed by the A22 place additional HGV vehicles on the road network.

3.21 The District also suffers from problems relating to HGV roadside parking. A study carried out in 2010 found that roadside parking in South London and Surrey revealed that many HGVs, after entering the UK at the channel ports, break their journey within Surrey before travelling into London or beyond early the next day. There is very little lorry parking within the London area which puts pressure on areas alongside roads in this part of Surrey. Overnight parking facilities are provided on the M25 at the Clackett Lane Services and the recently completed Cobham services but many drivers seek to avoid the high cost of this service by parking at formal and informal parking areas alongside the A25, A22 and A23.

3.22 As the local transport authority, the county council only has limited powers in regulating HGV movements. The county council as the Transport Authority can restrict the number of HGV movements generated from activities relating to minerals and waste by placing restrictions on the number of HGV movements from mineral and waste sites in the County.
Figure 1 Settlements, Road and Rail Network in Tandridge
**Bus provision**

3.23 There are a number of Tesco shuttles, operated by Metrobus which provide services to Hookwood Tesco store.

3.24 Buses connect some areas of the district to Gatwick Airport such as the 236 service from Oxted which travels via Lingfield, Horne and Smallfield.

3.25 The main bus service from Godstone to Caterham is the hourly service from East Grinstead via Gatwick Airport.

3.26 From the 1st of September a new Monday to Friday bus service started running hourly from Warlingham to Reigate via Whyteleafe and Caterham. This is an enhancement of the current route 657 which operates a school day only service.

3.27 Buses 4U is a completely flexible type of local bus service that has no fixed route or timetable. The route and timings of the bus are determined by the requests made by would-be passengers. If there are no bookings then the bus does not have to operate. This type of rural bus service is known as Demand Responsive Transport. The service is open to anyone living in Tandridge District who does not have access to other bus or rail services. For those with mobility difficulties the buses are fully accessible by means of a passenger lift or ramp. Buses 4U is operated in Tandridge District by the East Surrey Rural Transport Partnership on behalf of Surrey County Council.

3.28 Surrey County Council will seek to implement improvements to bus infrastructure as and when funding becomes available. Improvement measures will include:

- Improvements to bus stop infrastructure along bus corridors including destinations along route – raising kerb to improve accessibility, provision of seating at bus stops, provision of bus shelters, standardising bus stop layout and alignment to increase reliability and other information and accessibility improvements
- Real Time Passenger Information – equipping bus routes that are not yet on the Surrey RTPI system, installing displays at bus stops, providing information at bus stops on how to obtain RTPI on smart phones/mobile phones or internet
- Surrey-wide smartcard ticketing system working in partnership with bus operators
- Intelligent bus priority and other traffic management measures along bus routes
- Accessibility/safety improvements at railway stations (working in partnership with train operating companies)
- Provision of Community Transport in the area to assist with transport for those who may have mobility problems or other issues which may mean they cannot access public transport.
Rail provision

3.29 Rail services into London via the East Grinstead and Uckfield lines and Caterham branch are generally good. The District is crossed by the Redhill to Tonbridge line; however services are infrequent. The frequency of the Caterham service is four trains per hour, serving Victoria and London Bridge.

3.30 Public transport in the District is well served by railways both east/west and north/south. The sole east/west railway runs between Redhill and Tonbridge with two stations in the District, namely Godstone and Nutfield.

3.31 Services on the line no longer serve Gatwick Airport, Three Bridges and Tunbridge Wells but serve London Bridge, London Victoria Tonbridge and Redhill. The north/south lines consist of three lines. The Caterham line has services to and from London via Purley and East Croydon. Stations on this line include Caterham which is the Terminus and Whyteleafe South and Whyteleafe. Services to Caterham from London are limited later at night.

3.32 The East Grinstead line has services between London and East Grinstead via East Croydon with stations in the District on this line at Upper Warlingham, Woldingham, Oxted, Hurst Green, Lingfield and Dormans. The Uckfield line leaves the East Grinstead line south of Hurst Green with services between Uckfield and London Bridge. Some of these services are fast between Oxted and East Croydon.

3.33 Due to a large percentage of the working population commuting to London, the majority of these journeys are made by public transport, mainly by rail.

3.34 Crossrail 2 regional scheme if progressed would have benefits for residents in Tandridge District travelling to and from London via Clapham Junction. These benefits would be as a result of better connectivity created at Clapham Junction for journeys such as through London journeys via the West Anglia Main Line.

3.35 Caterham and East Grinstead Lines have been included in the proposed Thameslink service pattern on weekdays at particular times from December 2018. This is a £6.5bn government-sponsored programme which is improving north south travel through London and the inclusion of Caterham and East Grinstead will result in through Central London journeys being able to be made by residents in the District without the necessity to change trains.

3.36 With effect from the 5 January 2015, the 0914 Oxted to East Croydon service will be extended to run to London Bridge. This enhancement will be of particular benefit for passengers wishing to travel to London.

3.37 A number of rail initiatives have been submitted for inclusion in the Coast to Capital Strategic Economic Plan and for funding which are included within the
Annex such as the Brighton Main Line 2 scheme which would require massive investment.

3.38 Within Tandridge there is an issue of train overcrowding. There is a proposal for additional rolling stock to enable longer trains to run on the Uckfield Line, which at present suffers from problems of overcrowding on peak time services. Additional capacity will be provided as soon as possible to relieve crowding on this busy route. Timing will depend on when suitable diesel rolling stock becomes available.

3.39 The convenience of rail travel to London from stations in Tandridge contributes to its attractiveness as a place to live and makes a significant contribution to the local economy. However, this leads to parking issues at some stations, particularly those located in London zone 6, where parking facilities cannot accommodate the large numbers of commuters who drive to these stations, some from outside the District, and leads to overflow parking on local residential roads.

3.40 Network Rail’s rail infrastructure proposals will improve service capacity and reliability and are welcome but are likely to exacerbate existing parking problems around stations if further action is not taken.

3.41 The Tandridge Forward Programme identifies a number of initiatives aimed at improving sustainable access to all 11 rail stations in Tandridge, and where appropriate parking at stations. These include: walking and cycling accessibility and safety schemes throughout the Caterham Hill and Valley areas, expansion of car parks in Oxted and a parking study to consider additional commuter parking in Caterham. Chapter six of this document refers to Surrey County Council’s Parking strategy which is a core element of the Surrey Transport Plan.

3.42 The County Council will continue to work with train operators, Network Rail and Tandridge District Council to endeavour to improve both car parking and cycle parking at railway stations in the District as well as sustainable transport access.

**Walking and cycling provision**

3.43 There is around 580km of public rights of way in Tandridge offering opportunities for walking and cycling in both rural and urban areas. Paths vary considerably in nature but offer significant potential to help deliver sustainable transport improvements.

3.44 Tandridge is mainly rural in nature and as a result offers many opportunities for leisure cycling. The quiet country roads, in particular, offer delightful leisure rides for the whole family. There are three existing signed cycle routes: National Cycle Route 21, Surrey Cycleway and Yew Tree Way. These will be improved and promoted widely. The Surrey Hills run through the northern part of the Tandridge District providing a pathway for pleasant walking. The major routes include the North Downs Way National Trail route runs in the district between Ockley Hill and south of Tatsfield and the Greensand Way runs from South Nutfield to Limpfield Chart via Oxted.
3.45 The Tandridge District Council continue to work with the Highway Authority and the Train Operating Companies to provide cycle racks in the town centres and at railway stations.

**Access to Airports**

3.46 Tandridge District is in close proximity to Gatwick Airport; which borders the District to the south west. Currently it is quickest to travel to both Gatwick and Heathrow airports by car from nearly everywhere in Surrey, even at peak times. Over 80% of passengers from Gatwick Airport travel by car as do employees.

