



Proposed Residential Development
Land at Mount Avenue, Chaldon, CR3 5BB

**Proof of Evidence prepared by Richard
Allman on Highways and Transportation
Matters**

For

Sigma Homes Ltd

Tandridge District Council Reference:
TA/2025/771

Appeal Reference: 6006497

Document Control Sheet

Proposed Residential Development

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Sigma Homes Ltd

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1.0 Qualifications and Experience

- 1.1 My name is Richard Allman, and I hold a Bachelor of Engineering Degree in 'Engineering' in addition to further undergraduate level qualifications in Mathematics, and in Transport Planning & Traffic Management. I am an Incorporated Engineer and Member of the Chartered Institution of Highways and Transportation, a Chartered Member of the Chartered Institute of Logistics and Transport and a Fellow Member of the Institute of Highway Engineers. I adhere to the applicable codes of conduct of these professional institutions.
- 1.2 I am an Associate Director at Motion Consultants Limited and have around 29 years' experience within related engineering design, planning and management roles of which over 12 years are specifically within the field of development transport planning. During that time, I have worked extensively on development projects from feasibility studies through to implementation. I have advised numerous developers, landowners, and public organisations in respect of transport planning matters.
- 1.3 The evidence which I have prepared and provide for this appeal (reference: 6006497) in this highways and transportation Proof of Evidence is true and has been prepared and is given in accordance with the guidance of my professional institutions and I confirm that the opinions expressed are my true and professional opinions.

2.0 Introduction

- 2.1 I have prepared this Transport Proof of Evidence (PoE) on behalf of Sigma Homes Ltd in respect of an outline planning application (with all matters reserved except scale, layout and access) for a proposed residential development comprising 30 dwellings (including 50% affordable units) on Land at Mount Avenue, Chaldon, CR3 5BB (the Application Site), within the county of Surrey (application reference TA/2025/771). The local planning authority is Tandridge District Council (TDC), and the applicable highway authority is Surrey County Council (SCC). The site location in relation to the surrounding area and other relevant local development proposals is shown below in Figure 2.1.

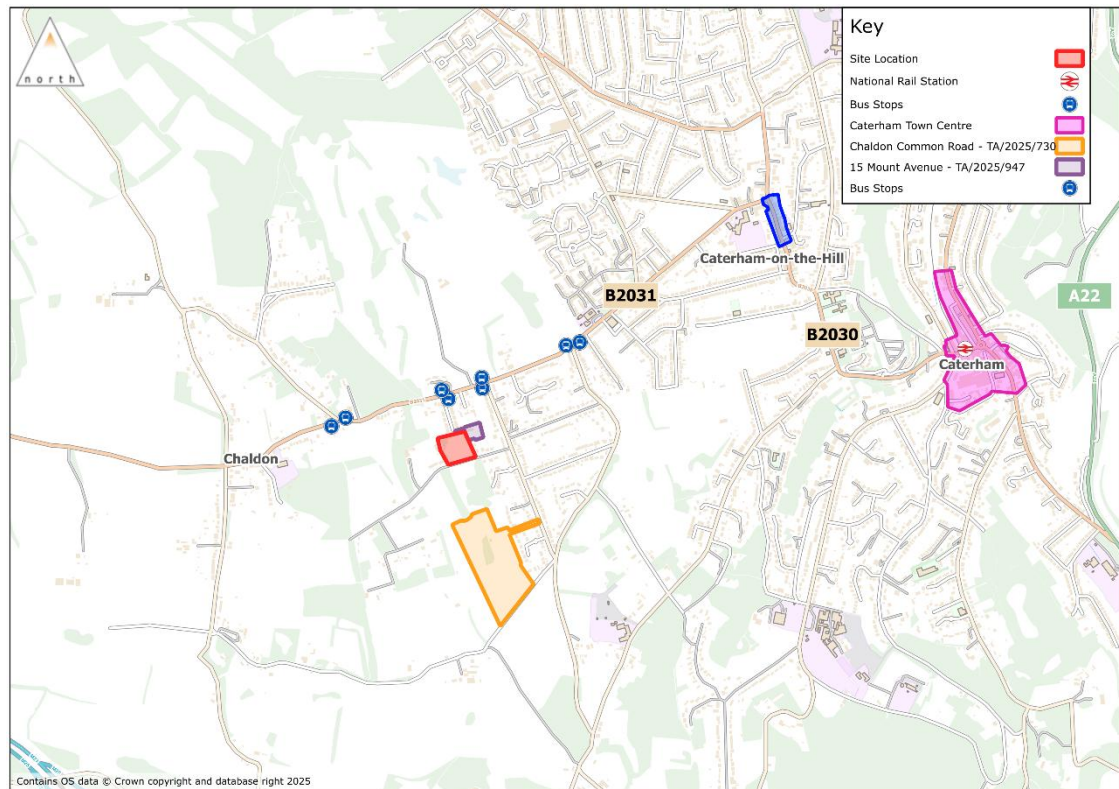


Figure 2.1 - Application Site Location

- 2.2 The applicant has lodged an appeal (reference 6006497) relating to the above proposals on the grounds of non-determination. TDC as local planning authority subsequently confirmed that they would have refused the application, citing two for two punitive Reasons for Refusal (RfR). The second reason (RfR 2) relates specifically to transport sustainability in isolation. For ease of reference, RfR 2 is reproduced below as it appears within the Committee Report (**CD1.30**):

"The site is located in an unsustainable location with limited active travel opportunities, and where the only realistic means of transport to everyday amenities would be the private car. This is contrary to the aims of the National Planning Policy Framework 2024 (NPPF), in particular paragraph 117, the Surrey Local Transport Plan 4 (LTP4) and the Tandridge Local Plan Policy DP5 A.4".

- 2.3 Additionally, RfR 1 includes general reference to paragraph 155 of the Framework, of which sub paragraph 155c refers specially to the sustainability of the location with reference to Chapter 9 'Promoting Sustainable Transport' of the Framework. It is therefore expected that suitably addressing RfR 2 would equally address the requirements of sub paragraph 155c and hence no separate consideration of RfR 1 is required within this Transport PoE. RfR 1 is otherwise beyond the scope of my evidence and area of expertise.

- 2.4 Access to the development proposals would be from Mount Avenue, an existing and mature residential street, which currently stops at a dead-end spur. It should be noted that SCC as County Highway Authority do not object to these proposals, on any grounds, subject to conditions.
- 2.5 It should also be noted that SCC did not object to the adjacent proposals for 8 dwellings at 15 Mount Avenue (Application TA/25/947), situated in a near identical location in the context of accessibility, and that TDC granted those proposals planning permission under delegated powers in February 2026. I say 'near identical' location because the proposals at 15 Mount Avenue do not currently enjoy access to Birchwood Lane, which would otherwise provide a shorter walking route to some destinations (which would be remedied under the current proposals).
- 2.6 Furthermore, it should equally be noted that SCC did not object to the nearby proposals for 81 dwellings (and flexible community building) on land west of Chaldon Common Road (Application TA/25/730), subject to conditions. That application was recently refused planning permission by TDC on 29th June 2026 under delegated powers citing two RfR that are very similar to those cited against the proposals subject of this appeal and PoE.
- 2.7 There are evidently no technical highway objections (relating to highway capacity or safety) to these proposals (subject to conditions), nor do the County Highway Authority object to these proposals or other comparably located proposals (of varying scale) on transport sustainability grounds (subject to conditions). TDC's consideration of the accessibility of the Application Site location is therefore contradictory to the consistent views of the County Highway Authority and is equally contradictory to TDC's own consideration of the adjacent proposals for 8 dwellings at 15 Mount Avenue.
- 2.8 Within this PoE, I will provide evidence that demonstrates:
- ▶ The Application Site is in a suitably sustainable location in the context of the type and scale of development proposed and the locational context;
 - ▶ The proposed development would not result in any severe relative impacts in the context of highways and transportation considerations;
 - ▶ The relative scale of the development has not been appropriately considered by TDC in the context of the correct application of transport policies; and
 - ▶ The consideration of transport sustainability in isolation is not appropriate in the context of reaching a balanced view of the overall sustainability of development proposals.
- 2.9 The remainder of this PoE will set out the arguments and evidence presented in response to the unsubstantiated claim that the proposed development is not in a sustainable location in the specific context of transport sustainability. This PoE will equally demonstrate that appropriate regard to the type, scale and locational context of the proposals is not evident within TDC's assessment of transport sustainability and their resultant decision. This PoE should also be considered against the background of the submission materials (in particular the submitted Transport Statement) and subsequent correspondence with SCC as County Highway Authority.

