



# MOVEMENT



## **ROADS AND TRAFFIC MANAGEMENT**

### **Major Highway Schemes**

- 11.1 In considering proposals for major highway improvements, the County Council has regard to the provisions of the Structure Plan, which require that schemes should solve local problems and give significant economic and/or environmental benefit. In allocating resources there will be an emphasis towards severe and defined problems on the designated Primary road network. Any major schemes which may come forward for consideration during the Local Plan period, will need to satisfy these criteria and be shown to be of high priority, when compared with other schemes elsewhere in the County.

#### **Policy Mo 1**

**The County and Borough Councils intend to carry out improvements to the road network in Reigate Town Centre, for which the necessary land outside existing highway boundaries will be safeguarded against other forms of development.**

#### ***Amplification***

- (1) *Studies were undertaken by the County Council in 2004 to progress its safeguarded scheme for Reigate, which diverted through-traffic away from some of the main shopping streets. These studies concluded that, due to traffic growth, the safeguarded scheme would have resulted in very significant congestion and could not, therefore, be progressed. Consideration is therefore being given to alternative transport and related environmental improvements in the context of the Local Transport Plan process*
- (2) *Although the County Council's provisional Surrey Local Transport Plan for 2006/7 to 2010/11 does not identify transport measures in Reigate as one of its major schemes, the town is recognised as one of the four top priority urban areas in terms of transport related problems. See also Policy Rg 3.*
- (3) *Prior to implementation, the land required for construction will be the subject of a safeguarding policy in accordance with national advice in PPG12. The design of the scheme will be developed to the stage at which planning permission can be sought, and land acquisition, using CPO powers if necessary, can be pursued.*

## **Minor Highway Schemes**

- 11.2 Policy Mo 2 deleted (2005).

## **Regulating Commercial Vehicle Movements**

- 11.3 Where at all possible, the County Council will encourage longer distance lorry traffic to use the Primary Road Network. Provision of facilities for lorry drivers along this strategic network may be looked upon favourably. Guidance is set out in the County Council's document, "Strategy for the Provision of Road-side Services on the Primary Road Network." The County Council has not designated specific lorry routes, but is aware of the environmental problems caused by heavy commercial vehicles. To this end the County Council has included policies on freight transport in the Structure Plan. The Borough Council will co-operate with the County Council in ensuring the application of these policies within the Local Plan area.
- 11.4 In the central part of the Borough, the older employment area at Albert Road North, Reigate, suffers from poor access for heavy lorries.

### **Policy Mo 3**

**The County Council will seek to introduce measures to control the movement and parking of commercial vehicles, where appropriate, through traffic regulation orders and waiting and width restrictions. In particular heavy goods vehicles travelling to and from Gatwick Airport will be discouraged from using minor country roads in the Local Plan area.**

#### ***Amplification***

- (1) *In the context of this Policy, the Borough Council is concerned about the impact on the rural road network of increasing commercialisation at Redhill Aerodrome. Consequently, it will continue to urge the County Council to investigate ways of mitigating the problems (see also Policy Em 12).*
- (2) *The County and Borough Councils are empowered to object to certain applications submitted to the relevant Licensing Authority relating to Goods Vehicle Operator's Licences. When they have reason to believe that a particular proposal might be objectionable on environmental grounds, they will consider the need to lodge an objection with the Licensing Authority.*

## **VEHICULAR PROVISION FOR NEW DEVELOPMENTS**

### **Development related Funding for Highway Schemes**

- 11.5 The Local Plan seeks to ensure that the provision for new development should be integrated as satisfactorily as possible within the transport network and that improvements to the network should be made, where necessary, as part of those developments. The highway system in the Borough will remain under pressure in the peak traffic periods over the Local Plan period, particularly on more urbanised sections of the main traffic routes. Any additional traffic generated alongside these routes therefore would further impede movement and make conditions more hazardous.