3.47 By rail, there is no direct access to Gatwick Airport from the District. People travelling to Gatwick are required to travel via East Croydon in Greater London making travelling by car more attractive.

3.48 A new service between Kent and Gatwick Airport on the Tonbridge-Redhill Line would benefit the area east of Gatwick Airport. Links between Kent and Gatwick Airport are important and improved links and services via Tonbridge would provide effective rail links to and from Ashford International with connections to Eurostar services as well as Gatwick Airport. This a service would help to contribute to increasing access to and from the Airport by public transport and could assist in reducing traffic on the M25 through Tandridge District, reducing the associated carbon emissions as well as providing a much needed link between Kent and Gatwick Airport.

3.49 Access by road from the northern part of the District is by the M25 and M23. Access by road to Heathrow airport is by the M25 and M4.

3.50 Public transport to both airports needs to be faster with more direct services from Surrey towns to provide an alternative to car travel for passengers and employees. The main bus services to Gatwick from the District are from Godstone and Caterham with services every 30 minutes. An hourly service is available from Smallfield.

3.51 Rail access to Heathrow airport from the District requires travelling to London Victoria to connect to services to Heathrow. As an example journeys from Oxted take over 2 hours whilst travelling by car is only an hour meaning travelling by car is far more attractive. Potentially in the future the reintroduction of a rail service between Kent and Gatwick Airport using the Redhill-Tonbridge railway line would improve public transport to and from the Airport. The potential of this rail service is likely to depend on whether additional airport capacity will be located in Gatwick or supported at other airports. This scheme has been submitted for inclusion into the Coast to Capital Strategic Economic Plan.
4 Tandridge Transport Trends

4.1 This chapter describes the travel patterns within Tandridge and the many trends which affect transport in the district.

4.2 It is split into four sections;

- demographic and socio economic trends
- environmental issues
- safety
- economic circumstance

4.3 By looking at these four areas this chapter will give an understanding of the factors affecting transport in Tandridge.

**Demographic and socio economic trends**

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

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

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

4.7 The population of the District is almost 83,000 (2011 Census). Since 2001 the population has grown by 4.7%. Over the next twenty years there is expected to be a decline in the number of children and a significant decline in the number of people in the 25-44 age group and an increase in the number of people above retirement age as the current population gets older.

4.8 Graph 1 shows journey purpose (by number of trips made) in the South East region in 2009/10.³

³ National Travel Survey dataset ‘NTS9906 Average number of trips (trip rates) by purpose, region and area type: Great Britain, 2009/10’
4.9 In Tandridge the majority of people (57.6%) travel to work by driving a car or a van. The second most popular method of travel to work is train (18.1%) and by foot is third most popular (6.97%) although 8.6% of residents work mainly from home.
4.10 88.2% of households in Tandridge have access to one or more cars higher than the South East average of 81.4% and the England average of 74.2%.

![Graph 3: Tandridge Car Ownership (Census 2011)](image)

4.11 Journeys less than 5km are considered to be most receptive to change given their shorter distance. Over half of journeys in Tandridge of fewer than 5km are taken by car or van and almost a quarter are taken by foot. This indicates the possibility of modal shift in the District. Only 1.9% of journeys less than 5km are taken by bicycle. This may be due to the hilly nature of much of the geography in Tandridge in the northern more urbanised areas but also due to a lack of adequate cycling infrastructure.

<table>
<thead>
<tr>
<th>Mode</th>
<th>&lt;2km</th>
<th>&gt;2km-&lt;5km</th>
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<tbody>
<tr>
<td>Driving a car or van</td>
<td>46%</td>
<td>73%</td>
</tr>
<tr>
<td>On Foot</td>
<td>40%</td>
<td>5%</td>
</tr>
<tr>
<td>Passenger in car or van</td>
<td>6%</td>
<td>10%</td>
</tr>
<tr>
<td>Train</td>
<td>2%</td>
<td>3%</td>
</tr>
<tr>
<td>Bus, Minibus, Coach</td>
<td>2%</td>
<td>6%</td>
</tr>
</tbody>
</table>

4.12 Of the working population in Tandridge 42 percent work within the District, 32 percent of the working population commute to London with the majority commuting to inner London and Croydon, 13 percent commute to areas in
Surrey, 8 percent commute to West Sussex. The remaining 5 percent of the working population commute to Kent and other areas in the south east. In terms of commuting outside of the District this is the highest out of all of Surrey. In terms of method of travel to work, Tandridge has the highest levels of commuting by train to work in Surrey with 13 percent of people travelling to work using this method. The majority is by car equating to 62 percent.

4.13 In commuting to the District is 12,590 from the following areas:

- Outer London – 4,058 people
- Kent – 1,802 people
- East Sussex – 712 people
- West Sussex – 2,785 people
- Rest of Surrey – 4,874 people
- Rest of UK – 1,306 people

4.14 As 42% of working residents of Tandridge work within the District, this presents an opportunity to improve travel options around the District and increase the number of short journeys being taken on public transport or by foot and bicycle.  

Environmental Issues

Climate Change

4.15 In recent years there has been increasing concern at the increase in extreme weather events and the changes in climate that the county will face. The most recent government predictions have made it clear that over the next few decades Surrey will certainly be affected in many different ways. These changes will bring both threats and opportunities.

4.16 Increased intensity of rainfall will bring threats of flooding and subsidence, adversely affecting transport infrastructure including roads, bridges and the rail network, as will hotter and drier summers. At the same time a warmer climate will provide increased opportunities for tourism destinations and new crops for farmers. Consequently public services and infrastructure will need to change in response to a changing climate, which will be challenging.

4.17 Transport is a major contributor to global climate change. Carbon dioxide emissions from transport in the UK grew by 98% between 1971 and 2001 and transport’s share of total emissions is predicted to increase from 24% in 2006 to 30% in 2022 according to the Committee on Climate Change. Acting on transport’s role in mitigating against this is an increasing local and national priority.

4.18 Between 2005 and 2007 there was a 3% absolute reduction in CO2 emissions from transport in Surrey and a 5% per capita reduction. Research from 2008 shows an estimate of 2,029 ktonnes for total transport C02 emissions and 1.84 tonnes CO2 per capita. This equates to a 7.8% reduction
since 2005 in absolute figures and 10% per capita reduction.

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

**Air Quality**

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

4.21 Road traffic is a key issue in relation to air quality. Stop strat driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians and adjacent residential properties.

4.22 In general, emissions of nitrogen dioxide and fine particulates are reducing partly due to improved EU vehicle engine standards. However, there are individual areas that can prove problematic to resolve. Further tightening of EU standards is proposed and will continue to push emissions of these pollutants down for the foreseeable future.

4.23 Further information is available in the Air Quality strategy details of which can be found in Chapter 6 of this document.

**Safety**

4.24 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, Surrey County Council works with Surrey Police through the Drive SMART partnership with the aim to reduce road casualties, tackle anti-social driving and make the county’s roads safer for everyone. The partnership produced a strategy in 2011 which includes a number of measures or interventions by which Drive SMART seek to address road safety issues in Surrey. These include road safety engineering, police enforcement, driver rehabilitation courses, school speed watch and school crossing patrols, as well as school and workplace travel planning.

4.25 The county council adopted a Road Safety Outside Schools policy in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and safety concerns and provides guidance on how the county council will respond to concerns. The policy can be viewed here. The guidance is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion.
4.26 In 2012, a total of 495 people were reported as injured in road collisions in Tandridge. Of these, 2 were killed and 48 were seriously injured. This compares with a total of 5,565 people reported as injured in road collisions in Surrey. Of these, 18 were killed, and 556 were seriously injured.

4.27 Over recent years there has been an increase in the number of cyclists seriously injured on Surrey's roads - from 49 in 2008 to 122 in 2012.

4.28 Rural road safety is a key issue in many areas across Surrey, including Tandridge. These roads can present different challenges to urban roads. The SCC road safety team are committed to improving road safety in urban and rural environments and using the appropriate solutions in each.