3.0 Appellant's Case

Relative Accessibility

- 3.1 I would like to begin by explaining that the Application Site is situated within a relatively accessible location, regardless of any other applicable argument that I might otherwise present. I say 'relatively accessible' because:
- ▶ The sustainability of the location in the context of transport considerations is typically synonymous with the accessibility (by sustainable modes) of that location; and
 - ▶ Neither accessibility nor sustainability are binary or absolute terms, both are properly and appropriately considered to exist within a range. The applicable wording of the NPPF (discussed later within this PoE) acknowledges this fact and clearly indicates that it should be taken into account.
- 3.2 At paragraph 11.42 of TDC's Committee Report (**CD1.30**), reference is made to the Department for Transport's (DfT) online Connectivity Tool. The Application Site's national score (within a scale of 0-100) is quoted by TDC as 51, which is incorrect. The Application Site exhibits a score of 52. This of course is the existing score and does not account for any of the proposed enhancements associated with the current development proposals (as confirmed by SCC), enhancements provided by other committed developments in the local area, or indeed any wider planned enhancement schemes that may be promoted by the local authority.
- 3.3 TDC also incorrectly state that "higher is better" when explaining the scale. This explanation is in direct conflict with the guidance provided by the DfT on the correct use of their Connectivity Tool (which can be found online at: connectivity-tool-lite.dft.gov.uk and is also reproduced at **Appendix A** for ease of reference), which states:
- "The connectivity score is not a simple scale where 0 is the worst, 100 is the best, and 50 is the average".*
- 3.4 To be clear, even if this were the case, a score of 52 would still be above the national average anyway. The DfT guidance, under the heading 'How should connectivity scores be interpreted?' goes on to explain:
- "Connectivity scores should always be interpreted comparatively. This is because the score tells users how a square's connectivity compares to other squares, rather than whether its connectivity is "good" or "bad" in isolation.*
- For example, a square's score may look low when compared to all scores nationally, but it could be relatively high for a rural area. Similarly, a score may look high nationally, but it may be low for a dense urban area.*
- This is why users should interpret the score in context. The most useful comparison is often with similar types of place, rather than with all places in England and Wales. This guidance proposes using rural-urban classifications (RUCs) as one of the ways to compare similar places. More detail is given later in this guidance page".*
- 3.5 Within the above guidance the DfT clearly confirms that the appropriate assessment of the accessibility credentials of a specific location is not absolute or binary and should be correctly considered relative to the locational context (as also indicated within the NPPF). To this end, the Connectivity Tool provides functionality whereby, in addition to the national location score, any given square can also be assessed and compared in the context of the local authority (county or district/borough level). This functionality provides score bandings relative to the selected local authority (rather than the entirety of England and Wales). A snapshot of the local authority banding within Tandridge for the Application Site is provided in Figure 3.1 below for ease of reference. The full report is attached at **Appendix B**.

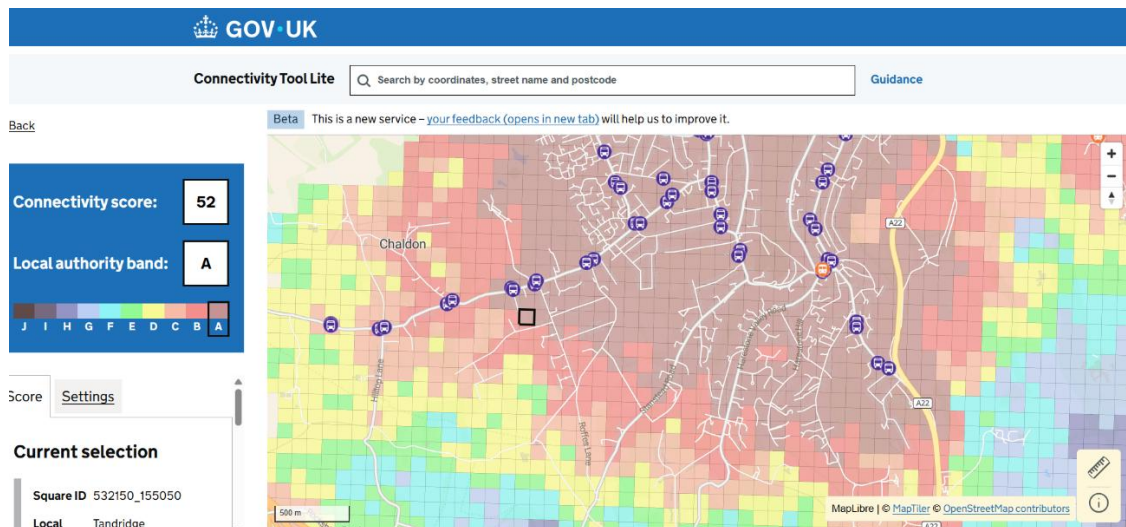


Figure 3.1 - Connectivity Tool - Application Site, Tandridge (Source: connectivity-tool-lite.dft.gov.uk).

- 3.6 From Figure 3.1 above, it is evident that the Application Site sits within local authority scoring band 'A'. This indicates that within the context of Tandridge, the site sits within the highest relative accessibility band, which is clearly illustrated in the above snapshot. This is highly relevant in the context of assessing the suitability of the Application Site location relative to other alternative locations within the district where development can reasonably be expected to be otherwise directed.
- 3.7 It should also be noted that the full report at **Appendix B** includes the Application Site's local authority scoring band for Surrey, which is also 'A'. This therefore demonstrates that the Application Site sits within the highest accessibility band relative to both the district and the county. It is therefore clear that the Application Site is identified as a relatively sustainable location by the DfT's Connectivity Tool.
- 3.8 In order to understand why this might be the case, it is important to recognise that the highest national connectivity score found within Tandridge is a score of 74, which is found within central Caterham-on-the-Hill. Please see the snapshot plans attached at **Appendix C** which illustrate the connectivity for Tandridge as a whole, for contextual purposes. For ease of reference, the highest scores found centrally within the main settlements of Tandridge (taken directly from the tool) are listed below in descending order, with their relative categorisation also shown (where provided) for context, as taken from Policy CSP 1 of the Tandridge Core Strategy 2008 (**CD5.1**):
- ▶ Caterham-on-the-Hill = 74 (assumed part of Caterham hence Category 1 Settlement)
 - ▶ Oxted = 72 (Category 1 Settlement)
 - ▶ Caterham = 71 (Category 1 Settlement)
 - ▶ Warlingham = 70 (Category 1 Settlement)
 - ▶ Whyteleafe = 69 (Category 1 Settlement)
 - ▶ Woldingham = 56 (Category 2 Settlement)
 - ▶ Lingfield = 56 (Larger Rural Settlement)
 - ▶ Godstone = 55
 - ▶ Bletchingly = 55
 - ▶ Nutfield = 52
 - ▶ Smallfield = 50 (Larger Rural Settlement)

- 3.9 From the plans at **Appendix C** and the above list, the Application Site is evidently within walking and cycling distance of the most sustainable location in the district (according to the tool) and enjoys a connectivity score comparable to the highest scores at the centre of Category 2 and Larger Rural settlements within the district. Therefore, the tool clearly indicates that the Application Site is relatively sustainable within the context of Tandridge District.
- 3.10 Furthermore, the DfT guidance reproduced within paragraph 3.4 above indicates that the '*most useful comparison is often with similar types of place*'. This functionality is provided by the associated Connectivity Matrix, which compares average national connectivity scores for different place type classifications, and is reproduced in Figure 3.2 below.

Table C: Connectivity Matrix

	Urban major conurbation	Urban minor conurbation	Urban city and town	Rural town and fringe	Rural village	Rural hamlets and isolated dwellings
10th percentile	64.1	58.5	52.7	35.1	14.9	7
20th percentile	68.5	62.1	57.3	39.8	19.5	11.3
30th percentile	71.8	64.9	60.6	43.2	22.9	15.1
40th percentile	74.5	67.3	63.3	46	25.8	18.7
Median	77.2	69.5	65.7	48.4	28.5	22.4
60th percentile	79.9	71.7	68	50.8	31.1	26.7
70th percentile	82.7	74	70.5	53.1	34.1	31.5
80th percentile	86.2	76.8	73.3	56	37.8	37
90th percentile	90.5	80.2	77.2	59.8	42.6	44.9

Figure 3.2 - Connectivity Matrix (Source: connectivity-tool-lite.dft.gov.uk)

- 3.11 The guidance indicates that the appropriate rural-urban classification (RUC) can be found by looking up the applicable Census 2011 output area number and cross referencing this with the appropriate RUC data spreadsheet as provided by the Office for National Statistics (ONS) for which a link is provided on the DfT website. A review of the Output Area maps indicates that the Application Site straddles two Output Areas, these are:
- ▶ E00157144 – Which ONS classifies as a 'Rural village'; and
 - ▶ E00157147 – Which ONS classifies as 'Rural hamlets and isolated dwellings'.
- 3.12 It is also noted that the Application Site is within the Rural Village of Chaldon and the recently adopted Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2025 to 2040 (**CD5.4**) confirms this
- 3.13 By reference to the Connectivity Matrix at Figure 3.2 above, the Application Site's score of 52 is clearly well above the 90th percentile regardless of which of these two RUC types is used for comparison. This demonstrates that the Application Site sits firmly within the top 10% for accessibility relative to either RUC type nationally.
- 3.14 It has therefore been comprehensively demonstrated that the Application Site is relatively sustainable both in the context of the typical accessibility of Tandridge (and Surrey) and the typical accessibility of rural development locations nationally.

Distance to Amenities & Public Transport

- 3.15 The DfT Connectivity Tool assessment above represents an appropriate and unbiased assessment of the accessibility of the site. It is however considered helpful to also provide a more detailed assessment of the amenities that are available within walking and cycling distance (in addition to consideration of the wider accessibility by public transport).

