TRANSPORT

AUTHORISED
PARKING ONLY
Clamping system in operation
RECOVERY FEE £25
1. There are important issues with Roads (congestion, pollution, speed control and parking), Public Transport, Pedestrian and Cycle facilities. The advantages of Shared Space are also recognised. The transport elements of the plan will ensure that CR3 is an attractive, safe and sustainable place in which to live and do business. The policies and aspirations are intended to be consistent with the other elements of the CR3 Plan, addressing the balance of public and private transport provision and facilities. They provide for the long-term needs of the community and economy by responding to characteristics and influences which are peculiar to the area. These include the age profile of the community; the steep hills on all main routes; principal public transport arteries being radial; CR3 being in TfL Zone 6 making it attractive for people to drive to CR3 to use railways; good train journey experiences being compromised by parking difficulties in CR3.

2. The Plan seeks to deal with issues that have been overlooked or neglected in the formal plans of the relevant transport and public authorities and inconsistencies between them. It also proposes measures to tackle pollution and congestion due to traffic, which directly impacts on the well-being of the neighbourhood and affects the health and safety of the CR3 community. It is pleasing that related County and District policies have evolved in a way that suggests they have been influenced by the many contacts with the Working Group. Policy development is therefore dynamic and it is essential that the aspirations in the Plan continue to be actively pursued by the continuation of contacts between the legacy body of the CR3 forum and the public authorities and transport undertakings to ensure consistency between the Plan and actions being implemented by the public bodies.

3. In outline, this section of the CR3 Plan contains Policies to:
   a. Limit congestion and pollution.
   b. Ensure the use of sustainable sites for developments with good public transport access.
   c. Prescribe general parking standards to ease parking pressures.
   d. Address the specific issue of parking for all rail users and staff of local businesses, a key premise being that on-street restrictions must be accompanied by generous, affordable car parks to attract motorists to transport hubs and local business rather than forcing them elsewhere.
   e. Ensure the safety of car parking areas.
   f. Support the use of greener power sources.
   g. Support continuation and maintenance of footpaths and bridle ways.

4. And aspirations addressing:
   a. Automatic Number Plate Recognition (ANPR) and road safety.
   b. Shared space and Home Zones.
c  Main road improvements at ‘pinch points’.

d  Managing large goods vehicles on the road network.

e  The provision of Community Transport.

f  Cycling and bike hire.

g  Electric vehicles.

h  Monitoring and improving air quality and Low Emission Zones.

i  Resolving inconsistencies in public transport policies to achieve balance and increase popularity.
Transport Policies

Policy T01 - Impact of Development on Transport Network

Intent: To reduce congestion; To reduce pollution; To ease parking pressures.

Justification: Feedback from residents and local businesses. Statistics from Surrey County Council and Surrey Police.

Policy T01 - Impact on Transport Network

Major development proposals must demonstrate that impacts on transport capacity and on the transport network at both corridor level and local level are fully assessed and that there will not be any adverse impact on the system.

Workplace or residential travel plans may be necessary.

Assessments should be based on recognised methodology approved by Surrey County Council.

Policy T02 - Car Parking

Intent: To ensure that parking standards are met for new developments.

Justification: Residents comments; Levels of congestion on the road system; Feedback from businesses; Road safety issues.

Policy T02 - Car Parking

All developments must provide car parking facilities that are in accordance with the standards laid down in Tandridge District Council SPD.

Policy T03 - Safety of Car Parking Areas

Intent: To encourage the use of public car parking areas; To promote the public’s sense of safety.

Justification: Residents comments; Public safety issues.

Policy T03 - Safety of Car Parking Areas

All vehicle parking facilities must be designed in accordance with the best practice ‘Secured-By-Design’ to ensure public safety.
Policy T04 - Electric Vehicles

Intent: To support the establishment and use of greener power sources.

Justification: Lack of charging points in the Plan area; To support Government policy; To reduce carbon emissions; All new developments (residential or otherwise) must make provision for charging.

Policy T04 - Electric Vehicles

The Neighbourhood Plan supports the establishment and use of low carbon and renewable sources including the provision of electricity charging points in existing and new car parking areas.

Policy T05 - Footpaths and Bridleways

Intent: To support, maintain and establish footpaths and bridleways.

Justification: User demand from public consultations; Promotion of healthy lifestyle.

Policy T05 - Footpaths and Bridleways

The Neighbourhood Plan supports the continuation of existing footpaths and Bridleways and requires alterations to be subject to public consultation and provision of alternative routes of equivalent ease of access and direction. The Plan supports the use of Community Funding for the establishment, maintenance and upgrading of footpaths and bridleways to improve access in the CR3 area.

Policy T06 - Car Parking for Rail Passengers and Business Staff

Intent: To ensure that parking is provided that is dedicated to rail passengers and staff of businesses based in the CR3 employment areas thereby minimising day-long parking in residential streets and providing an incentive to use local shops and businesses.