**Economic Circumstance**

4.29 Existing transport infrastructure capacity

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

- Due to the size and rural nature of the District there is poor public transport accessibility from rural areas leading to a high dependency on the use of a car
- The hilly topography of the northern part of the District can make sustainable travel solutions less feasible
- The A25 and A22 corridors are tactical diversion routes for when incidents on M23 and M25 occur leading to very high levels of traffic congestion
- Due to the strategic location on the boundary of Greater London many people commute out of the District leading to congestion and a lack of car parking at rail stations
- The contains national routes to and from the channel ports contributing to a number of HGV problems for the District’s communities
- There are some gaps in pedestrian and cyclist infrastructure especially on the A22 and A25 corridors

4.31 This strategy seeks to promote schemes (Annex) which help address these problems where feasible. The problems listed above contribute to congestion on the road network which results in unreliable journey times and related delay.

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

**The cost of congestion**

4.33 Impact on the highway network of proposed development can also be viewed in terms of existing levels of congestion. Congestion problem areas on the highway network within the district of Tandridge have been identified using ‘Cost of Congestion’ mapping using (CJAMS).

4.34 The map uses the difference in free-flow and congested travel times, weighted traffic flows and monetary values for different vehicle types to calculate cost of congestion for each road in the morning peak period.

4.35 Congestion issues on the local road network can lead to other transport related problems such as delays to car drivers, pedestrians and public transport users, it can also act as a barrier to movement and contribute to the potential risk of increased traffic collisions. Congestion is also the key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians and adjacent residential properties.

4.36 The cost of congestion highlights congestion issues on the strategic road network comprising on the M23 and M25. It also highlights congestion hotspots on the A22, A25 and A264. The other areas highlighted within the plan have been looked at with the majority being in close proximity to schools which provides an explanation for these areas.

**Existing cost of congestion on the road network in Tandridge District**
Parking is seen to influence congestion in three main ways: firstly at a strategic level the availability of parking has a direct influence on modal choice, secondly, in places where there is a high demand for parking, congestion can be exacerbated by queuing at car park entrances and circulating traffic seeking on-street spaces, thirdly, both legal and illegal on-street parking leads to a reduction in the amount of road space available for through traffic, creates bottlenecks, reduces traffic flow and increases journey times.

Further information is available in the Parking strategy, described in Chapter 6.
5 Future growth and its impact

5.1 This chapter will look at the future growth expected in the district of Tandridge and the impact this may have on the transport network. It will then look at how these impacts can be mitigated against in the future.

5.2 New housing development will be focused in the built up areas of Caterham, Warlingham, Whyteleafe, Oxted and Hurst Green and provision will be made for a net increase of at least 2,500 dwellings in the period 2006 to 2026 which equates to 125 houses per annum.

Table 2: Area housing targets

<table>
<thead>
<tr>
<th>Area</th>
<th>Anticipated no of homes to be delivered</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caterham Valley</td>
<td>270</td>
</tr>
<tr>
<td>Caterham on the Hill</td>
<td>372</td>
</tr>
<tr>
<td>Oxted and Hurst Green</td>
<td>204</td>
</tr>
<tr>
<td>Warlingham</td>
<td>58</td>
</tr>
<tr>
<td>Whyteleafe</td>
<td>390</td>
</tr>
<tr>
<td>Lingfield</td>
<td>86</td>
</tr>
<tr>
<td>Smallfield</td>
<td>0</td>
</tr>
<tr>
<td>Rest of</td>
<td>170</td>
</tr>
</tbody>
</table>

5.3 Since the adoption of the Core Strategy for the District the level of housing delivered is shown in the table below. The majority of years shows a higher level of development taking place than set out within the Core Strategy.

Table 3: Dwelling completions in Tandridge District 2007-2012

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 2007 – March 2008</td>
<td>285</td>
</tr>
<tr>
<td>April 2008 – March 2009</td>
<td>297</td>
</tr>
<tr>
<td>April 2009 – March 2010</td>
<td>172</td>
</tr>
<tr>
<td>April 2010 – March 2011</td>
<td>132</td>
</tr>
<tr>
<td>April 2011 – March 2012</td>
<td>261</td>
</tr>
</tbody>
</table>

5.4 This Transport Strategy is based on development identified in the current adopted Plan, taking account of the additional delivery of housing in the District above the 125 dwellings per annum target, as set out in Table 3, and the current trajectory in the 5-year housing supply.

5.5 Tandridge District Council has started the production of a new Local Plan to replace the Core Strategy, adopted in 2008. Through the Local Plan process the Council will derive a housing delivery target from evidence provided in a yet to be completed Strategic Housing Market Assessment. The process of setting a delivery target will include transport assessments and may, therefore, require
revisions to this Transport Strategy should the target differ from that currently adopted. It is not yet possible to determine future housing delivery beyond that set out in the adopted Plan.

**Education**

5.6 No school expansions are currently planned in Tandridge over the next five years in order to meet the future need for additional school places.

5.7 Schools which have recently expanded are Hillcroft Primary School, Chaldon and St Francis Catholic Primary School, Caterham which expanded from 45 places per year to 60 places per year (105 places in total) and from 36 places per year to 60 places per year (168 places in total) respectively.

5.8 Expansions will impact on the local transport system and Surrey County Council is currently developing a Transport Strategy for the schools place programme in order to mitigate the transport impacts of school expansions.

5.9 For each school expansion a transport assessment is carried out which looks at the transport implications of the planned expansion and identifies appropriate mitigation measures. A school travel plan is also produced or updated to reduce the risk of casualties and encourage sustainable travel. Any identified mitigation measures need to be considered in the context of the forward programme laid out in the annex to this strategy. Similarly as schools are identified the forward programme will be updated to take account of needs arising from expansions and mitigation provided as part of expansions

**Electric Vehicles and Supporting Infrastructure**

5.10 Electric vehicles, or EVs, are cars or vans where the petrol or diesel engine is replaced or supplemented by battery powered electric motors.

5.11 Surrey County Council is currently producing an Electric Vehicle Strategy, which is expected to be published mid 2015. More information on the strategy and SCC current guidance can be found in chapter 6.

5.12 Surrey County Council has set an ambition to reduce its carbon footprint. One identified cost effective method of reducing the carbon footprint is through encouraging the use of electric vehicles.\(^5\)

5.13 To encourage the use and increase the viability of electric vehicles, supporting infrastructure is required e.g. EV charge points. The County Council will seek the provision of electric vehicle charging points with all new developments, as part of the authority’s Parking Guidance.

5.14 The Surrey Climate Change Strategy which forms part of the Surrey Transport Plan, identifies ‘Infrastructure to support use of hybrid/electric vehicles’ as a key measure to help address climate change.

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\(^5\) Source: Surrey Transport Plan - Climate Change Strategy, April 2011
Impact on the highway network

5.15 The county highway model has been used to assess the impact of the development set out within the Local Plan that may have an impact on the generation and distribution of traffic on the present-day highway network.

5.16 The assessment concluded that in the period 2006-2026, the number of dwellings proposed a target of 90% on “brownfield” sites. Although the number of dwellings could result in an increase in traffic movements, it should be kept in mind that measures to secure greater non-car based means of travel from policies in the Local Plan may lead to greater levels of traffic reduction. In addition the population projections indicate that whilst there will be an overall growth in the population the number of economically active people is going to remain fairly static. The emerging Local Plan has a comprehensive range of policies and measures to contain car-based travel and encourage other travel modes.

5.17 From the findings of the Transport Statement it is concluded that the Local Plan housing policies and proposals will not add to travel demand.
6 Related work streams and projects

6.1 This chapter details the many related work streams being carried out by the county council, district council and other external stakeholders such as the Highways Agency, Network Rail and the Environment Agency. The ‘filing cabinet’ analogy diagram below shows how transport elements of SCC and TDC strategies fit together in the Local Transport Strategy. This, in the future, may help to provide a mechanism for jointly prioritising and delivering transport schemes to meet the aims and ambitions of both district and county councils.