Walking

- 3.16 A series of plans and tables have been prepared which expand upon the details provided within the original Transport Statement. These materials are attached at **Appendix D** and demonstrate that there is a broad spectrum of amenity within a reasonable walking distance (i.e. up to 2km / 25 minutes) of the Application Site, including convenience stores, a supermarket, a pre-school, a primary school, a high school, leisure and recreational facilities and various employment opportunities for example.
- 3.17 In the context of walking distances, Manual for Streets (MfS) guidance (**CD4.6**) states that:
- "Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13⁴ states that walking offers the greatest potential to replace short car trips, particularly those under 2 km".*
- 3.18 The Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' 2015 (**CD8.7**) states within Chapter 2 (page 4) that:
- "Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot..."*
- 3.19 For clarity, 1 mile is approximately 1.61km. These three different guidance distances of 800m, 1.6km and 2km are each cited in the context of determining what a 'reasonable' walking distance is to amenities. Given this range of guidance, it is reasonable to conclude, as already discussed within this PoE, that the locational context is relevant when determining what constitutes a reasonable expectation. It remains a fact that people can and do walk up to 2km, or indeed further (people do not 'hit a wall' at 2km). Whilst it might be argued that people are 'more' likely to walk shorter distances, this does not equate to 2km being an 'unrealistic' walking distance that should be ignored as an opportunity.
- 3.20 Equally, in less dense/rural areas, it is unrealistic to expect that the provision of comprehensive levels of amenity within an 800m radius could be economically sustainable. Whilst 800m might be considered a reasonable expectation within dense urban areas with larger populations, this is logically not a reasonable expectation for Rural Villages. This is evidenced within Active Travel England's (ATE) Standing Advice Note: Active travel and sustainable development June 2024 (**CD8.5**), which refers to an 800m walking and wheeling distance (at paragraph 2.5), and states at paragraph 1.4 that:
- "The government's ambition is for England to be a great walking and cycling nation, supporting a shift in the way people across England think about undertaking short journeys within towns and cities". (underlining my emphasis).*
- 3.21 Furthermore, the Town and Country Planning Association's (TCPA) 'Guide to the 20-Minute Neighbourhood' indicates at Section 4.3 'Applying the 20-minute neighbourhood idea to villages and rural areas' (**CD8.8**):
- "In rural areas, the implementation of 20-minute neighbourhoods poses a different set of challenges from those typical in urban areas. Rural communities can suffer from poorer broadband and mobile phone coverage, inferior public transport provision and road infrastructure, and a poor variety of employment opportunities.⁸⁴ Housing quality and affordability and isolation from and access to various services can also be issues which impact on rural communities' health and wellbeing.⁸⁵*

Two different approaches to tackling these problems are emerging. The first, for areas with market towns, is to try to ensure that the market town itself becomes a complete and compact 20-minute neighbourhood. Although people from nearby villages would need to travel to the town to use its services, once there they would be able to walk within the town and find most of what they need for their everyday lives, rather than having to travel to several different places.

The other approach, more suited to rural areas with small villages and no towns, is to create a network of villages that collectively provide what most people need for their daily lives, joined by active travel arrangements. This idea has been developed in the award-winning VeloCity project.⁸⁶

- 3.22 This indicates that the 800m aspiration might be reasonably aimed at built-up urban areas (i.e. towns and cities) but is not a reasonable expectation for Rural Villages. Indeed, if it were, this would presumably sterilise all village locations nationwide for future development. If the intention of recent planning reforms was to prevent development in rural areas, there have been multiple opportunities for the Framework to have been updated accordingly and to make such an aspiration explicit. As I discuss in later sections, the NPPF instead explicitly indicates that consideration of development type, scale and locational context are important within decision making, as echoed by the DfT's approach to connectivity and the TCPA's guidance on the subject.

Cycling

- 3.23 It is widely accepted that 5km is a typical guidance threshold for cycling used in transport planning, although 8km (around 5 miles) is sometimes quoted as the upper comfortable limit. The CIHT's Planning for Cycling 2014 (CD8.9) guidance indicates (on page 4) that:
- "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a). Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips".*
- 3.24 To put the above into context 5 miles is around 8km, and 2 miles is around 3.2km. Therefore, the CIHT guidance implies that any distance below 8km is considered a 'short distance' in the context of cycling. This guidance also indicates that 20% of cycling trips are further than 8km. These guidance distances do not account for the increasing prevalence of e-bikes which can make journeys (including those with significant gradients) easier, whilst also increasing comfortable range.
- 3.25 All of the amenity within Caterham-on-the-Hill and Caterham is within a very short cycling distance (i.e. under 3.2km) of the Application Site, most notably Caterham rail station, which is within around 2.6km by bike (a 10-minute cycle). Note, the walking distance is shorter, at 2.3km due to PRoW footpaths.
- 3.26 Whilst the gradient on Church Hill is noted (which of course is only an obstacle on the return trip), this is an existing situation and clearly applies to all of Caterham-on-the-Hill (the clue is in the title). It is reasonably expected that Caterham-on-the-Hill should not be considered cut-off from Caterham simply because of the hill. It should be noted that travelling any significant distance from Caterham-on-the-Hill, in any direction, will eventually result in a notable gradient being met. It should also be noted that the lack of specific cycle infrastructure is an existing situation (acknowledged in the new Neighbourhood Plan for example) and applies equally to the built-up area of Caterham/Caterham-on-the-Hill. This presumably does not result in Caterham being considered unsustainable.
- 3.27 It is also acknowledged that the existing traffic volumes and speeds on Rook Lane are a deterrent for less confident cyclists (which is also true for the wider area, as above), however the proposed sustainability enhancement measures as agreed with SCC include the extension of the currently planned 20mph zone (and associated traffic calming measures) along Rook Lane from a point to the immediate east of Mount Avenue (where the currently pending scheme would otherwise terminate) all the way to Caterham-on-the-Hill High Street. This measure forms Condition 7 a) and b) within SCC's final consultation 'Recommended Conditions' (CD2.8).

- 3.28 This would mean that in the future, Rook Lane/Chaldon Road between Chaldon Village and Caterham-on-the-Hill High Street would become a 20mph zone with appropriate traffic calming (where applicable). The expected reductions in prevailing vehicle speeds can be expected to have a significant positive impact in the context of walking and cycling along this route. The proposed speed reduction and associated traffic calming might also have the added benefit of discouraging through-traffic if other routes become quicker/more convenient by comparison. This would therefore improve the cycling environment not just for future residents, but for the wider local area.
- 3.29 It is equally noteworthy that Whyteleafe South, Whyteleafe and Merstham rail stations are all within up to a 5km cycle (up to 16 minutes). Cycling isochrones are also provided at **Appendix D** for ease of reference.

Bus

- 3.30 The bus stops at the junction of Mount Avenue with Rook Lane are within around 150m (2-minute walk) of the Application Site. This is a short walking distance to stops by any standard.
- 3.31 The main service operating from these stops is the Metrobus 411. The applicable bus map and timetables are attached at **Appendix E**. The 411 service is summarised below in the specific context of the Application Site.
- 3.32 The 411 Metrobus offers 6 trips towards Reigate (around a 2-hourly frequency) each weekday, between 07:55 and 18:17 (Mount Avenue stop). The first outbound journey towards Reigate reaches 'The Feathers' stop adjacent to Merstham rail station at 08:04 (9 minutes), Redhill bus station opposite the rail station at 08:16 (21 minutes) and Reigate College stop adjacent to Reigate rail station at 08:24 (29 minutes). This service provides return journeys from Reigate leaving Reigate College at 17:14, Redhill bus station at 17:30 and Merstham 'The Feathers' at 17:41, arriving back at Mount Avenue at 17:49. This service can therefore realistically be considered to cater for commuting and secondary/further education trips to Merstham, Redhill and Reigate (over and above other journey purposes).
- 3.33 The 411 Metrobus also offers 5 trips towards Selsdon (around a 2-hourly frequency) each weekday, between 09:46 and 17:49 (Mount Avenue Stop). The first outbound journey towards Selsdon reaches Caterham-on-the-Hill High Street at 09:50 (4 minutes), Caterham rail station at 09:55 (9 minutes) and The Village (Tesco's) at 10:04 (18 minutes). This service provides return journeys from Selsdon leaving The Village at 17:56, Caterham-on-the-Hill High Street at 18:04 and Caterham rail station at 18:11, arriving back at Mount Avenue at 18:17. This service can therefore realistically be considered to cater for multiple journey purposes including personal business, medical appointments, shopping and leisure trips during the day.
- 3.34 It should also be noted that:
- ▶ The Metrobus 657 offers a single return journey (originating from Whyteleafe) on schooldays to and from East Surrey College and St Bedes Secondary and Sixth Form;
 - ▶ The Metrobus 658 offers a single return journey (originating from Warlingham) on schooldays to and from East Surrey College, St Bedes Secondary and Sixth Form and Reigate College; and
 - ▶ The Metrobus 611 offers a single return journey (originating from Reigate) on schooldays to and from Oxted School (Secondary School);
- 3.35 Therefore, the Application Site also benefits from convenient access to specific bus services providing for secondary and further education trips to popular schools and colleges in the wider area. The ability to cater for commuting and education trips offers the opportunity to reduce peak hour vehicle trip volumes.
- 3.36 It should equally be noted that the proposed enhancements to these existing stops, which would include new shelters, Real Time Passenger Information (RTPI) and uncontrolled crossing points with dropped kerbs and tactile paving allowing ease of interchange between the stops, would render the service significantly more conspicuous, more accessible and hence more attractive for use.

- 3.37 This again would not only benefit future residents, but existing residents within the catchment area as well. It is also not unreasonable to expect that increased patronage could eventually result in increased service frequency.