Justification: Residents’ comments on questionnaires and public consultation events.

Need to remove commuter, other rail passenger and business parking from residential roads where it causes pollution, congestion and presents a safety hazard.

Recorded and forecast growth in train travel and the consequent need to accommodate those requiring access to the railheads by road.

To reduce levels of traffic on road systems by facilitating the use of public transport.
Feedback from local business and employers.

Feedback from off-peak business and leisure travellers.

The Caterham Business Partnership’s view that people employed by local businesses and having to drive to and from work from areas not served by public transport find day-long parking provision to be inadequate.

The Neighbourhood Plan recognises that parking has been a key issue since the initial Healthcheck exercise (2006-08) through to the CR3 Forum 2014 Public Consultations where there was an almost unanimous view of attendees that day-long parking should be removed from residential roads. The inclusion of all CR3 stations in Transport for London Fare Zone 6, makes it attractive to drive into Caterham and Whyteleafe to benefit from lower fares. Consequently, available station parking is filled for the day during the morning peak, presenting a disincentive to off-peak leisure travel by train and to CR3-based professionals wishing to make off-peak, business-hour journeys. There is a legitimate fear that development and growth of the CR3 business community, an important feature of this Neighbourhood Plan, will be inhibited. The leisure travellers’ difficulty is compounded by the lack of buses after early evening to return rail passengers from the Valley to the Hill.

Policy T06 - Car Parking for Rail Passengers and Business Staff

The Neighbourhood Plan strongly supports the provision of increased all-day parking facilities next to businesses and major transport links (e.g. railway)

The Neighbourhood Plan will support improved bus services as extensions of the rail network.

Transport Aspiration Objectives

Aspiration TA1 - To extend the Low Emission Zone (LEZ) to include CR3 and introduce Automatic Number Plate Recognition (ANPR) and Road Safety Zones

Intent: To monitor and manage speed, congestion and pollution within the CR3 Forum Plan area.

To minimise and reduce pollution by ensuring that motorised vehicular traffic, particularly large goods vehicles, taxis & buses adhere to emission standards when travelling through the Plan area.

Justification: Residents comments.

Levels of congestion on road system through-routes.
Road safety issues.
Studies on the impact of pollution on health.
Government policy to reduce carbon emissions.

Aspiration TA1 - To extend the Low Emission Zone (LEZ) to include CR3 and introduce Automatic Number Plate Recognition (ANPR) and Road Safety Zones.

Low Emissions Zone (LEZ)
Tandridge should work with TfL to extend the LEZ area, to reduce pollution to local residents, within the more highly populated areas of Tandridge i.e. Whyteleafe and Caterham.

Automatic Number Plate Recognition (ANPR) and Road Safety Zones
For the authorities concerned with highway safety & maintenance, road congestion, road traffic speed, public health and pollution to install ANPR cameras, monitoring and enforcement systems and to establish “Road Safety Zones” in the Plan area, funded via the CIL levy, with a view to reducing speed levels, pollution levels (the LEZ) and timing of traffic (the LCS) of vehicles in the Zone.

Aspiration TA2 - Shared Space

Intent: To establish an improved environment in terms of public realm appearance, economic vitality, quality of life, road safety and road congestion.

To allow pedestrians and non-motor vehicle users an equal use of the road system in the town and residential areas.

Justification: Residents feedback; Road safety issues; Road congestion.

Aspiration TA2 - Shared Space

The Neighbourhood Plan supports and wishes to see applied the principles of shared space within the town centre areas of the Plan area.

Aspiration TA3 - Home Zones

Intent: Where practicable, in both new and existing residential areas, to balance the needs of residents, cyclists, pedestrians, children and vehicular traffic by redesign of streets.
Justification: Safety; Noise reduction.

Need to reduce vehicle speeds and stimulate careful driving, (reducing the current need for resident speed patrols).

Aspiration TA3 - Home Zones

The CR3 Forum believes that Home Zones will be beneficial to local residents and would like to see the principles applied within new and existing residential areas.

Aspiration TA4 - Pinch Points in Road System

Intent: To improve the traffic flow; To reduce pollution.

To improve road safety.

Justification: Residents comments; Road safety concerns.

Pollution concerns and impact of pollution on human health.

Aspiration TA4 - Pinch Points in Road System

The introduction of a regime where relevant authorities (e.g. Parish, Tandridge District and Surrey County Councils) work with the CR3 Forum and its legacy organisation to identify pinch points and take remedial action to improve traffic flow.

Aspiration TA5 - Large Goods Vehicles

Intent: To ensure that Large Goods Vehicles adhere to low emission EU targets.

To ensure deliveries within specified timescales to reduce road congestion.

Justification: Residents comments; Road safety concerns.

Pollution concerns and impact of pollution on human health.