#### **Policy Mo 4**

**If proposals would exacerbate transport problems or make conditions more hazardous for highway users, the County Highway Authority and Borough Council will ensure where appropriate that necessary improvements are designed, fully funded by the developer and completed to accommodate safely the traffic related to the development.**

**In furtherance of this Policy, the County and Borough Councils will seek, as part of Integrated Mixed Use Schemes and other proposals included in this Local Plan:-**

- (i) the provision of a new access road into the Holmethorpe Employment Area, Redhill, Completed;**
- (ii) improvements to Gloucester Road and its junction with London Road, Redhill, Completed;**
- (iii) the provision of a satisfactory means of access to the South East Quadrant, Redhill, and any consequential improvements to the highway network;**
- (iv) the provision of an access road from Salbrook Road into land identified for industrial and storage and distribution use at Salfords Goods Yard;**
- (v) the extension of Consort Way, Horley, eastward from its junction with Albert Road to Consort Way East - Deleted (2005).**

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### ***Amplification***

- (1) *Where works on the transport system are deemed necessary either to service the needs of the development, or to ameliorate problems on the transport system which would be created by the proposals, costs will normally be recovered by Agreement.*
- (2) *The South East Quadrant of Redhill lies between Marketfield Way (A23) and the pedestrian priority areas of High Street and Station Road. Junctions on the A23 have limited additional capacity and normally direct access onto Marketfield Way would not be permitted by the Highway Authority. As part of any redevelopment proposals for this area, consideration will need to be given to the functioning of the highway network in addition to the provision of a satisfactory means of access (see also Policy Rd 3).*
- (3) *Current road access to an aggregate depot and vacant land at Salfords Goods Yard is via Southern Avenue, a residential street. The development of the vacant land will require the provision of a new access into Salbrook Road. Such an access road has previously received the grant of planning permission (see also Policy Em 9).*

## **Design of Roads within New Development**

- 11.6 A design guide “Surrey Design”, and its technical appendix, produced in 2002 on behalf of the Surrey Local Government Association (SGLA), has been adopted by the Borough Council as supplementary planning guidance for residential development. The County Council also operates highway design standards which apply to other forms of development.

### **Policy Mo 5**

**In considering proposals for new development, the County and Borough Councils will seek to ensure that arrangements for access and circulation are appropriate to the type of development proposed and the area in which it is located and do not aggravate traffic congestion, accident potential or create environmental disturbance in the vicinity. Where feasible, the number of accesses onto major roads will be reduced.**

### ***Amplification***

- (1) *Generally proposals will need to demonstrate that a satisfactory means of access can be provided to approved standards without causing an increase in danger to road users and pedestrians. Traffic aspects will be evaluated both in relation to the internal layout of the new development meeting approved standards and the effect of the completed development on the existing highway network.*

## **Servicing Provision within New Development**

- 11.7 In order for shops, offices, industrial and storage and distribution premises to function properly, it is necessary to allow delivery vehicles access and standing space for loading purposes, with a new access being provided from existing roads. It is felt that, wherever possible, all vehicles should service the premises without using the highway as manoeuvring space. In commercial areas, particularly shopping areas, this means the servicing of premises should be carried out from the rear wherever possible.

### **Policy Mo 6**

**The Borough Council will normally require provision for loading, unloading and turning of service vehicles within the curtilage of a proposed development. Where appropriate, servicing or provision for future servicing will be expected to be from the rear of the premises.**

#### *Amplification*

- (1) *Although servicing from the rear of premises is desirable it is not always possible and the proposed pedestrian priority area in the High Street, Reigate is one such exception. Service vehicles will need to be accommodated within the pedestrian priority area because of the lack of opportunity to provide complete rear servicing facilities, especially along the northern side of the High Street. It is proposed to initiate a one-way servicing system to prevent use by through traffic and the possibility of time-limited service trips will be examined.*
- (2) *Redevelopment schemes on the south side of High Street, Reigate have been required to make rear servicing provision for adjoining properties in addition to their own requirements wherever possible.*

## **Car Parking Strategy and Standards**

- 11.8 **Introduction:** Car parking standards in Surrey are reviewed at intervals by the County Council. To provide a context for setting standards and for comprehensiveness the County Council adopted a Car Parking Strategy in 2003 as SPG, which covers on and off-street provision and also management issues in relation to the public car parking stock. For development related parking provision the Strategy introduces a zonal approach to parking standards whereby on-site provision is less in locations with good accessibility to public transport.
- 11.9 The Borough Council is responsible for providing, maintaining and managing off street public car parking spaces. The Borough Council will need to consider increasing car parking charges as a part of the County Strategy and the movement strategy of this Local Plan and as a way of discouraging excessive dependence on the private car. New development will not normally be permitted unless there is an

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appropriate level of off-street car parking provision. Under the adopted County Strategy this will be a maximum provision, with the exception of housing outside town centres, determined primarily by the location of the development. Dependant upon the location and accessibility of new development, contributions towards public transport, cycling or walking initiatives will be sought.