Rail

- 3.38 It is noted above that Caterham rail station is within a short cycling distance and is also accessible by the 411 bus. Whilst the walking distance is further than 2km (at 2.3km), this does not mean that nobody would ever walk (the additional 300m). Further details of the destinations available are provided within the submitted TS (**CD1.15**). Several other rail stations are reachable by cycle and by the 411 bus also, as indicated above.

Relative Scale

- 3.39 Notwithstanding the fact that the Application Site is quite evidently situated in a relatively sustainable location, it should also be noted for the avoidance of doubt that the relative scale of the proposals (in the context of potential transport impacts) appears to have been overlooked when considering transport sustainability anyway.
- 3.40 When it comes to appropriately considering the impacts of residential development proposals in the context of highways and transportation considerations, it is important to recognise that both the potential future residents, and the cars that they drive, already exist. The construction of new housing does not increase the human population, nor does it increase the volume of cars manufactured. These people, and their cars, will continue to exist and make their impact on the planet, regardless of whether the proposed development gains consent or not.
- 3.41 It is therefore incorrect to view the predicted trip generation of a given development proposal as an entirely new impact on the planet. It is equally incorrect to consider it an entirely new impact on the district. Whilst some residents will inevitably move into the area from outside the district, this goes both ways. The point is, the traffic generated is not a byproduct of the proposed development and therefore cannot be avoided by preventing the development.
- 3.42 The traffic generated (or more correctly relocated) can however be positively influenced through the promotion of sustainable transport. It is therefore the relative volume of traffic (by comparison to similar development in other locations being considered for development) that represents the net impact of the sustainability of a given site. This is logically a fraction of the total vehicle trip generation which, in the context of the Application Site, is already very small.
- 3.43 Notwithstanding the above, when considering new development in the context of highways and transportation, the potential intensification of traffic at the proposed site location is of course a new impact for that location and the local highway network. For this reason, the key questions to be answered in transport planning terms remain (as they have for some considerable time) those of local highway safety and capacity, as clearly indicated in paragraph 116 of the National Planning Policy Framework December 2024 (**CD4.1**) which states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".*
- 3.44 This paragraph very clearly indicates what would constitute legitimate grounds for the prevention or refusal of development proposals in the context of highways and transportation considerations. The County Highway Authority (SCC) has confirmed that the modest proposals for 30 dwellings would not have an unacceptable impact on highway safety, or a severe residual cumulative impact on the road network (subject to conditions). This therefore indicates that there are no legitimate highway grounds for prevention or refusal of the proposals based on the above wording of the NPPF.

- 3.45 To put this into context, Paragraph 110 of the National Planning Policy Framework (December 2024) states that:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making". (underlining my emphasis).

- 3.46 The above paragraph identifies the qualifying factor of 'significant development' requiring focus on locations that are either already sustainable, or can be made sustainable, in 'plan-making' terms. Equally, it is noted that the wording of this policy indicates that 'significant development' should be 'focussed on', not exclusive to, such locations within development plans, recognising that even 'significant' development in rural locations can be appropriate (where it is or can be made suitably sustainable within the applicable context). This is relevant in the context of the discussion at paragraphs 3.40 to 3.42 above where clearly the net difference in traffic volumes for 30 dwellings is unlikely to be material anyway (if the Application Site was not situated in a relatively sustainable location, which of course it is).

- 3.47 Paragraph 118 of the National Planning Policy Framework (December 2024) is useful in clarifying what might be considered 'significant' in the context of highways and transportation considerations (given that the term is not otherwise defined in this context within the framework), stating that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored". (underlining my emphasis).

- 3.48 This paragraph appears to reflect my above argument relating to the relative and proportionate consideration of modest developments that do not generate enough traffic to trigger an impact in the first instance, and this wording remains similar to previous iterations of the NPPF (as below) and indeed is reflected in the wording of Tandridge Local Plan Policy Part 2: Detailed Policies 2014 – 2029 (**CD5.2**) Policy DP 5: Highways Safety & Design, Part B, which states:

"In accordance with the Council's Local Validation Requirements and national guidance, all development proposals that generate significant amounts of movement should be supported by a Travel Plan and either a Transport Statement or Transport Assessment (proportionate to the scale of the proposed scheme and extent of the transport implications), both of which should be submitted alongside the planning application."

- 3.49 It should be noted that the ultimate purpose of a Travel Plan is to promote and influence mode shift. Clearly therefore it is recognised both nationally and locally that development proposals of a scale that would not generate significant amounts of movement cannot be expected to result in significant transport impacts and therefore should be considered reasonably and proportionately in that context.

- 3.50 SCC's current Travel Plan guidance entitled 'Travel Plans – a good practice guide for developers' May 2024 (**CD8.3**) specifies threshold requirements for residential Travel Plans at Chapter 4 and indicates that a residential travel plan is typically only required for an application of 80 or more households. At Appendix 1 of that guidance, reference is made back to Paragraph 117 of the NPPF (December 2023) which stated that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

- 3.51 This of course is a previous iteration of Paragraph 118 of the current framework.

- 3.52 Similarly, within SCC's 'Transportation Development Planning Good Practice Guide' updated June 2016 (CD8.4), Annex B 'The Council's Interim Transport Assessment (TA) and Transport Statement (TS) Guidance' provides indicative thresholds where a TA or TS might be required, and indicates that for residential development, proposals of 50 or more new dwellings is the threshold. These thresholds are also repeated within SCC's 'Developer Contribution Guide' updated May 2025 (CD8.10) within sections 4.2 and 4.3.
- 3.53 It is therefore evident from SCC's published guidance that residential development proposals of fewer than 50 dwellings are not ordinarily considered 'significant' in transport terms, i.e. they are not typically considered to generate 'significant' amounts of movement and as a result, do not require a Travel Plan or Transport Statement/Assessment.
- 3.54 Furthermore, the ATE's 'Development Management Procedural Note for Local Planning Authorities' June 2024 (CD8.6) indicates at paragraph 11 that, in the context of residential development, the ATE should be consulted on development of 150 or more dwellings. It is also understood that, as part of the proposed reforms to the statutory consultee system dated 18th November 2025 (online only), it is proposed to raise this threshold to 250 dwellings.
- 3.55 Therefore, I would argue that the proposals for 30 dwellings do not qualify as 'significant' in the context of Paragraph 110 of the NPPF. Furthermore, Paragraph 110 also acknowledges that the scope of available opportunities will inevitably be relative to the nature of the development location (i.e. urban vs rural) in addition to the scale of the development. Therefore, expectations must be suitably proportionate and realistic, requiring consideration of both the development's scale and the locational context.
- 3.56 This is repeated within Paragraph 115 of the National Planning Policy Framework (December 2024) which states that:
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location; (underlining my emphasis).*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach". (underlining my emphasis).*
- 3.57 Given that the proposals for 30 dwellings would not generate a 'significant amount of movement' and given that there are no predicted highways impacts to mitigate against, mitigation is evidently not required.
- 3.58 The emphasis on 'vision-led' transport planning in the current NPPF refers to a shift away from creating additional highway capacity to mitigate against traffic growth impacts and a shift towards sustainable alternatives (as promoted by the TRICS 'Decide and Provide' approach). It is only where specific mitigation is required to offset a predicted highway impact that a targeted proportional mode shift would be deemed 'necessary' in planning terms.

- 3.59 The NPPF refers to 'identifying and pursuing opportunities' and 'offering a genuine choice', with specific reference made to 'significant development'. There is also clear indication that appropriate consideration should be given to the type, scale and locational context of the proposals when determining what can reasonably be expected. There is also specific reference to the provision of access to public transport 'so far as possible' within Paragraph 117 of the NPPF (December 2024); (underlining my emphasis).
- 3.60 It is therefore clear that the development proposals should make reasonable efforts to promote sustainable transport in keeping with the aspirations of the NPPF, and this has evidently been achieved through constructive correspondence with SCC who consider that the proposed enhancements are appropriate and proportionate. It is not correct however to claim that the proposals are required to achieve some specific level of mode shift in order to satisfy the Framework policies because no highways mitigation is necessary in the first instance (a fact which is not in dispute).
- 3.61 TDC's RfR 2 alleges that the Application Site location has 'limited' active travel opportunities (disproved as above), neglects to mention public transport entirely, and then leaps to the unqualified conclusion that the private car is the 'only realistic means of transport'. Aside from being clearly incorrect and unsubstantiated, this conclusion does not explicitly describe a tangible or measurable outcome or harm (in the specific context of transport sustainability). Paragraph 22.10 of the Committee Report (**CD1.30**) is helpful in clarifying the nature of the alleged outcome/harm, in which TDC state:
- "This would not encourage less reliance on the private car for a large proportion of trips".*
- 3.62 I would first like to highlight TDC's above reference to a 'large' proportion of trips and make it abundantly clear that there is no policy or guidance that sets such a target. This statement appears to imply that TDC do accept that the site location (and proposed enhancements) would encourage less reliance on the private car for some (unquantified) proportion of trips, however they do not consider it is a 'large' enough proportion (without providing any indication of what they consider a 'large' proportion might be). That is certainly my interpretation of their statement.
- 3.63 TDC's alleged outcome/harm is therefore understood to specifically relate to the relative volume of car trips generated by the proposals. In short, they are suggesting that the 'alleged' lack of sustainable transport options would result in the Application Site generating a larger volume of car trips versus a development of the same scale placed in an alternative location that TDC consider to be 'sustainable', and it is for that reason that TDC suggest the proposals are therefore in an 'unsustainable location'. The environmental harm suggested therefore, boils down to the 'alleged' relative net increase in vehicle trip volumes (as discussed in paragraphs 3.40 – 3.42 above).
- 3.64 The problem with TDC's allegation is that vehicle trip volumes can be estimated and quantified, yet TDC do not appear to have undertaken any form of comparative numerical analysis or assessment, nor have they referred to any trip generation or mode share targets or thresholds upon which they might reasonably have based their judgement. Therefore, it appears that they have made a judgement based on relative vehicle trip volumes, without ever knowing what the relative vehicle trip volumes might be. It is therefore difficult to understand how an informed and balanced conclusion might have been reached.
- 3.65 Given the nature of RfR 2, it is not unreasonable to expect that TDC should be able to demonstrate a clear understanding of the nature and scale of any alleged harm, relative to an acceptable baseline (accepting that residential development in any location within Tandridge will inevitably generate some level of vehicle trips).
- 3.66 In the absence of such an understanding, TDC are not only assuming that there would be relative harm, but they are also assuming that it would be of a level sufficient to warrant a standalone reason for refusal on transport sustainability grounds. These are all unqualified assumptions, yet TDC evidently consider them to be a sufficient basis upon which to ignore the qualified advice of the County Highway Authority.