Surrey County Council work streams
Surrey Transport Plan Strategies
6.2 The strategies are key components of the Surrey Transport Plan, setting out aims and objectives and identifying spending priorities for each area. The strategies will be used to inform the development of programmes for the delivery of schemes on the ground.

6.3 There is a flexible web-based approach to the development and review of strategies. The following components have been produced:

- Air Quality
- Climate Change
- Congestion
- Cycling
- Freight
- Parking
- Passenger Transport (Local Bus and Information)
- Travel Planning
- Rail

6.4 Below is a summary of the Surrey Transport Plan strategies.

Surrey Air Quality Strategy

6.5 The Air Quality Strategy was published in 2011. The strategy covers the effect of the road network on air quality. Road traffic is a major contributor to air pollution in Surrey. The aim of the Air Quality Strategy is to improve air quality on and around the county road network.

Surrey Climate Change Strategy

6.6 The Climate Change Strategy was published in 2011. The strategy covers the carbon emissions arising from the transport network within Surrey. The aim of the strategy is to reduce carbon dioxide emissions from transport in Surrey and manage climate risks posed to transport infrastructure and transport services.

Surrey Future Congestion Programme and the Congestion Strategy

6.7 The county council produced a Congestion Strategy as part of LTP3 in 2011. Building on from this Surrey Future has developed a Congestion Programme which sets out the strategic programme for managing traffic congestion on Surrey’s road network in support of economic competitiveness and growth. It has been prepared in partnership with Surrey’s districts and boroughs, and other stakeholders such as Surrey Connects representing business interests, to provide a shared and agreed vision for managing congestion on Surrey’s road network. The programme builds on the Congestion Strategy in the Surrey Transport Plan (LTP3).

6.8 The Congestion Programme highlights the huge economic impact of congestion on the economy; congestion on Surrey’s road network has been calculated to
(...)a true Olympic legacy would see every child in Surrey learning to ride a bike, and being able to do cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county....”

Surrey Cycling Strategy

6.9 Surrey’s Cycling Strategy was published in March 2014. The strategy covers cycling as a means of transport, leisure and as a sport, setting out our aim for cycling in Surrey for the period to 2026. One of the aims of the Cycling Strategy is to develop Local Cycling Plans for each district and borough as appropriate. These will be incorporated into future versions of each of the district/borough Local Transport Strategy and Forward programmes.

6.10 In Tandridge cycling journeys between neighbouring communities in the district would be prioritised. This includes improving links and footways. Cycling facilities will be provided for key corridors such as the A25, the A264 and part of the A22. Other priorities include; safe cycle routes to schools, railway station cycle parking and town centre cycle parking.

Surrey Freight Strategy

6.11 Surrey’s Freight Strategy is another of the strategies in the Surrey Transport Plan. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number Heavy Goods Vehicles (HGVs) pass through the county’s roads. The relative affluence of the county also means that there is a demand from the residents for goods to be delivered also increasing the amount of HGVs within the county. The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents.

Surrey Parking Strategy

6.12 The Parking Strategy has been developed by the county council. As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations.

6.13 Guidance for the integration of Electric Vehicle charging points had been established for new developments. Guidance for the new charging points can be found here.

6.14 Surrey County Council are currently developing an Electric Vehicle Strategy which is expected to be published 2015. This strategy will outline how Surrey

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6 Source: Congestion Programme Consultation Draft March 2013, Executive Summary
7 Surrey Congestion Programme, Consultation Draft March 2013, Annex 2
8 Source: Congestion Programme Consultation Draft March 2013, Table 1
County Council and the 11 boroughs and districts will improve on electric vehicle infrastructure to promote and increase the use of more energy efficient modes of transport such as electrically powered private motor vehicles. It is expected that guidance on the integration of infrastructure for electric vehicles will change to reflect advances in technologies for fast and rapid charging points.

**Surrey Passenger Transport Strategy**

6.15 Surrey’s *Passenger Transport Strategy: Part 1- Local Bus* was published in April 2011. The strategy covers local buses as a means of transport setting out the aims for bus travel in Surrey for the period to 2026. The main aim the Strategy is to deliver and maintain an effective, safe and sustainable bus network in Surrey.

6.16 **Part 2- Information** aims to promote a shift towards sustainable modes of travel, promote equality of opportunity by publicising passenger transport options, improve passenger transport information and improve confidence in passenger transport reliability.

**Surrey Travel Planning Strategy**

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

**Surrey Rail Strategy**

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

6.19 Rail schemes which would particularly impact upon Tandridge include:-

6.20 The Brighton Main Line 2 Project (www.bml2.co.uk), this Project involves connecting London with Tunbridge Wells via Oxted, connecting London with Brighton via Oxted and Uckfield with a new tunnel through the South Downs, connecting London with Eastbourne and Seaford via Oxted, Uckfield and Lewes and a connection between Tunbridge Wells and Brighton via the new tunnel, Uckfield and Eridge.

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**What is Surrey Future?**

Surrey Future brings together Surrey’s local authorities and business leaders to agree the investment priorities to support the county’s economy.

Surrey Future builds on existing and emerging local plans to manage planned growth sustainably, attract new businesses to the county and retain existing ones.

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

More information at: [http://www.surreycc.gov.uk/surreyfuture](http://www.surreycc.gov.uk/surreyfuture)
6.21 The reinstatement of the Crowhurst Chord, which was situated between the East Grinstead Line and the Redhill-Tonbridge Line. This would enable train services to run between Tonbridge and London via Oxted;

6.22 The electrification and complete doubling of the Uckfield Line. This would result in an increased service frequency on this line for services between Uckfield and London.

6.23 The reinstatement of a rail link between Uckfield and Lewes would enable trains to run between London and towns such as Lewes and Eastbourne via Oxted and Uckfield.

Surface Access to Airports Study

6.24 Surrey Future is proactively engaging with the Airports Commission (also known as the Davies Commission) on future airport capacity. The Congestion Programme and Rail Strategy highlight surface access to airports as an issue. A further study was then undertaken (Surrey Rail Strategy: Surface Access to Airports Study) to consider transport infrastructure improvements needed to address both existing surface access issues and potential improvements needed in the event of additional runway capacity at Heathrow and/or Gatwick. The study highlights the overall key issues and challenges for surface access to Heathrow and Gatwick Airports from Surrey and identifies development objectives for surface access in Surrey.

Schools Place Programme

6.25 Surrey County Council’s Schools Place Programme aims to meet the future need for additional school places across the county. More than 12,000 primary places are required between 2014 and 2018, while an additional 5,000 secondary places are being planned by 2018. It is essential to plan for this growth in school places in terms of transport in order to mitigate the impacts. The transport strategy aims to maximise the choices available to children as to how they travel and to minimise the impact of school growth on local residents and businesses.

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

Rights of Way Improvement Plan

6.27 SCC have produced a Rights of Way Improvement Plan intended to be the main way in which the County Council identifies the changes that need to be made to the local rights of way network to make it more useful to the public.

6.28 The Plan, which has been revised in 2014, forms part of the Surrey Transport Plan and is available on the SCC website.

6.29 It is important to stress that, whilst it contains a plan of action, the Rights of Way Improvement Plan is not intended to provide detailed solutions to access problems in every locality, but to take a strategic approach to managing public access.
Local Transport Review

6.30 Surrey County Council is currently developing a Local Transport Review (LTR), which is subject to public consultation until early 2015. In Surrey 29 million passenger journeys are made on bus services each year, an average of 80,000 trips every day. Surrey provides approximately 200 bus services throughout the county, which are run by 22 different operators. Whilst some services are run commercially, i.e. are not funded by SCC, over half of all passenger transport services receive support funding from SCC.