- 11.10 **Purpose:** To ensure that the provision and management of parking space contributes to the promotion of sustainable travel alternatives and that new development proposals provide an appropriate level of off-street car parking.

### **Policy Mo 7**

**New development will be required to provide parking provision in accordance with the current adopted standards, as set out in Appendix 3. Where appropriate, the developer will be requested to provide and fund enhanced facilities to encourage alternative means of travel to the private car. In the case of non-residential development such facilities may relate to the submission and approval of a Travel Plan secured through a legal agreement or planning condition.**

#### ***Amplification***

- (1) *A parking strategy will be promoted with the aim of reducing dependency on car use and encouraging the use of alternative forms of transport. As part of that strategy and following comprehensive detailed assessments, including the monitoring of improvements in the provision of public transport, the Borough Council with the County Council, will:
  - (i) progressively reduce the supply of Local Authority long stay commuter and private non-residential car parking in town centres, in conjunction with improved public transport and, where appropriate, alternative provision of long-stay off-street car parking away from town centres in sites suitable for park and ride or walking;
  - (ii) give priority to short-stay car parking over long-stay in town centres in order to support shopping, leisure and community activities; and
  - (iii) restrain on-street parking where necessary, having regard to the needs of residents, in order to protect and enhance the local environment and promote road safety.*
- (2) *Parking standards, with the exception of residential development outside town centres, will apply on a 'maximum' basis. In locations well served by other transport modes a lower level of provision may be required. In the case of the allocated housing sites in Horley, where high quality public transport networks and facilities, together with those which encourage cycling and walking are planned to be provided from the outset as part of a comprehensive approach, there should be opportunities to reduce the normal level of parking provision.*



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- (3) *A 'Travel Plan' should be provided for all non residential developments of over 1000m2 gross floorspace, individually or cumulatively, and will be encouraged on smaller proposals depending on the nature of the business. These plans are a proven technique for reducing car use especially by employees at peak times, and for increasing cycling, walking, public transport and car sharing.*

### **Shared Parking Opportunities**

- 11.11 **Introduction:** Private and non-residential parking space can make a substantial contribution to meeting overall parking needs particularly in town centres which experience peaks in demand. In order to utilise private land in town centres that is currently in use, or could be used, for car parking, the Borough Council will encourage private owners to provide car parks and make their surplus parking spaces available to other users, by agreement, at specified times of the week.
- 11.12 This approach is not seen as inconsistent with Government guidance as contained within PPG 13. This approach reduces land take and is therefore an efficient use of resources. It should also be seen within the context of the Council's overall Transport and Town Centre Strategies which seek to keep non-shopper short term parking to a minimum.
- 11.13 **Purpose:** To make best use of resources and maximise opportunities to enhance short term parking provision especially within town centres.

#### **Policy Mo 8**

**Provision and effective use of private and non-residential parking space either for specified or general public use will be secured, subject to highway and environmental considerations, in order to supplement the Borough Council's own public provision.**

#### ***Amplification***

- (1) *The main opportunity for such provision will arise within town centres when new development or redevelopment is being undertaken and may include the use of office parking spaces outside normal working hours, the temporary use of land earmarked for redevelopment or other under-utilized land.*
- (2) *Dual use parking may have design implications especially when parking is not only at surface level, and thus needs to be considered from the outset.*
- (3) *The spaces shall be made available for short term visitors at a price consistent with other local publicly managed car parks.*

## **PUBLIC TRANSPORT**

### **Bus Services and Accommodation**

- 11.14 Throughout the County there are a number of people who are wholly or partly dependent upon public transport. Without financial support, either from Central or Local Government, the level of service would decline drastically, thereby causing social hardship and a significant loss of mobility. The County and Borough Councils will endeavour to ensure that an acceptable service is provided at a level appropriate to the needs of those dependent upon it.
- 11.15 In these circumstances the County Council proposes to support selective bus services in the County, as far as funds permit, after taking into account the need for such services and the financial and operational factors in providing them. In doing so, the County Council will determine the overall level of bus services which the market will not provide on a commercial basis. For commercial services the County Council will co-operate with the operators in providing such services, whilst apprising them of its requirement for any additional services.
- 11.16 The Borough Council will resist the loss of off-street accommodation for buses as it represents a vital element in the bus transport system and it is difficult to find alternative sites.