- 3.67 Furthermore, given that TDC's assumptions appear to be based purely on locational sustainability, it is therefore confusing that TDC did not take the same view in relation to the adjacent proposals for 8 dwellings at 15 Mount Avenue (Application TA/25/947) which are in an identical location in the context of accessibility. That application was granted planning permission under delegated powers by TDC in February 2026. The officer report associated with that decision (**CD9.5**) clearly indicates under the heading 'Planning Balance' that the site is in a "sustainable brownfield location" in the context of "...having particular regard to key policies for directing development to sustainable locations,...". Furthermore, under the heading 'Principle of development', TDC stated:
- "...The development would sit within an established residential area with local amenities close by. Therefore, being in the urban area, the principle of residential development is acceptable and would accord with the requirements of Core Strategy Policy CSP1 which seeks to promote sustainable patterns of travel and in order to make the best use of previously developed land. The scheme would also be consistent with the provisions of the National Planning Policy Framework (NPPF) December 2024".*
- 3.68 It is also noted that SCC as County Highway Authority did not object to those proposals, subject to conditions.
- 3.69 By way of an example, to illustrate my above point relating to relative vehicle trip volumes, I have undertaken a brief comparison exercise using Census 2011 method of journey to work data for the output areas containing the Application Site, Caterham-on-the-Hill High Street, and all the relevant output areas in between. This exercise therefore presents a simple opportunity to test the assumption that car driver mode share drops steadily, the closer the output area is relative to the High Street, and equally that the resultant proportionate drop in predicted vehicle trip volumes would be material for a comparable scheme of 30 dwellings.
- 3.70 In this example, I have used the Census 2011 output areas, as they are the smallest geographic areas available and hence provide a more granular view, as required. Using the data, I have calculated mode share percentages based on the working population (i.e. not including unemployed persons), with specific interest in the resulting car driver mode share percentages (for brevity, I have not converted all modes into percentages). I have then used the car driver mode share percentage in each case to estimate the equivalent vehicle trip volumes, based on the TRICS predicted total people trip volumes for 30 dwellings, as presented in Table 5.3 of the submitted Transport Statement (**CD1.15**). I have then ordered the results from highest to lowest in terms of predicted vehicle trip volumes.
- 3.71 This exercise is attached at **Appendix F**. For ease of reference, I have provided a 'location clue' label for each output area to make them easier to locate/identify (mainly using prominent road names) and I have also provided a plan in which these output areas are also highlighted and labelled. The Application Site straddles two output areas, labelled as Chaldon North and Chaldon South, both of which are highlighted in the spreadsheet table for ease of reference. The TRICS predicted daily two-way total people and vehicle trip volumes (for 30 dwellings) are also summarised within the spreadsheet for ease of reference and comparison.
- 3.72 From the spreadsheet table at **Appendix F**, the two main high street output areas do indeed exhibit the lowest car driver mode share, as might be expected. However, neither of the two Chaldon output areas rank the highest despite being the furthest from the High Street, with South Chaldon being closer to the bottom of the table and North Chaldon being higher. There is no clear pattern of car mode share dropping proportionally as you approach the High Street.
- 3.73 Equally, the relative volumes of predicted car trips are largely similar. The range is between around 138 and 154 (if you omit the High Street output areas) and hence the potential difference between the bottom and top of that scale is just 16 vehicle trips daily. South Chaldon is at the bottom of that range and hence would arguably generate 16 fewer vehicle trips when compared to the output area around Oak Grove, whilst North Chaldon would generate 3 fewer vehicle trips by the same comparison. If I were to take the average of the two Chaldon output areas, they would sit approximately central within the scale.

- 3.74 This exercise clearly demonstrates that TDC's unqualified assumption that the proposed location of the Application Site would automatically result in relatively higher vehicle trip volumes AND that the magnitude of this net difference would be material (and therefore cause material harm) is not supported by the data. The predicted relative difference in vehicle trip volumes by comparison to a development of the same scale in an alternative location closer to Caterham-on-the-Hill High Street for example, would appear to be negligible. It is for this reason that the scale of the development proposals is entirely relevant in the context of transport considerations.

4.0 Transport Policy

- 4.1 It is widely accepted that sustainable development should balance the three pillars of sustainability which are social, environmental and economic. In fact, within paragraph 11.43 of TDC's Committee Report (**CD1.30**) which discusses paragraph 155 of the Framework, TDC state that:

"It is also important to consider that sustainable development means significantly more than simply transport measures. It is acknowledged that there is a particular focus on transport within Paragraph 155 (c), but nowhere does it state that other aspects of sustainability should not be considered".

- 4.2 Therefore, in the context of sub paragraph 155c, which specifically points to transport considerations (paragraphs 110 and 115 as below), TDC appear to be suggesting that the consideration of transport sustainability in isolation is inappropriate.
- 4.3 Notwithstanding the above, TDC very clearly consider transport sustainability in isolation within RfR 2, without reference to the wider consideration of sustainability, and indeed without due reference to the type, scale and locational context of the development proposals either.
- 4.4 The following policy is cited by TDC in the context of transport sustainability considerations, either directly within the two Reasons for Refusal, or within their Committee Report (**CD1.30**):

Paragraph 110 of the NPPF (2024)

- 4.5 This paragraph of the NPPF is discussed in detail within this proof at paragraphs 3.37 - 3.38 and at paragraph 3.46 above. It has been clearly demonstrated that the wording of this paragraph does not support TDC's RfR 2 and does not indicate conflict in the context of paragraph 155c.

Paragraph 115 of the NPPF (2024)

- 4.6 This paragraph is discussed in detail within this proof at paragraphs 3.47 – 3.48. Given the complication of sub paragraphs, this is reproduced again below for ease of reference:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach".

- 4.7 In the context of part a) above, it is evident that sustainable transport has been prioritised in the context of the proposed development scale, type and locational context.
- 4.8 In the context of part b) above, safe and suitable access to the site is evidently provided for all users. SCC have confirmed that there are no outstanding design or safety concerns relating to the proposed site access junction (subject to conditions).
- 4.9 In the context of part c) above, there are no design related issues or objections.

- 4.10 In the context of part d) above, there are no identified significant impacts in terms of highways capacity or safety, as confirmed by SCC (subject to conditions).
- 4.11 It has therefore been clearly demonstrated that the wording of this paragraph does not support TDC's RfR 2 and does not indicate conflict in the context of paragraph 155c.

Paragraph 116 of the NPPF (2024)

- 4.12 This paragraph is reproduced again below as it bears repeating and, in combination with paragraph 115 above, provides the context against which paragraph 117 indicates it is intended to be understood.

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios".

- 4.13 This paragraph otherwise speaks for itself. The wording of this paragraph does not support TDC's RfR 2 and does not indicate conflict in the context of paragraph 155c.

Paragraph 117 of the NPPF (2024)

- 4.14 This paragraph of the NPPF is specifically cited as being of relevance in RfR 2 and is briefly discussed in paragraph 3.49 of this proof. For ease of reference, the full paragraph is reproduced below:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".

- 4.15 In the context of part a) it is evident that the development proposals make every effort to prioritise walking and cycling, through the provision of active travel routes through the site with connections onto Mount Avenue and Birchwood Lane. Other measures are proposed, including introducing a new 20mph speed limit on Rook lane, as agreed with SCC. Equally, every effort has been made to promote the use of public transport with very significant enhancements proposed in the form of bus shelters, Real Time Passenger Information (RTPI) and new uncontrolled crossing points for pedestrians between stops. Every dwelling within the site would be within 300m of those stops, with direct access routes available.
- 4.16 In the context of part b) level access is provided onto the existing highway network with dropped kerbs and tactile paving provided at proposed crossing points. As indicated on their website (<https://www.metrobus.co.uk/wheelchair-and-mobility-scooter-users>) and reproduced at **Appendix G** for ease of reference, all buses in the Metrobus fleet are low floor with step-free access and manual ramps which can be deployed as required. These buses provide for wheelchair users and some class 2 mobility scooters (and of course push chairs). If for any reason a wheelchair user is unable to board, Metrobus will provide a complimentary taxi under the 'Wheelchair Taxi Guarantee Scheme', which is also reproduced at **Appendix G**. Metrobus welcome all dogs on their buses, including assistance dogs, and make no charge for their travel.