6.31 Surrey’s current budgeted spend on transport revision is £19.39 million (2014/15), of which £8.95 million is spent on local bus contracts, and £8.68 million on concessionary fares. The purpose of the LTR is to integrate services, find and optimise efficiencies and make revenue savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and shops. Proposals for reviewing the passenger transport services are as follows:

- Renegotiate bus operator contracts – Renegotiate existing payments, inflation uplift and length of contracts
- Review all bus routes in Surrey - Optimise the efficiently of local bus services, support areas of economic growth and prioritise financial support for key services.
- Make use of developer contributions - Make wider use of developer contributions to support bus service improvements.
- Market research - To undertake a joint market study with Surrey University to increase patronage and profitability.
- Community alternative - Work with Parish Councils to develop a community-based alternative to more rural bus services.

6.32 Where services are not deemed viable, SCC will look to deliver alternate methods of transport to maintain accessibility where this is necessary. Community transport such as Dial-a-Ride, community bus schemes, demand responsive bus services and voluntary car schemes can be a viable alternative to bus services, especially in rural areas.

The county council are holding a public consultation on the Local Transport Review until January 2015 to engage with businesses and the public. This can be found here or by contacting localtransportreview@surreycc.gov.uk.

Maintenance

6.33 Surrey County Council has identified the worst 10% of its network and is currently delivering an innovative 5 year maintenance programme, Operation Horizon, which will ensure the Surrey network is fit for purpose.
6.34 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with total investment of nearly £120m to replace the worst 500km (10%) of Surrey roads. The five year Horizon project (year one) commenced in April 2013.

6.35 For Tandridge in particular, the new programme will result in £12m being invested in the local road network and will enable 70km of road (14% of local network) to be reconstructed.

Public Health

6.36 Surrey County Council is responsible for a number of public health functions. The Public Health service works across a number of key areas of health improvement and protection for the population of Surrey. Public health provides expert advice and evidence and has been consulted in the preparation of this strategy. Transport related aspects of health which have been considered in Tandridge are:-

- Air Quality- Most air pollution in Surrey is caused by motorised transport. Air pollution has an impact on health in many ways. Long term exposure to particulate air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer.

- Road Safety- In 2012, 49.2 residents in Surrey per 100,000 population (crude rate) were killed or seriously injured on the roads. Unintentional injury is the leading cause of death for 0 -14 year old children in Surrey, almost half of these are due to transport injury.

- Physical Activity- Increasing opportunities for walking and cycling as a means of transport is one way to increase overall levels of physical activity and therefore increasing opportunities to elicit the health benefits associated to being physically active.

- Obesity- Active travel has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight. Over a quarter of Surrey’s children are overweight or obese by the time they are 10-11 years old. More than 1 in 5 adults are obese.

- Community Cohesion- Transport has the ability to divide and isolate communities, as well as bring them together. Increasing the number of people of all ages who are out on the streets, through active travel makes public spaces seem more welcoming and providing opportunities for social interaction and provides an opportunity for everyone to participate in and enjoy the outdoor environment.

- Noise pollution -can adversely affect mental health, the cardiovascular system and school performance in children.

Safety

6.37 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, Surrey County Council works with Surrey Police through the Drive SMART partnership with the aim to reduce road casualties, tackle anti-social driving and make the county’s roads safer for everyone. The partnership produced a
strategy in 2011 which includes a number of measures or interventions by which Drive SMART seeks to address road safety issues in Surrey.

The county council adopted a Road Safety Outside Schools policy in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and safety concerns and provides guidance on how the county council will respond to concerns.

Tandridge District work streams

6.38 The Tandridge District Council Core Strategy (adopted 2008) has been influential in developing the Local Transport Strategy and Forward Programme. It sets out key planning policies for the District and has superseded parts of the Tandridge District Local Plan 2001.

6.39 As part of the new SCC Cycling Strategy a 'Tandridge Cycle Action Plan' will be developed. This will include a list of proposed cycling schemes for the district. The main priorities will be to provide cycle routes that link neighbouring communities and communities to their local services. This will be a main driving force behind cycle improvements in the district.

6.40 Tandridge District Council is a member of the Sussex Community Rail Partnership, which aims to connect communities to their railways by helping to ensure the service provided meets the needs of the community and its visitors. The partnership is active in:

- Promoting sustainable travel
- Promoting connective travel to and from the stations
- Encouraging tourism to rural areas
- Helping preserve rail infrastructure for use by future generations.

The Partnership covers a number of local railway lines including the Tonbridge-Redhill/Reigate line and the Uckfield and East Grinstead lines.

External work streams

Highways Agency

6.41 The Highways Agency (HA) is responsible for planning the long term future and development of the strategic road network (SRN).

6.42 The Highways Agency (HA) is currently examining problems and potential solutions nationally across the entire SRN and developing strategies on a route basis. These route strategies are intended to help identify investment plans to accommodate changes in funding on the strategic road network as announced by the Government in the June 2013 paper ‘Investing in Britain’s Future’.

6.43 Relevant to Tandridge is the development of the London Orbital and M23 to Gatwick strategy, the evidence report for which is available online.
Network Rail: Wessex Route Study

6.44 Network Rail’s Summary Route Plan for the Wessex Route document sets out the relevant outputs, activity and expenditure at route level to achieve the specified outputs for CP5. The plan also forecasts the long-term activity and expenditure required to manage and maintain a sustainable network.

6.45 Although the Wessex Route Study does not look at the rail lines within Tandridge, the effects of alterations to services in nearby areas would impact on the District.

Gatwick Airport Surface Access Strategy 2012-2030

6.46 Tandridge is part of the Coast to Capital Local Enterprise Partnership, whose strategic economic plan recognizes Gatwick as an important driver of economic growth across the Coast to Capital area.

6.47 The Gatwick Airport Surface Access Strategy (ASAS) sets out the airport’s principles, goals and strategies for surface access to Gatwick. Its key objectives include the aim to achieve 40% public transport mode share for air passengers and staff by the time the airport reaches 40 million passengers per annum.
7 Places in Tandridge

7.1 The section below outlines the different areas across Tandridge, presenting the key transport network at each location and identifying a number of problems which currently exist in these areas.

7.2 There are three main built up areas which consist of Caterham, Warlingham/Whyteleafe in the north and Oxted/Hurst Green/Limpfield just south of the M25 motorway. There are two larger rural settlements Lingfield in the south-east and Smallfield in the south-west. There are also a number of villages and some other smaller settlements and areas of sporadic development in the Green Belt.

7.3 The local transport networks for each settlement are described below along with any identified transport challenges. The main settlement areas are outlined below including the issues and challenged facing the transport network. Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.

7.4 If the Rose and Young site in Croydon Road, Caterham and the Gasholder site at Oxted are redeveloped, additional transport interventions may be necessary to accommodate any resultant growth.

7.5 Solutions are stated where these are known, planned or aspired to. Where this has not always been possible, the issues and problems stated will serve to guide future solutions for each area, acting as an evidence base.

7.6 More details of the schemes described here can be seen in the accompanying Annex, including indicative timeframes for potential start dates and anticipated costs and funding sources, where known.

Caterham

Population: 21,090

7.7 Caterham is a town in the north west of Tandridge and is the largest town within the District.

7.8 The town plays an important role in retail and office use and has a number of sites that could be developed and bring further regeneration to the area.

7.9 The town has undergone some urban realm improvements as part of the Shabby to Smart initiative.

7.10 Church Walk Shopping Centre is a small shopping precinct located opposite Caterham railway station with a number of shops.

7.11 The A22 passes by Caterham from Purley in the north and extends south to Eastbourne. To the south of Caterham is the M25 and to the West is the A23. In Caterham the main roads are the B2208, B2030 and Stanstead Road.

