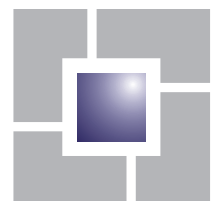




Marketfield Road, Redhill

Framework Travel Plan



david tucker associates
transport planning consultants

Marketfield Road, Redhill

Framework Travel Plan

27th April 2016
RD/RJM/15175-03a TP

Prepared by:

David Tucker Associates

Forester House
Doctors Lane
Henley in Arden
Warwickshire. B95 5AW

Tel: 01564 793598
Fax: 01564 793983
inmail@dtatransportation.co.uk
www.dtatransportation.co.uk

Prepared For:

**Reigate and Banstead
Borough Council**

© David **Tucker Associates**

No part of this publication may be reproduced by any means without the prior permission of David Tucker Associates

Table of Contents

1.0	Introduction	1
2.0	Existing Conditions	2
2.1	Current Status	2
2.2	Walking	2
2.3	Cycling	3
2.4	Public Transport	3
2.5	Local Highway Network	4
2.6	Car Parking	4
2.7	Summary and Conclusions	6
3	Design Measures	7
4	Encouragement of Sustainable Travel	8
5	Management of Servicing	9

Figures

Figure 1	Site Location
Figure 2	Walking Catchment
Figure 3	Cycling Catchment

Appendices

Appendix A	Site Masterplan
------------	-----------------

1.0 Introduction

- 1.1 This framework Travel Plan been prepared by David Tucker Associates (DTA), on behalf of Reigate and Banstead Borough Council, to support their redevelopment proposals for the Marketfield Way site in Redhill. The site location is shown on **Figure 1**.
- 1.2 The Marketfield Way site is a town centre site which is currently developed for retail and office use fronting the High Street and a surface car park to the rear. The redevelopment envisages a multi-screen cinema, A1/A3 retail units and approximately 154 residential flats. As part of the redevelopment changes to the current access arrangements are required and a section of highway maintainable at public expense within the site will be stopped up.
- 1.3 Access to the site for servicing and for the residential car parking will be taken from Marketfield Road to the south of the site. In addition, a new access to the north of the site will be created. This will require the relocation of an existing signal pedestrian crossing on Marketfield Way. The principles of proposed access to the site were previously agreed with Surrey County Council at a meeting held to co-ordinate the project with the works being planned for the Redhill Balanced Network project. The RBN works have now been implemented. The site masterplan is attached at **Appendix A**.
- 1.4 This Framework Travel Plan contains two principle strands:
- Management of servicing; and,
 - Promotion of sustainable travel modes by staff and residents.

2.0 Existing Conditions

2.1 Current Status

- 2.1.1 The site is located within Redhill Town centre. This town centre area is centrally located and the main roads within it are pedestrianised. The site includes an existing building which fronts directly onto the High Street. This is a three storey building with retail on the ground floor with offices above. This building would be demolished.
- 2.1.2 In addition there is a 97 space (inc. 3 disabled) Marketfield Way surface car park. The car park is a pay and display with a max stay of 3 hours. There is no return permitted within 1 hour between 08:00 – 18:00 Monday - Saturday. The car park has 2 payment points, and is generally associated with shopping locally for users who require short stay only. Marketfield Road is the only point of vehicular entry/exit.
- 2.1.3 There is a section of public highway within the car park which will be stopped up as part of the development.

2.2 Walking

- 2.2.1 'Guidelines for Providing Journeys on Foot', IHT 2000 identifies a number of factors which affect individuals' ability or willingness to walk and makes recommendations on distances to be used for planning and evaluation purposes. It further suggests a desirable maximum walking distance for town centres to be 200m. For commuting, school and sight-seeing the desirable maximum is 500m, acceptable maximum 1000m and preferred maximum is 2000m. These catchment areas are shown on **Figure 2**. As a site within the town centre, in close proximity to the bus station and the railway station, there are significant opportunities within the desirable walking distance of the site.
- 2.2.2 There are pedestrian footways on both sides of all roads in the vicinity of the site, with signal controlled crossings on Marketfield Way, Princes Way and the A25. Station Road, London Road and High Street (to the west and north) are all pedestrianised zones. Connectivity to all town centre facilities and the bus and rail stations is excellent, with further pedestrian facilities located at key junctions. These were recently upgraded as part of the SCC Redhill Balanced Network project.