- 4.17 In the context of part c) it has already been repeatedly acknowledged that there are no safety or design issues, as confirmed by SCC (subject to conditions).
- 4.18 In the context of part d) appropriate access and turning for servicing and emergency vehicles has been included within the site layout design and is demonstrated through swept path analysis provided within the submitted TS. In fact, it should be noted that the proposals resolve an existing issue with larger service vehicles being unable to turn at the southern end of Mount Avenue. The proposals therefore offer a benefit in this regard.
- 4.19 In the context of part e) every dwelling would be required to provide quick charging facilities for electric vehicles at a minimum rate of 1 per dwelling, as per the mandatory Building Regulations 'Approved Document S: infrastructure for charging electric vehicles'. This would also be secured by condition.
- 4.20 It has therefore been clearly demonstrated that the wording of this paragraph does not support TDC's RfR 2 and does not indicate conflict in the context of paragraph 155c.

Paragraph 118 of the NPPF (2024)

- 4.21 This paragraph of the NPPF is discussed in detail within this proof at paragraphs 3.39 - 3.50 above, including direct comparison to Tandridge Local Plan, Detailed Policies Part 2.B. It is evident that the proposals would not result in 'significant' volumes of movement in this context. Clearly therefore, the wording of this paragraph does not support TDC's RfR 2 and does not indicate conflict in the context of paragraph 155c.

Regional Policy

Surrey County Council – Local Transport Plan 4

- 4.22 Surrey County Council outlines their core objectives for transport in their Local Transport Plan (LTP4) which are:
- *"Net zero carbon emissions*
 - *Sustainable growth*
 - *Well-connected communities*
 - *Clean air and excellent quality of life."*
- 4.23 To achieve these objectives the council has outlined an approach titled "Avoid, Shift, Improve" which is as follows:
- *"Avoid unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.*
 - *Shift travel choices to more sustainable modes of transport, including public transport, walking and cycling, away from car use.*
 - *Improve the energy efficiency of vehicles and operational efficiency of roads through technology improvements"*
- 4.24 In relation to new developments the measure titled "Ensure that new development is focussed around sustainable mobility options" is applicable and states:
- "Ensure that new development is located to promote sustainable transport use. This will include development near to public transport routes and walking and cycling infrastructure to support the use of sustainable travel modes, ensuring that residents can access opportunities such as employment and education by walking, cycling and public transport."*

- 4.25 In the context of the above, the Application Site is very well located to local bus stops and PRow walking routes, with multiple destinations within walking and cycling distance. It should be noted that SCC themselves do not object to the proposals. It is therefore difficult to understand how SCC's LTP4 could be correctly considered to support TDC's RfR 2 or indicate conflict in the context of paragraph 155c.

Local Policy

- 4.26 This PoE refers to The Tandridge District Core Strategy (TDCS), as adopted in 2008, and the Tandridge Local Plan, Detailed Policies Part 2 (LP2), as adopted in 2014. It is noted that Tandridge District Council were in the process of preparing a new Local Plan, however the new Local Plan was found unsound and was withdrawn from Examination in February 2024. A new Local Plan is under development and currently scheduled for adoption in July 2028.

Tandridge District Core Strategy

- 4.27 The TDCS outlines the following regarding Managing Travel Demand (Policy CSP 12):

"The Council will require new development to:

Make improvements, where appropriate, to the existing infrastructure network, including road and rail, facilities for bus users, pedestrians and cyclists and those with reduced mobility.

Have regard to adopted highway design standards and vehicle and other parking standards."

- 4.28 A suitable scheme of sustainability enhancement measures that are appropriate and proportionate to the type, scale and locational context of the development proposals have been agreed with SCC. It is therefore difficult to understand how this policy could be considered to support TDC's RfR 2 or indicate conflict in the context of paragraph 155c.

Tandridge Local Plan, Detailed Policies Part 2

- 4.29 Tandridge LP2 outlines the following regarding Highway Safety and Design (Policy DP5):

"A. Development will be permitted subject to meeting the requirements of all other appropriate Development Plan policies where the proposal:

- 1. Complies with the relevant Highway Authority's and any other highways design guidance;*
- 2. Does not unnecessarily impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;*
- 3. Retains or enhances existing footpaths and cycleway links;*
- 4. Provides safe and suitable access to the site which is achievable by all and promotes access by public transport, foot and bicycle to nearby residential, commercial, retail, educational, leisure and recreational areas where appropriate; and*
- 5. Fully funds where appropriate, or contributes towards the costs of any measures required to cost effectively mitigate the significant impacts arising from the development.*

B. In accordance with the Council's Local Validation Requirements and national guidance, all development proposals that generate significant amounts of movement should be supported by a Travel Plan and either a Transport Statement or Transport Assessment (proportionate to the scale of the proposed scheme and extent of the transport implications), both of which should be submitted alongside the planning application."

- 4.30 In the context of Part A above, it is acknowledged that the proposals accord with applicable design guidance and do not result in highways capacity or safety impacts (items 1 & 2) as confirmed by SCC

(subject to conditions). The proposals certainly do not remove any active travel links, hence there is clearly no conflict with item 3.

- 4.31 In the context of item 4, safe and suitable site access is provided, as confirmed by SCC. It should also be noted that sustainable transport is suitably promoted through a series of enhancement measures (as agreed with SCC) and that access is available, by sustainable modes, to all of the destination types listed (as demonstrated at **Appendix D**). Therefore, there is no conflict with item 4.
- 4.32 As previously noted, there are no significant transport impacts arising from the development proposals that require mitigation. There is however an agreed package of sustainability enhancement measures that SCC are in support of. There is therefore no conflict with item 5.
- 4.33 In the context of Part B above, it has been demonstrated that the proposals do not represent significant development that warrants a Travel Plan or Transport Statement, based on the thresholds recently published by SCC. There is therefore no conflict with Part B.
- 4.34 It is therefore clear that Policy DP5 does not support TDC's RfR 2 or indicate conflict in the context of paragraph 155c.

Caterham, Chaldon and Whyteleafe Neighbourhood Plan

- 4.35 The Caterham, Chaldon and Whyteleafe Neighbourhood Plan (**CD5.3**), as adopted in 2021 (which should be read in conjunction with the Caterham Town Masterplan as adopted in 2018) has now been superseded.
- 4.36 Policy CCW5 sets out the former neighbourhood plan's design of development guidance which, alongside other unrelated considerations, should demonstrate good design by:

"d. Providing off-road parking in accordance with the adopted Tandridge Parking Standards (2012).

e. Not adversely affecting vehicular and pedestrian safety due to traffic generation, access and parking design."

- 4.37 Section 10 – Transport and Movement states:

"The bulk of strategic movement, and proposals to address this, are outside of the remit of a Neighbourhood Plan. Local movement however is certainly an issue that the Neighbourhood Plan can address, in terms of promoting more sustainable forms of transport, including walking, cycling and public transport provision. Many aspects of local movement do not require planning permission (for example, works within the highway including footways) and thus are more effectively addressed through the Non Policy Actions set out in Section 14 of this Plan. This section includes actions to address road safety, air quality, parking, and community transport as well as encouraging cycling and walking, working with partners such as Surrey County Council, which has overall responsibility for transport, most highways in the area and for Public Rights of Way."

- 4.38 There is evidently no conflict with the above, and none is claimed within RfR 2.
- 4.39 It is acknowledged that a new Neighbourhood Plan (**CD5.4**) was adopted in June 2026, which post dates the application submission, and TDC's Committee Report. This has nonetheless been reviewed below for completeness.

- 4.40 Policy CCW1: Supporting sustainable development, states that:

"Development proposals outside the defined settlement boundaries will only be supported where they accord with national and local planning policies and meet the following criteria:

vii. they are capable of connecting to the primary movement network hierarchy (see Policy CCW25)".

- 4.41 This is expanded upon as follows:

"viii. ensuring that new development is well-connected to the existing movement network - Improving and adding to this network where possible, to provide accessible, safe and pleasant pedestrian and cycle links. The Town and Country Planning Association supports Walkable Neighbourhoods and a 10-minute journey time (one-way from home to destination) is considered optimal. For the CCWNP, the emphasis is on connectivity and ensuring that new major development (as defined in the NPPF, see Glossary) improves the strategic links within the Neighbourhood Area. Further detail is provided in Policy CCW25".

4.42 Policy CCW25: Improving walking/wheeling, cycling and equestrian opportunities, states that:

"A. As appropriate to their scale, nature and location, development proposals should ensure safe pedestrian, and where possible cycle, access to link up with the existing footpath and cycleway network, and public transport network, as defined in Appendix F.

B. The provision of new, or the enhancement of existing, cycle and pedestrian routes that are, where feasible, physically separated from vehicular traffic and from one another will be strongly supported. Such routes should be of permeable material and ensure that access by disabled users and users of mobility scooters is secured.

C. Insofar as planning permission is required, the design and layout of works related to the widening of footways, or the provision of traffic-calming measures should enhance the rural character of the settlements and retain and/or provide hedgerows, trees and soft verges wherever practicable. The materials used in such works should be sympathetic to local character, in accordance with Policy CCW4.