7.12 Caterham Railway station has regular services to
London Victoria (twice hourly) and London Bridge via Forest Hill (twice hourly). The station has a car park with 100 car parking spaces and 20 cycle storage spaces.

7.13 The Railway station benefits from being within Zone 6 of Greater London resulting in cheaper train tickets compared to stations outside of Zone 6.

**Current problems and issues**

- Peak time congestion occurs in Caterham Valley, centred on Station Avenue. This is exacerbated at school times as local schools such as Caterham School and St John’s Church of England Primary School appear to have significant car journeys for some pupils.
- Off peak congestion also occurs with unauthorised stopping in Station Avenue blocking bus stops and carriageways.
- Car parking issues along Croydon Road in the Valley for commuters and local businesses
- Pedestrian and cyclist accessibility could be improved within the town centre and access to the train station
- Peak time congestion on A22/B2030 Godstone Road junction
- The frequency of the bus services running to and from the outside of Caterham Station is low and needs to be adapted to meet the needs of commuters needing to make their journey into London at peak times.
- Peak time congestion in the vicinity of the Court Road, Chaldon Road and Coulsdon Road junction and the Caterham Community Recycling Centre (formerly called Civic Amenity Site) at Chaldon Road in Caterham-on-the-Hill

**Summary Improvement Programme:**

| Improved accessibility for pedestrians including pedestrian crossings, traffic islands and footway improvements at several locations |
| Traffic calming measures on Harestone Hill, Croydon Road and Stanstead Road (Caterham Hill) |
| Junction improvement on A22/B2030 Godstone Road |
| Improvements to the footpath network and cycle paths around Caterham |
| Travel plan at de Stafford School |
| Dropped kerbs at Ninehams Road to increase off street parking |
Oxted

Population: 12,576

7.14 Oxted is situated to the east of Tandridge, just south of the M25 motorway.

7.15 Oxted town centre fulfils an important role in providing key services and shopping for the District’s population.

7.16 The town has a number of development sites that if brought forward could help improve the vitality and viability of the town centre including Oxted Gas Holder site.

7.17 The A25 passes through Oxted from East to West.

7.18 Oxted railway station provides regular services to London Victoria (twice hourly), London Bridge (hourly), East Grinstead (twice hourly) and Uckfield (twice hourly during peak time otherwise hourly). The station has a pay and display car park with 371 car parking spaces.

7.19 Current transport problems

- Peak time congestion on A25 Godstone Road/Church Lane
- The A25 is part of the tactical diversion route if an incident occurs on the M25 traffic is diverted through Oxted leading to high levels of congestion
- Lack of parking for commuters travelling by train and cycle parking at the station
- Cyclist and pedestrian accessibility/safety issues in the town centre and surrounding areas
- HGV lorries travelling to and from Oxted Quarry and Sandpit via unsuitable and narrow roads.
Summary Improvement Programme

| Expansion of existing car parks (either under or over) to increase provision for parking |
| Remodelling of junction between Church Lane and A25 to include traffic signal, realignments of kerbs etc to limit congestion. |
| Provision of a footpath along Wolf’s Hill and a new footway along Bluehouse Lane |
| Pedestrian crossing on Pollards Oak Road and a pedestrian/cyclist refuge island on the A25 to the west of Old Oxted High Street. |
| Measures to reduce speed on Wolf’s Road, Woodhurst Road and from the approach to Oxted from the west to the B2025 |
| Improvements to junction between Miles Lane and Tandridge Lane and signalised junction on A25 Godstone Road/Church Lane |

Warlingham

Population: 7,970

7.20 Warlingham is a village to the north of Tandridge and parts of the village are 650 feet above sea level. There are local shops around a triangular tree-lined village green including grocery shops, a pharmacy, a bank and other local services.

7.21 The A22 straddles the village to the west.

7.22 The B269 is the main road through Warlingham where a one way system is in place at the centre where the B269 and B270 converge. There is on and off road parking near the local shops around the village green.

7.23 Upper Warlingham railway station has a pay and display car park with 257 spaces.

Warlingham is served by two railway stations, which operate on different lines. Upper Warlingham railway station is about a mile from the centre of Warlingham and has regular services to East Grinstead (twice hourly) and London Victoria (twice hourly). Whyteleafe railway station is also close to Warlingham and has regular services to London Bridge via Forest Hill, Caterham and London Victoria.
The railway station is located within London Zone 6.

**Current problems and issues**

7.24 There is peak time congestion on B269 at Warlingham Green on the one way system.

7.25 Rat running route on Sunny Bank to Farleigh Road due to peak time congestion in the village centre.

7.26 There are good public transport links to West Croydon, running daily, by bus and a half hourly service between Caterham and Selsdon via Warlingham on Monday to Saturday. West Croydon Bus Station is closed from 4 October 2014 with the existing building being demolished and a new bus station planned to open on the same site in early 2016. There is a new bus service from Warlingham to Reigate which was introduced on 1 September 2014 on Monday to Friday.

7.27 Summary improvement programme:

| Traffic calming on B270 Hillbury Road |
| Removal of existing traffic calming measures and introduction of mini roundabout at junction of Harrow Road and Farleigh Road |
| Manage parking by widening the corners at Crewes Close and installing parking bays on Blanchmans Road |
| Improvements to Sunny Bank due to congestion |

**Godstone**

**Population - 5,949**

7.28 Godstone is a village located six miles to the east of Redhill on the A25.

7.29 The centre of the village has a one way system where the A25 and B2236 meet providing access to the A25.

7.30 Junction 6 of the M25 motorway is just to the north of the village.

7.31 Godstone railway station is in South Godstone approximately 2 miles to the south of the village.

7.32 The typical off peak service is one train per hour east to Tonbridge railway station, and west to London Bridge via Redhill and East Croydon.
7.33 Lambs Industrial Park is located near South Godstone and is a site identified for economic growth.

**Current problems and issues**

7.34 Peak time congestion through the village.

7.35 The A25 is a tactical diversion route used when an incident occurs on the M25 which causes high levels of traffic flow and subsequent congestion.

7.36 There are poor pedestrian and cyclist environments in some places.

7.37 Levels of traffic on the A25 have a negative impact on the village environment.

7.38 Safety issues for pedestrians and cyclists due to the speed in which traffic passes through settlement areas.

7.39 The railway station is located outside of the village. There are limited rail services with direct services to London Bridge approximately hourly. Enhancements to the Redhill/Tonbridge line would provide benefits to services.

7.40 Summary improvement programme:

| Speed management on the A22 Eastbourne Road junction with Water Lane and on the B2236 High Street |
| Footway on the A22 and Tiburstow Hill Road and pedestrian crossing north of Tiburstow Hill |
| Address HGV issues by introducing a 20mph speed limit on Ivy Mill Lane and Waterhouse Lane and restricting access to use by HGVs on Harts Lane |
| Widen existing footway to provide shared footway/cycleway on A25 between Godstone and Bletchingley |
| Roundabout on A22/Miles Lane/Harts Lane |
| Measures to relieve congestion such as junction improvements at M25 junction 6, road widening on Lagham Park, priority give way at railway bridge on Outwood Lane, footway and cycleway widening and a review of traffic lights phasing on dual carriageway south of junction 6 M25 |
**Whyteleafe**

**Population: 3,900**

7.41 Whyteleafe is a small town to the North of Tandridge, on the border with the London Borough of Croydon. There are some local shops and businesses in the town around the train station and Godstone Road.

7.42 The A22 (Godstone Road) passes through Whyteleafe from north to south.

7.43 Whyteleafe railway station is also close to Warlingham and has regular services to London Bridge via Forest Hill, Caterham and London Victoria. The station has a car park with 112 car parking spaces and 8 cycle storage spaces.