2.2.3 The site makes provision for further development of pedestrian routes in the local area by creating a new link through from the High Street to the Marketfield Way. This new link has been developed with active frontages (shops) making the route amenable and attractive to pedestrians.

2.2.4 Overall, the central location of the site allows a wide catchment for people to walk into the site from the surrounding residential areas to work, shop or for leisure activities. Its location within a largely pedestrianised area also means that there is easy access to the site for people travelling from further afield by public transport or private car. Overall it is considered that the proposals and location fully accord with NPPF policies and the NPPG.

2.3 Cycling

2.3.1 The site is well located to make good use of the local cycle network which has been enhanced through the SCC Redhill Balanced Network Project. National Cycle Route 21, the Downs and Weald and the Avenue Verte cycle routes all pass the site on Marketfield Way.

2.3.2 Cycling offers a considerably expanded range to walking with convenient preferred maximum distance of 5km usually considered. This catchment area is shown on **Figure 3**. For residents on the site this will clearly be further than is required for many travel needs. For visitors, employees and customers on the site, however, the central location of the site offers coverage of the town and immediate hinterland.

2.4 Public Transport

2.4.1 Redhill railway station is located within 100m of the northeast corner of the site in the north eastern quadrant of the Marketfield Way – Princess Way roundabout. Passengers must therefore cross Marketfield Way however there are existing traffic signal controlled pedestrian crossings on the key routes. The station is therefore easily accessible from the site.

2.4.2 The station is a major interchange between the Brighton Main Line, North Downs Line and the Redhill to Tonbridge Line.

- The Brighton Main Line runs from London (London Bridge or Victoria) to the north and to Gatwick and Brighton to the south. Thameslink extends some of these services north through to Bedford.
- The North Downs Line runs to the west to Reading and Guildford.
- The Redhill to Tonbridge Line runs east to Tonbridge.

2.4.3 There are around 15 off-peak train services per hour which stop at the station.

2.4.4 Redhill bus station is located opposite the railway station within 100m of the northeast corner of the site. There are 15 routes served from here including 32, 100, 315, 324, 357, 400, 405, 410, 420, 424, 430,435, 460, 524, 820.

2.4.5 The bus station is a modern facility with excellent sheltered waiting provision and travel information. The bus station is therefore well equipped and easily accessible from the site.

2.5 Local Highway Network

2.5.1 There are two main roads which intersect in the centre of Redhill. These are the east – west A25 and the north – south London/Brighton Road (the former A23). The town centre, within which the site is located, has been pedestrianised with vehicular traffic diverted around the outside. This inner-ring road includes Marketfield Way which bounds the site to the east.

2.5.2 The site itself is accessed from Marketfield Way. This is a relatively recent change to the structure of the local road network brought about by SCC's Redhill Balanced Network project (2015).

2.5.3 In the wider context both of the above main roads have been bypassed by the M25 and M23 respectively.

2.6 Car Parking

2.6.1 The Redhill Parking Strategy (2008) examined parking in Redhill Town Centre. It found that:

- 25% of people surveyed travel to Redhill Town Centre on foot
- 25% of people surveyed travel to Redhill Town Centre on bus
- 4% of people surveyed travel to Redhill Town Centre by bicycle
- The train is predominantly used by commuters travelling out of Redhill
- Interrogation of SCC's Redhill Town Centre Vehicle Model revealed 66% AM peak traffic and 61% PM peak traffic in Redhill Town Centre is through traffic.

2.6.2 The report concluded that there was adequate car parking for existing development but for future development measures were recommended to rebalance the car parking demand and short term parking supply.