D. Proposals for new bridleways will be supported. Development proposals should retain existing bridleways. Wherever practicable development proposals should provide new or amended bridleway links provided together with safe road crossing points that enable connectivity between the settlements and the wider countryside.

E. The provision of covered and secure cycle racks and buggy parking will be supported".

4.43 The section discusses active travel opportunity in the Neighbourhood as follows:

"The area is fortunate in having a great number of public rights of way, however, few of these are bridleways. This means that cyclists and horse riders are forced onto the roads. Few roads have dedicated, segregated cycle lanes and many are without pavements on one or both sides.

This legacy is not easy to retrofit, however, there is a national ambition to encourage active travel, and this is supported at the local level by SCC and their Local Cycling and Walking Infrastructure Plan (LCWIP) although a plan for this area has not yet been created. It will be useful to tie into it as a way of setting out priorities for future investment.

To contribute to this strategic ambition, an aspiration of the CCWNP is to promote the idea of 'walkable neighbourhoods' (Figure 17), a concept promoted by the Town and Country Planning Association (TCPA) whereby developments are encouraged to be no more than a 10-minute walk (each way) from key facilities.

The idea is not intended to stifle development, rather to emphasise the importance of enabling and improving connectivity by foot and by bike.

New major development proposals in the Neighbourhood Area, which may be allocated in a future Local Plan for instance, should take account of the walkable town concept and provide the infrastructure to link new homes to existing facilities to encourage active travel".

- 4.44 The TCPA guidance on 'Applying the 20-minute neighbourhood idea to villages and rural areas' (**CD8.8**) is discussed within earlier sections of this PoE. It is encouraging to see that this new plan acknowledges that the concept of walkable neighbourhoods is not intended to stifle development in rural areas, where it is of course an unreasonable standard to expect. These sections of the new Neighbourhood Plan demonstrate an appreciation of what is realistic to expect given the existing nature of Chaldon and the relative scale, nature and location of development proposals. There is therefore no conflict with these policies.

5.0 Conclusion

- 5.1 The Application Site is situated in a sustainable location within the context of Tandridge District and is well within the upper 90th percentile of accessibility in the context of a Rural Village. Therefore, the Application Site is appropriately accessible/sustainable to support residential development of the modest scale proposed, as evidenced by the DfT connectivity tool.
- 5.2 It has been demonstrated that the Application Site is within a realistic walking and cycling distance of a large volume and wide range of amenity that is considered advantageous for residential development including adjacent residential areas. The local walking and cycling environment would be enhanced through the proposals.
- 5.3 It has been demonstrated that the Application Site enjoys access to bus stops (which would be enhanced) within a very short walking distance. The bus services available provide realistic opportunities for commuting (towards Merstham, Redhill and Reigate) and education trips to local secondary and further education facilities. There are also opportunities for travel by bus for personal business, shopping and leisure trips throughout the day, for example.
- 5.4 At around 2.3km, Caterham Rail Station is slightly further (by 300m) than the guidance distance of 2km, however this does not automatically mean that nobody would be prepared to walk the additional 300m. The station is within a short cycling distance and therefore, notwithstanding the existing highway conditions, would be attractive to confident cyclists. The station is also accessible by the 411 bus.
- 5.5 It has therefore been demonstrated that future residents would have a full range of realistic alternative options to travel by the private car, indeed far greater than might typically be expected for a Rural Village. It should also be noted that all new residential development is required to provide electric vehicle charging facilities, and that:
- "No new petrol or diesel cars will be sold after 2030. All new cars and vans will need to be 100% zero emission by 2035"* (source: DfT 'Phasing out the sale of new petrol and diesel cars from 2030 and support for zero emission vehicle (ZEV) transition' January 2025, online).
- 5.6 SCC as County Highway Authority have not identified any highways capacity or safety impacts and hence that matter is not in question. Indeed, there are evident benefits to the scheme. It is therefore agreed that no level of mitigation is required and hence there is no inherent requirement to demonstrate any level of mode shift to accord with policy or guidance. Equally, it has been demonstrated that the quantum of development proposed would not generate a 'significant volume of movement' in the context of the sustainable transport policies within the NPPF.
- 5.7 The proposals nonetheless include a range of sustainability enhancement measures that are agreed with SCC as delivering meaningful encouragement of travel by active modes and public transport, both for future residents of the proposed development and for existing residents within the local area.
- 5.8 It has therefore been demonstrated that TDC have incorrectly applied the DfT's Connectivity Tool, have not given due consideration to the type, scale and locational context of the development proposals, have not therefore applied the NPPF (and other) policies appropriately, and have not provided any evidence to support their generic assumptions, which are entirely unsubstantiated.
- 5.9 I conclude that, for the reasons detailed herein, the cited Reason for Refusal 2 is unjustified and without merit.

6.0 Executive Summary

6.1 This Proof of Evidence on Highways and Transport matters demonstrates the following:

- ▶ The proposed development comprises the extension of an existing and mature residential street in a Rural Village setting;
- ▶ The Application Site is demonstrably situated within a relatively accessible location within the context of Tandridge district;
- ▶ The Application Site is demonstrably situated within a relatively accessible location within the context of a Rural Village location;
- ▶ The Application Site is demonstrably accessible by walking, cycling and public transport to a wide range of amenities, to a far greater extent than would be typically expected for a Rural Village;
- ▶ TDC did not object to other residential development proposals in the same location;
- ▶ The proposed development would not result in any severe impacts (in the context of highways safety or capacity) requiring remediation or mitigation;
- ▶ There are therefore no legitimate highways grounds for objection or refusal;
- ▶ The County Highway Authority is not objecting to these proposals, or other local development proposals in comparable locations;
- ▶ The proposed quantum of development (30 dwellings) would not generate significant volumes of movement in the context of the NPPF, based on the applicable guidance;
- ▶ It has been demonstrated that the Application Site does not exhibit higher commuting car mode share by comparison to existing locations within Caterham-on-the-Hill, disproving TDC's unqualified assumptions relating to distances to amenities;
- ▶ There is, therefore, no evidence of any harm (material or otherwise) arising from the proposed development in the context of transport sustainability considerations;
- ▶ The proposed development would therefore be suitably sustainable, relative to the proposed scale and locational context, without remediation or mitigation;
- ▶ The proposed sustainability enhancements suitably pursue the significant available opportunities to promote travel by active modes and public transport, and these are as agreed with the County Highway Authority;
- ▶ It is therefore evident that the Application Site is in a suitably sustainable location and provides appropriate enhancements to further promote travel by active modes and public transport.

Appendix A

DfT Connectivity Tool Guidance

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Interpreting Connectivity Scores and the Connectivity Matrix

You may also find [user manual \(/help/guidance\)](/help/guidance), guidance on [applying the Connectivity Tool \(/help/applying-connectivity-tool\)](/help/applying-connectivity-tool) or [understanding the data \(/help/understand-the-data\)](/help/understand-the-data) useful.

Key points

The Connectivity Tool gives each square a connectivity score from 0 to 100. The score helps users understand how well-connected a square is to locations of interest by walking and wheeling, cycling and public transport, compared with other squares across England and Wales.

The [Connectivity Matrix](#) is a set of tables that help users judge whether a square's connectivity score is high or low for its destination type, transport mode, and how urban or rural the square is.

When interpreting the connectivity score, remember that:

- The score is a **relative measure**, not an absolute measure of connectivity – it shows how places compare to other places.
- A score of 50 does **not** mean a location has average connectivity.
- Scores should **not be directly compared** across different transport modes or destinations.
- The Connectivity Matrix can be used to help users compare a square with squares of the **same rural-urban class**.
- The score should be used **alongside** local evidence, site knowledge and professional judgement.

- **Driving is not included in the overall connectivity score**, although users can view scores for car-based journeys separately.

What does the connectivity score show?

Each square receives a score between 0 and 100. A higher score means the square is better-connected relative to other squares. A lower score means it is less well-connected relative to other squares.

Connectivity scores for each square are calculated as a percentage relative to the highest-scoring square in England and Wales, which is 100.

More detail on how the scores are calculated is available on the [Understand the Data \(/help/understand-the-data\)](/help/understand-the-data) page.

What does the connectivity score *not* show?

The connectivity score does not give a final judgement on whether a location is suitable for development, investment or a transport intervention. It is one source of evidence.

The score does not currently measure:

- the **quality** of walking, wheeling, cycling or public transport routes, such as footway width, surface condition, lighting, segregated cycling facilities or step-free access;
- the **cost** or **affordability** of travel;
- service **reliability** or **crowding**;
- the specific travel needs of **different people or groups**; or
- electric bicycles or other **assisted modes** of transport.

For these reasons, the score should always be used alongside local evidence, professional judgement and other material considerations.

How should connectivity scores be interpreted?

Connectivity scores should always be interpreted comparatively. This is because the score tells users how a square's connectivity compares to other squares, rather than whether its connectivity is "good" or "bad" in isolation.

For example, a square's score may look low when compared to all scores nationally, but it could be relatively high for a rural area. Similarly, a score may look high nationally, but it may be low for a dense urban area.

This is why users should interpret the score in context. The most useful comparison is often with similar types of place, rather than with all places in England and Wales. This guidance proposes using rural-urban classifications (RUCs) as one of the ways to compare similar places. More detail is given later in this guidance page.

Does a score of 50 mean a location has average connectivity?

No. A score of 50 does not mean that a location has average connectivity.