7.44 The railway station is located within London Zone 6. Three bus services serve the area and run from Caterham to Sutton (via Croydon), Selsdon to Caterham and Whyteleafe to Coulsdon. A new bus service was introduced on 1 September 2014 running from Warlingham to Reigate via Whyteleafe and Caterham.

**Current problems and issues**

7.45 There is a lack of parking within the village centre.

7.46 Peak time congestion can occur on the A22.

7.47 To the south of Whyteleafe is Wapses Lodge roundabout which is a peak time congestion bottleneck on the A22.

7.48 Congestion at the Whyteleafe Level Crossing local bottleneck.

**Summary improvement programme:**

- Improvements to A22 Wapses Lodge Roundabout
- Remodelling of A22 roundabout Whyteleafe approaches
- Cycleway improvements and provision along the A22 between Whyteleafe and Wapses Lodge roundabout.
- Drainage improvements at A22 junction with B270 Hillbury Road
- Review of traffic calming measures on Whyteleafe Hill and possible removal of existing humps
- Parking management on the A22 Godstone Road.
Lingfield

**Population: 3,900**

7.49 Lingfield is a village located in the south of the District.

7.50 Lingfield lies to the east of the A22 where it runs between Godstone and East Grinstead.

7.51 Lingfield Park Racecourse is located within the settlement area. There is a large hotel adding to tourism in the area in addition to a golf club.

7.52 Located to the south of Lingfield is Felcourt which has a small business park with 15 units.

The railway station adjoins Lingfield Park Racecourse on the East Grinstead branch of the Oxted Line. Services to London Victoria and East Grinstead are every 30 minutes.

**Current problems and issues**

7.53 Congestion can be severe on race days.

Summary improvement programme:

- Traffic calming measures on Newchapel Road and Crowhurst Road/Station Road
- Speed management on B2029 Godstone Road, Crowhurst Lane and Town Hill/Station Road
- Measures to reduce HGVs avoiding the A22 Godstone Road
- Traffic management for the B2028 for race days

Bletchingley

**Population: 3,147**

7.54 Bletchingley is an attractive rural village to the east of Redhill and to the west of Godstone. The village centre straddles the main High Street (on the A25) with the historic core centred around the former market place near to the Outwood Lane/Church Lane junction.

7.55 The village is bisected by the A25 and part of the village centre is designated as a Conservation Area.
The closest rail station is Nutfield, located two miles away from the village centre.

**Current problems and issues**

7.56 HGV parking issues
7.57 The A25 is a tactical diversion route used when an incident occurs on the M25 which causes high levels of traffic flow and subsequent congestion.
7.58 Pedestrian accessibility could be improved connecting the three areas.
7.59 Levels of traffic on the A25 have a negative impact on the village environment
7.60 Safety issues for pedestrians and cyclists due to the speed in which traffic passes through settlement areas

**Summary improvement programme:**

- Junction improvements on Outwood Lane junction with A25 to limit congestion
- Speed management measures on Pendell Road and Brewer Street
- Traffic calming measures on Rabies Heath Road and widen junction with A25 to accommodate new pedestrian island
- Traffic/Pedestrian island on A25 Bletchingley road/ North Park Lane

**Nutfield**

**Population:** 2,728

7.61 Nutfield is an attractive rural village in East Surrey with Nutfield Marsh to the north and South Nutfield due south.
7.62 The village is bisected by the A25 and part of the village centre is designated as a Conservation Area.
    - Nutfield rail station is located in South Nutfield providing hourly services to London Bridge.

**Current problems and issues**

7.63 HGV parking issues
7.64 The A25 is a tactical diversion route used when an incident occurs on the M25 which causes high levels of traffic flow and subsequent congestion.
7.65 Pedestrian accessibility could be improved connecting the three areas.
7.66 Levels of traffic on the A25 have a negative impact on the village environment.
7.67 Safety issues for pedestrians and cyclists due to the speed in which traffic passes through settlement areas.
7.68 Summary improvement programme

- HGV restriction in Bletchingley and Nutfield area and measures to prevent HGV access to cemetery lay by on the A25 Nutfield Road
- Traffic calming measures on A25 Nutfield Road and Parkwood Road.
Felbridge

Population: 2,039

7.69 Felbridge is located in the south of Tandridge on the boundary between Surrey and Sussex. Felbridge has two large lakes and is popular for fishing and sailing.

7.70 Copthorne Road (A264) runs through Felbridge towards the A22 which runs from north to south towards East Grinstead. The M23 is to the west of Felbridge along the A264 and the M25 is to the north via the A22 (roughly 9 miles).

7.71 Felbridge does not have a railway station and the closest station is East Grinstead which is about 2 miles from Felbridge along the A22. East Grinstead provides twice hourly services to London Victoria and East Croydon.

Current problems and issues

7.72 The A264/A22 junction is a peak time congestion bottleneck and has poor pedestrian accessibility.

7.73 Significant housing growth is expected in neighbouring East Grinstead which is likely to put additional pressure on the transport network.

7.74 Summary improvement programme
Pedestrian facilities and footway to improve accessibility on the A22/A264 Copthorne Road junction with Mill Lane
Improvements to the A22 junction with the A264 including pedestrian improvements
Introduce cycleways on the A264, A22 and Crawley Down Road
HGV route diversion to provide a more direct route to Gatwick Airport avoiding the junction between the A22 and A264 at Felbridge
Local traffic calming improvements and speed cameras on A264 and A22
Improve junction between A264 and Crawley Down Road and improve footpath lighting on Crawley Down Road
8 Forward Programme, Funding and Delivery

8.1 This chapter outlines the scope and purpose of the Forward Programme and the potential funding and delivery mechanisms that will be used should schemes from the programme be brought forward for implementation.

8.2 To allow provision of an effective, reliable, safe and sustainable transport network in support of economic growth and carbon reduction, a balanced programme of maintenance and integrated transport schemes is required. Additionally, the opportunity to secure alternative funding to the Surrey Transport Plan will be compromised, unless it provides a balanced strategy and programme that contains integrated transport schemes as well as maintenance schemes.

The forward programme (see annex)

8.3 The Forward Programme has been designed to meet the objectives of the Local Transport Strategy by including schemes to tackle existing problems, as well as schemes designed to mitigate the impact of new development. In this way, the opportunity to attract developer funding can be maximised.

8.4 The programme identifies short, medium and long term schemes and packages of measures which seek to deliver improvements in line with the objectives in section 2 and identified problems and issues. These are grouped at various spatial levels:

- District wide - the principal road and rail networks
- Settlement areas as defined through the district’s Settlement ID Plans

8.5 The value and status of schemes has been defined as:

- local schemes valued less than £250,000,
- intermediate schemes valued between £250,000 and £2 million;
- major schemes valued at £2 million or above.

8.6 The schemes included in the forward programme are largely schemes which require funding from different sources and hence will generally be beyond the scope of local committee capital funding. A full schedule of all local improvement schemes can be found in the relevant Local Committee report for the area (usually published for the December of each year).

8.7 In general, the schemes are not intended to provide additional network capacity but seek to manage the existing network and provide more sustainable transport choices. The overall mix and scale of schemes is considered necessary to support sustainable economic development and planned growth.

8.8 The Forward Programme includes the purposes of each scheme or package of measures, delivery stage, estimated costs, potential funding sources, estimated start dates, scheme status and how it meets the local and strategic objectives.

8.9 The delivery stages are defined as:

- Scheme identification – the need for a scheme is identified, initial drawings may have been produced
• Identification and assessment of options – outline design of scheme options has been/is being produced
• Preferred route and statutory processes – preliminary design of preferred option
• Detailed design – scheme is designed to allow and instruct construction
• Construction – scheme is fully designed and works have begun on site.