#### **Policy Mo 9**

**The Borough Council will normally resist the loss of existing off-street accommodation provided in connection with bus services, unless it can be demonstrated that:**

- (i) the facility is genuinely redundant, or alternative accommodation is available in an off-street location which satisfies planning and operational needs; and**
- (ii) there is no detriment to public transport services.**

#### ***Amplification***

- (1) Where appropriate, the Borough Council will require the completion of an Agreement to secure the retention of any alternative off-street facility that has been provided. Such an Agreement would recognise that the replacement facility could itself be replaced by another satisfying this Policy.*

## **Rail Services**

- 11.17 Rail services are supported by Central Government as part of the Public Service Obligation Grant. The County Council will seek to ensure a continuation of such services. The County Council has undertaken a review of interchange facilities at railway stations and has identified parking and other requirements.

### **Policy Mo 10**

**In conjunction with the Train Operating Companies, Network Rail, The Rail Users' Association and the County Council, the Borough Council will encourage the retention and enhancement of rail services and will normally support both improvements to existing, and the provision of new, interchange facilities.**

#### ***Amplification***

- (1) *Redhill Station has undergone some improvements, although lack of planning control has enabled these to proceed without the benefit of proper provision for the disabled. The Borough Council will continue to encourage Network Rail to incorporate proper passenger lift facilities for the disabled or other passengers in need.*

## **PEDESTRIANS AND CYCLISTS**

### **Pedestrian Priority Areas**

- 11.18 The creation of an acceptable living and working environment by its protection and enhancement is an important concern of the County and Borough Councils and in this respect additional pedestrian facilities in town centres can make a significant contribution. The County and Borough Councils are also aware of the special problems faced by cyclists, especially in urban areas.
- 11.19 The County Council will seek to improve pedestrian and cyclist facilities in principal shopping streets, residential areas and schools and colleges. Within the Local Plan area pedestrian priority areas will be created (or extended) in Reigate, and Horley town centres.

#### **Policy Mo 11**

**The Borough and County Councils will introduce a pedestrian priority area in Reigate town centre and that scheme already partially implemented in Horley town centre will be completed, as shown on the Proposals Map.**

#### ***Amplification***

- (1) *Studies were undertaken by the County Council in 2004 to progress its safeguarded scheme for Reigate, which diverted through-traffic away from some of the main shopping streets. These studies concluded that, due to traffic growth, the safeguarded scheme would have resulted in very significant congestion and could not, therefore, be progressed. Consideration is therefore being given to alternative transport and related environmental improvements in the context of the Local Transport Plan process.*
- (2) *Although the County Council's provisional Surrey Local Transport Plan for 2006/7 to 2010/11 does not identify transport measures in Reigate as one of its major schemes, the town is recognised as one of the four top priority urban areas in terms of transport related problems. See also Policy Rg 3.*
- (3) *Proposals for Horley Town Centre are detailed in Policy Hr 26.*

## **Public Rights of Way Network**

- 11.20 The County Council is responsible for the management of public rights of way and will seek to make the best use of them. The Borough contains numerous rights of way, but inevitably there are areas where the networks are disjointed. This occurs in both the rural and urban parts of the Borough.

### **Policy Mo 12**

**The Borough and County Councils will seek to improve and extend the bridleway and footpath networks either by land management or by negotiation on development proposals.**

#### *Amplification*

- (1) *For the rural areas, Countryside Management Projects established in accordance with Policy Pc 5 of this Local Plan may offer the opportunity to create improvements and extensions to the footpath and bridleway network. In urban areas, new development or redevelopment proposals will be examined with a view to incorporating new footpath links as part of any scheme.*
- (2) *Proposals for Horley are detailed in Policy Hr 23.*

## **Provision for Cyclists**

- 11.21 The County and Borough Councils recognise that cycling, as an alternative means of travel to the car, should be supported and encouraged. This would not only help reduce peak hour traffic flows, but would also reduce the environmental impact of traffic at all times. Exercises have been carried out involving the assessment of a number of schemes throughout the County on the basis of their accident saving potential and their ability to assist cyclists, especially school children, past particular danger spots on the highway system.

### **Policy Mo 13**

**The Borough and County Councils will seek to improve conditions for cyclists by identifying potential segregated routes and facilities to meet their needs in highway and traffic management schemes.**

#### *Amplification*

- (1) *Proposals will be developed within the context of the Structure Plan and will normally be implemented through the Minor Works programme.*
- (2) *Cycle parking facilities are being considered at key locations such as railway stations, shopping centres and libraries.*
- (3) *Proposals for Horley are detailed in Policy Hr 23.*

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