Aspiration TA5 - Large Goods Vehicles

The Neighbourhood Plan supports the implementation by the relevant authorities of a scheme to ensure that all traffic, especially Large Goods Vehicles, take the most appropriate route to their destinations with particular reference to construction traffic and team buses attending sports grounds in residential areas.
Aspiration TA6 - Community Bus

Intent: To provide residents and businesses with an alternative form of transport to the use of the motor car in order to access the town centres and public transport.

Justification: A lack of alternative means of transport to the car as a means of accessing the shopping areas, the schools, community facilities and forms of public transport. Parking problems in town centres. Carbon reduction through reduced motor vehicle use.

Aspiration TA6 - Community Bus

The Neighbourhood Plan actively supports and promotes the establishment of a community bus service with a user waiting time of no more than 20 minutes, linking stations with key facilities not currently served or planned to be served by public transport.

Aspiration TA7 - Cycle Paths

Intent: To ensure the availability of safe cycle routes within the Plan area and to encourage their use.

Justification: Residents’ feedback; Road safety concerns. Reduce dependence on the motor car; Carbon reduction.

Aspiration TA7 - Cycle Paths

For the cycle paths in the Neighbourhood Plan area to be adequately maintained to enable their use. For example, the A22 between the M25 motorway and the Wapses Lodge Roundabout. Furthermore for additional cycle routes to be introduced to ensure it is possible to cycle from Wapses Lodge roundabout to Whyteleafe Railway Station. This could be achieved through the introduction of cycle route from the Godstone Road, via the Avenue to Salmons Lane then Church Road and finally Whyteleafe Hill (therefore avoiding the narrowest stretch of the Godstone Road in Whyteleafe that is perceived unsuitable for cycling by residents in the area).

Aspiration TA8 - Bike Hire Scheme

Intent: To encourage the use of bicycles.

Justification: To ease the cost and availability of cycles capable of being used on the hills around the area.
To offer an alternative form of transport to the car; Reduce dependence on the motor car; Carbon reduction; Public health.

**Aspiration TA8 - Bike Hire Scheme**

The CR3 Forum actively wishes to promote through the Neighbourhood Plan the establishment of a cycle hire scheme (to include electric bicycles owing to the hilly environment of the Plan area).

**Aspiration TA9 - Electric Vehicles**

**Intent:** To encourage the use of electric vehicles.

**Justification:** A lack of charging points for electric vehicles in the Plan area.

To support Government policy; To reduce carbon emissions.

**Aspiration TA9 - Electric Vehicles**

To support the use of electric vehicles (Policy T05) by the introduction of a planning guideline for the retrospective provision of charging points in existing buildings undergoing development /extension.

**Aspiration TA10 - Air Quality Monitoring Stations & Alert Mechanism**

**Intent:** To locate air quality monitoring systems which will accurately record pollution levels within the CR3 area.

To establish and maintain an air quality alert mechanism which links with surrounding Boroughs and the Sussex Air Quality Partnership.

**Justification:** Government policy to reduce emissions; Residents feedback.

Studies show the adverse effect of pollution on human health.
Aspiration TA10 - Air Quality Monitoring Stations & Alert Mechanism

To establish and maintain air quality monitoring station in the following locations:

- Godstone Road, Whyteleafe between Whyteleafe Hill and Hillside Road (the area perceived by Residents to be one of the most polluted in the area due to the geography of the area, i.e. the valley between Warlingham and Caterham on the Hill).
- Caterham Town Centre (High Street or in the locality of the railway station)
- Chaldon Road, Chaldon

Tandridge District Council should be encouraged to monitor all aspects of pollution, e.g. Particulate Matter (PM10), Nitrogen Dioxide NO2 and Sulphur Dioxide SO2, and not a subset of pollutants included in Regulations for the purpose of LAQM (Local Air Quality Management) in England (i.e. the Air Quality Objectives). This information will enable TDC to provide the recorded data for inclusion, subject to the necessary agreements, in the “Sussex Air” smartphone application.

To establish an air quality alert mechanism that is implemented seven days a week, 365 days a year, in the Neighbourhood Plan area (potentially via leveraging exist technologies embraced by the Sussex Air Quality Partnership (SAQP), ERG, King’s College London, and the Boroughs of London, Sussex and Southampton).

Aspiration TA11 - To Balance the Usage on the Railway Lines

Intent: To improve key aspects of service on the Caterham branch to minimise migration of customers to the line through Upper Warlingham and the imbalance that results.

Justification: Neighbourhood Plan policies to stimulate Caterham town centre economy.

Aspiration TA11 - To Balance the Usage on the Railway Lines Serving CR3

The Neighbourhood Plan espouses the concept of accommodating those who drive into the Plan area from outlying locations (to use public transport, to shop or to do business) by providing adequate parking and an attractive train service. This aspiration complements the Policies (including the provision of additional parking for rail users) by seeking to increase platform length on the branch line to match the length of Thameslink’s planned fixed-formation trains. This would future-proof the line if a recently revised railway company strategy for a Metro-type service is implemented. The aim is to reduce dwell times and obviate other potential risks to the standard of service as detailed in the Appendices of the Plan document.