8.10 The Forward Programme will be revised on a yearly basis by the Local Committee to take account of available funding and to ensure:

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

Funding

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

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

8.13 Potential funding for schemes could be a combination of:

• Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL)
• Capital funding by the county council (government grants such as the Local Transport Plan (LTP) allocations, Local Sustainable Transport Fund (LSTF) and major schemes funding available from 2015 from designated Local Transport Bodies
• County council capital funding allocated for more strategic schemes by the Tandridge Local Committee
• Capital funding by the district council
• Capital funding from the EM3 Local Enterprise Partnership. A number of schemes have been submitted by the county council to the LEP for consideration in their strategic economic plan.
8.14 Funding for the schemes identified/proposed in the strategy is likely to come from a combination of the sources described above. More detailed information on funding can be here.

**Delivery**

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

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

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

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

8.19 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)\(^9\) or the Habitats Regulations process\(^10\). This will be dependent on scheme specifics. At the appropriate stage of scheme feasibility we would seek to:

- Obtain EIA screening opinion from relevant planning authority
- Clarify the planning position relevant to the scheme
- Consider archaeological impacts of the scheme by consulting English Heritage and the county archaeologist
- Consider any flooding impact of the scheme by consulting the Environment Agency and the lead local flood authority
- Consider an ecology impacts of the scheme by consulting the county ecologist
- Consider any landscape impacts of the scheme, by consulting the county landscape architect

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\(^9\) EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

\(^10\) EU Habitats Directive (92/43/EEC)
<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
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<tbody>
<tr>
<td>Air Quality Management Area (AQMA)</td>
<td>An identified area where current, and likely future, air quality is unlikely to meet the Government’s national air quality objectives.</td>
</tr>
<tr>
<td>Bus operator</td>
<td>Bus services are operated either commercially (without any external funding) or under contract to Surrey County Council.</td>
</tr>
<tr>
<td>Community Infrastructure Levy (CIL)</td>
<td>The Community Infrastructure Levy is a new levy that local authorities can charge on new developments in their area. The charges are set by the local council based on the size and type of the new development. The money raised from the Community Infrastructure Levy can be used to support development by funding infrastructure that is needed to mitigate the impact of development.</td>
</tr>
<tr>
<td>Capital funding</td>
<td>Money spent on the purchase or improvement of fixed assets such as buildings, roads and equipment.</td>
</tr>
<tr>
<td>Coast to Capital (C2C)</td>
<td>The Local Enterprise Partnership of which the easternmost Surrey districts and boroughs are part. More information at: <a href="http://www.coast2capital.org.uk/">http://www.coast2capital.org.uk/</a></td>
</tr>
<tr>
<td>Congestion Programme</td>
<td>The Surrey Future Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey’s road network to support economic competitiveness and growth produced in partnership by the Surrey Future Partnership comprising of Surrey’s local authorities and business leaders.</td>
</tr>
<tr>
<td>Cycling Strategy (2014-2026)</td>
<td>The Surrey Cycling Strategy is a component strategy of the Local Transport Plan</td>
</tr>
<tr>
<td>Scheme delivery stages (see Annex):</td>
<td>The need for a scheme is identified; initial drawings may have been produced. Outline design of scheme options has been/is being produced. Preliminary design of preferred option. Scheme is designed to allow and instruct construction. Scheme is fully designed and works have begun on site.</td>
</tr>
<tr>
<td>1. Scheme Identification</td>
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<td>2. Identification and assessment of options</td>
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<td>3. Preferred route and statutory process</td>
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<tr>
<td>Department for Transport (DfT)</td>
<td>Government department responsible for transport matters in England and those not devolved in Wales, and Northern Ireland.</td>
</tr>
<tr>
<td>Enterprise M3</td>
<td>The Local Enterprise Partnership of which the westernmost Surrey districts and boroughs are part. More information at: <a href="http://www.enterprisem3.org.uk/">http://www.enterprisem3.org.uk/</a></td>
</tr>
<tr>
<td>Intermediate scheme</td>
<td>Infrastructure scheme estimated to cost between £250,000 and £2 million.</td>
</tr>
<tr>
<td>Local Enterprise Partnership (LEP)</td>
<td>A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area</td>
</tr>
<tr>
<td>Local Sustainable Transport Fund (LSTF)</td>
<td>A total of £560 million was originally made available through the Local Sustainable Transport Fund (LSTF) to enable the department to fund a number of high quality bids. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids (with local contribution being provided by local authority partners). In total, the Department for Transport awarded funding to 96 packages to 77 authorities to deliver their schemes between 2011 and 2015.</td>
</tr>
<tr>
<td>Local Transport Body (LTB)</td>
<td>Local Transport Bodies are voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and other organisations if appropriate that are in charge of the devolved funding for local major transport schemes from the Department of Transport</td>
</tr>
<tr>
<td>Local Transport Plan (LTP3)</td>
<td>Under the Transport Acts 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more commonly known as the LTP). The LTP sets out an integrated transport strategy for the area and outlines proposals for the future.</td>
</tr>
<tr>
<td>Minor scheme</td>
<td>Scheme cost is less than £250,000</td>
</tr>
<tr>
<td>Major scheme</td>
<td>Infrastructure scheme estimated to cost in excess of £2 million</td>
</tr>
<tr>
<td>Office of Rail Regulation</td>
<td>The Office of Rail Regulation is the independent safety and economic regulator for Britain's railways.</td>
</tr>
<tr>
<td>Primary Route Network</td>
<td>The primary route network (PRN) designates roads between places of traffic importance across the UK (known as primary destinations), with the aim of providing easily identifiable routes to access the whole of the country. The PRN consists of motorways, trunk roads and certain other A roads.</td>
</tr>
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<td>Term</td>
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<tr>
<td>Quality Bus Corridors</td>
<td>A strategic bus route that is improved to encourage more people to use buses. This will include measures to make buses more reliable, and more convenient for users and non-users. These measures may include traffic signal priority for buses, high quality passenger facilities, electronic passenger information and strong marketing, together with safe pedestrian routes to the bus stops.</td>
</tr>
<tr>
<td>Real time passenger information (RTPI)</td>
<td>Real Time Passenger Information (RTPI) is a system that provides members of the public with live bus arrival information and enables bus operators to manage their daily operation and performance of bus services more effectively. RTPI complements other passenger transport initiatives and schemes to make travelling by bus a reliable and attractive alternative to less sustainable travel. The RTPI system in Surrey operates in partnership with bus operators to provide live bus information on electronic displays at bus stops, and with access to the information through the internet and mobile/smartphone channels.</td>
</tr>
<tr>
<td>Scheme delivery timescales (see Annex)</td>
<td>Timescale for start of construction 0-2 years from now, see Annex for given years. Timescale for start of construction between 3 and 6 years from now, see Annex for given years. Timescale for start of construction 6+ years from now, see Annex for given years.</td>
</tr>
<tr>
<td>Section 106 (S106)</td>
<td>Planning obligations are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. Planning obligations enable a council to secure contributions to services, infrastructure and amenities in order to support and facilitate a proposed development.</td>
</tr>
<tr>
<td>Surrey Future</td>
<td>A partnership overseeing how we can manage planned growth sustainably, both in Surrey and on our borders. More information at: <a href="http://www.surreycc.gov.uk/surreyfuture">http://www.surreycc.gov.uk/surreyfuture</a></td>
</tr>
<tr>
<td>Surrey Rail Strategy</td>
<td>Document prepared by Ove Arup &amp; Partners on behalf of the Surrey Future partnership to consider rail issues and options which could be supported by the council to produce benefits for Surrey.</td>
</tr>
<tr>
<td>Surrey Transport Plan</td>
<td>See ‘Local Transport Plan (LTP3)’</td>
</tr>
<tr>
<td>Term</td>
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</tr>
<tr>
<td>Travel SMART</td>
<td>A Surrey initiative designed to provide local people with more travel choices that help cut carbon, costs and increase fitness. The initiative aims to support economic growth.</td>
</tr>
</tbody>
</table>

http://www.nice.org.uk/guidance/ph41