2.6.3 Hyder undertook a further parking study in 2011 on behalf of the Borough Council. The Phase 1 report noted that:

Overall, there is a significant amount of spare parking capacity in Redhill Town Centre, with approximately 1,056 of the 4,095 available parking spaces unused during the peak parking periods. 36% of the sampled off-street parking spaces are unused during the peak parking periods (12:00 – 14:00) in 2008. Similarly, 34% of available on-street parking spaces within 800m (10 minutes walk) of the town centre were unused.

Further analysis showed that parking demand at council run off-street car parks peaked in 2004-5 when it was twice as high as current levels and then started to decline long before the recession started.

2.6.4 The study concludes that the significant over supply of parking within the Town Centre area is such that the existing car park on the site could be closed and the development demand accommodated elsewhere in the locality principally in the Warwick Quadrant and Cromwell Road car parks.

2.6.5 The existing car park is short stay, with a maximum stay of 3 hours. It would be a reasonable assumption that each car parking space is used three times a day. On this assumption, the car park can be associated with 582 two way movements per day.

2.7 Summary and Conclusions

- 2.7.1 The redevelopment site is situated in a location with excellent pedestrian and cycle permeability, as well as being in very close proximity to Redhill town centre facilities. The site lies adjacent to good bus and rail links. Existing public transport services provide a wide range of local and longer distance routes.
- 2.7.2 The site is therefore well located in terms of accessibility both for the residents of the development and for other people travelling to use the commercial elements of the proposals.
- 2.7.3 It is therefore considered that the development of the site is in full accordance with Government policy of reducing on reliance of travel by private car. Section 4 below discusses the development specific initiatives proposed to encourage sustainable travel from the site.

3 Design Measures

3.1 The following design measures will be implemented by the developer as part the development proposals:

- Connections with existing pedestrian and cycle routes will be provided. These will provide good linkages to the town centre and surrounding areas.
- Cycle parking will be provided for residents, employees and visitors to the site. This will facilitate bicycle ownership/use.

4 Encouragement of Sustainable Travel

4.1 Welcome packs will be provide to new residents and travel information provided to employees on the site which would include:

- Up to date bus and train timetable information including maps of local services;
- Walking and Cycling Route Maps;
- Details of local shops and services;
- Information on the wide range of car share websites which link and match potential car sharers. Examples of good quality schemes can be found at www.nationalcarshare.co.uk and www.shareacar.com.
- Internet shopping is becoming increasingly popular, particularly for supermarket shopping for those living in urban areas. All of the main supermarkets, including www.tesco.com, www.sainsburys.co.uk and www.ocado.com offer delivery services to the site address.

5 Management of Servicing

- 5.1.1 There are two main locations for servicing the site. These are shown on the site master plan in **Appendix A**. These have been designed to allow safe and legal loading to take place off the public highway.
- 5.1.2 It is proposed to access a servicing bay and the residential car parking from Marketfield Road to the south. The access to the service bay and car park access will be recessed into the site to form an area for light vehicles servicing the residential flats, e.g. grocery and parcel deliveries, to turn around. Relative to the existing car park use on the site, the proposed development will give rise to fewer vehicle movements on Marketfield Road.
- 5.1.3 A second Marketfield Way access will be a new access to the northeast of the site. An accessway, approximately 6.0m wide will join Marketfield Way to an internal servicing courtyard. The access onto Marketfield Way will be a heavy duty crossover reflecting the type of vehicles but relatively low demand at this location. To accommodate the new access the existing pedestrian crossing will be relocated.
- 5.1.4 There are no periods when deliveries cannot be made. This position will be confirmed with the Borough Council.
- 5.1.5 No formal system is proposed to co-ordinate deliveries. The waiting time within all the Areas will be restricted to no more than twenty minutes to maximise the availability of the spaces.

FIGURES

APPENDIX A



david tucker associates

Forester House

Doctor's Lane

Henley-in-Arden

Warwickshire B95 5AW

Tel: +44(0)1564 793598

Fax: +44(0)1564 793983

inmail@dtatransportation.co.uk

www.dtatransportation.co.uk