The connectivity score is not a simple scale where 0 is the worst, 100 is the best, and 50 is the average.

The same connectivity score can mean different things depending on how other squares perform. For example, a score of 50 can be relatively well-connected, or poorly connected, depending on:

- the transport mode being considered;
- the destination being considered; and
- the rural-urban classification of the location.

Users should therefore avoid interpreting a connectivity score on its own. They should use the relevant tables in the [Connectivity Matrix](#) (detailed below) to understand where the square's score sits in the wider distribution.

Can scores be compared across transport modes or destinations?

Scores for different transport modes or destinations should not be directly compared with each other. Each square's score is calculated relative to other squares for a specific transport mode or destination – so comparison between destinations or modes does not provide meaningful information.

As an example, a square of interest may have:

- a score of 60 for access to education;
- a score of 70 for access to health services.

However, this does not automatically mean the square of interest is better connected to health services (70) than to education (60). This is because the other squares may score significantly higher than 70 for access to health services, meaning the square of interest's score of 70 would be relatively worse. Each square needs to be interpreted against its own destination.

The same applies to transport modes. A location may have a walking score of 60 and a public transport score of 50. This does not automatically mean it is better connected by walking than by public transport. Each square should be interpreted against its own transport mode.

What is the Connectivity Matrix?

The Connectivity Matrix is a set of tables that help users judge whether a square's connectivity score is high or low for its destination type, transport mode, and how urban or rural the place is.

This allows users to compare a location with similar places, rather than comparing it with all places nationally.

The Matrix shows percentile thresholds for different combinations of:

- rural-urban classification;
- transport mode;
- destination type;

The exact rural-urban classifications used in the Matrix are described in more detail later in this guidance.

What do the percentiles in the Connectivity Matrix mean?

The Connectivity Matrix uses percentiles. These indicate the percentage of [Output Areas](https://www.ons.gov.uk/methodology/geography/ukgeographies/statisticalgeographies) (<https://www.ons.gov.uk/methodology/geography/ukgeographies/statisticalgeographies>) which have a lower or higher connectivity score.

For example:

- A square with a connectivity score at the 20th percentile threshold has a higher connectivity score than only 20% of Output Areas, meaning its score is lower than 80% of Output Areas;
- A square with a connectivity score at the 90th percentile threshold has a higher connectivity score than 90% of Output Areas, meaning its score is lower than only 10% of Output Areas.

This means:

- the 20th percentile is in the bottom 20%;
- the 50th percentile is the average;
- the 90th percentile is in the top 10%.

Users should focus on where a score sits in the relevant distribution, rather than on the connectivity score in isolation. For example, if the square of interest is in an “Urban major conurbation”, then the first column of Connectivity Matrix tables is the most relevant.

Which comparison should I use?

Different tables in the Connectivity Matrix answer different questions. Users should choose the right table for the question they are asking.

Question	Best Table
How does my square compare to squares of the same rural-urban classification?	Connectivity Matrix
How does my square compare to other squares of the same destination type, nationally?	Table A
How does my square compare to other squares of the same transport mode, nationally?	Table B

The Connectivity Matrix is most useful when users want to understand whether an overall connectivity score, or a score for a particular transport mode and destination combination (e.g. Walking to Education), is high or low relative to its rural-urban classification.

See below for the By Destination table (A), the By Mode of Transport table (B) and the Connectivity Matrix.

Table A: By destination

	Overall	Education	Leisure	Health	Shopping	Residential	Workplaces
10th percentile	38.9	34.1	37.8	25.9	38.1	45.6	36.9
20th percentile	52.1	47.0	48.7	43.1	56.5	55.2	45.9
30th percentile	58.6	55.1	54.9	51.1	64.9	60.5	51.0
40th percentile	63.1	60.6	59.6	56.9	70.6	64.3	54.7
Median	66.8	65.0	63.6	61.7	75.2	67.3	58.0
60th percentile	70.2	68.9	67.5	66.1	79.3	70.2	61.1
70th percentile	73.7	72.8	71.7	70.3	83.4	73.5	64.4

	Overall	Education	Leisure	Health	Shopping	Residential	Workplaces
80th percentile	77.8	77.1	76.8	74.9	87.4	77.4	69.1
90th percentile	83.2	82.7	83.3	80.6	91.6	84.6	78.8

Table B: By mode of transport

	Overall	Walking	Cycling	Public transport	Driving
10th percentile	38.9	33.7	48.4	40.7	74.6
20th percentile	52.1	48.0	58.1	53.5	79.8
30th percentile	58.6	55.5	63.1	59.7	82.6
40th percentile	63.1	60.7	66.7	64.2	84.5
Median	66.8	64.8	69.7	67.8	86.2
60th percentile	70.2	68.5	72.5	71.2	87.6
70th percentile	73.7	72.1	75.5	74.7	89.0
80th percentile	77.8	76.3	78.7	79.0	90.6
90th percentile	83.2	81.6	83.6	85.3	92.5

Connectivity Matrix

Score by destination

Overall

**Score by mode of transport**

Overall (except driving)

**Table C: Connectivity Matrix**

	Urban major conurbation	Urban minor conurbation	Urban city and town	Rural town and fringe	Rural village	Rural hamlets and isolated dwellings
10th percentile	64.1	58.5	52.7	35.1	14.9	7
20th percentile	68.5	62.1	57.3	39.8	19.5	11.3
30th percentile	71.8	64.9	60.6	43.2	22.9	15.1
40th percentile	74.5	67.3	63.3	46	25.8	18.7
Median	77.2	69.5	65.7	48.4	28.5	22.4
60th percentile	79.9	71.7	68	50.8	31.1	26.7
70th percentile	82.7	74	70.5	53.1	34.1	31.5
80th percentile	86.2	76.8	73.3	56	37.8	37
90th percentile	90.5	80.2	77.2	59.8	42.6	44.9

How do I use the Connectivity Matrix?

To use the Connectivity Matrix:

1. Select the square of interest in the Connectivity Tool.
2. Note the relevant connectivity score.
3. Identify the rural-urban classification of the square. This can be done either by: consulting [Map 1](#) later in the guidance; or locating the Output Area the square of interest is in from the [Office for National Statistics \(ONS\)](#) (<https://geoportal.statistics.gov.uk/datasets/53360acabd1e4567bc4b8d35081b36ff/about>), and checking that Output Area's rural-urban classification in this ONS [file](#) (<https://geoportal.statistics.gov.uk/datasets/53360acabd1e4567bc4b8d35081b36ff/about>).
4. After determining the rural-urban classification, find the relevant table for the transport mode and destination in the Connectivity Matrix.
5. Choose the correct column based on the square's rural-urban classification.
6. Compare the square's score with the percentile thresholds in that column.
7. Use this to judge whether the score is relatively high or low for that type of place, and mode/destination mix.

Users can repeat this process for the overall score, a specific transport mode, or a specific destination type.

Examples of Using the Connectivity Matrix

Example 1 - A planning team is assessing a site in a small town. The site has an overall connectivity score of 57. The team identify based on [Map 1](#) that the site likely sits within a "Rural town and fringe" Output Area. They use the ONS website links from the [How do I use the Connectivity Matrix section](#) of the guidance to confirm this.

If the team only looked at their site's connectivity score in the national context (Table [A](#) or [B](#)), the score would put their site in the bottom 30%. This suggests it is not well-connected compared to all Output Areas in England and Wales.

However, the team then checks the [Connectivity Matrix](#) table for overall connectivity, and compares their score against the "Rural town and fringe" column. In that comparison, a score of 57 would put their site in the top 20% of "Rural town and fringe" Output Areas. This shows that the site has good connectivity relative to similar areas.

The interpretation is therefore more balanced:

- nationally, the site may not appear highly connected;
- for a “Rural town and fringe”, the site may be relatively well-connected;
- the score should still be considered alongside local evidence, site conditions and professional judgement.

Example 2 – a developer is assessing a site in a large city, with an overall connectivity score of 80. They identify based on [Map 1](#) that the site is in an “Urban major conurbation”.

The connectivity score of 80 puts the site in the top 20% nationally. However, when the developer checks the overall connectivity table in the [Connectivity Matrix](#), they find that the site is only in the top 40% for “Urban major conurbations”.

The developer looks for further insights in the other [Connectivity Matrix](#) tables, as well as Tables [A](#) and [B](#). The site has an overall walking (destination) score of 67, which would place it in the top 50% nationally, but the bottom 40% for an “Urban major conurbation”. This could suggest to the developer that improving walking infrastructure may be a priority on the site.

Why does rural-urban context matter?

Knowing the rural-urban classification of an area of interest provides an extra layer of context to the connectivity score.

Different types of places tend to have different levels of transport connectivity. Dense urban areas usually have more nearby destinations and more transport options than dispersed rural areas. This affects how connectivity scores should be interpreted.

A score that appears low nationally, may be relatively high for a “Rural village”. On the other hand, a score that appears high nationally may be relatively low for an “Urban major conurbation” (such as Manchester or London).

These distinctions can be checked in the [Connectivity Matrix](#). For example:

- 55 may appear low when compared with all locations nationally (being in the bottom 30% nationally), but may be relatively high for a “Rural town and fringe” (in the top 30%);

- 74 may appear high nationally (being in the top 30%), but may be relatively low for an “Urban major conurbation” (bottom 40%).

This can be an important distinction for decision-making. Understanding whether a place is relatively better or worse connected can help with planning and prioritisation.

If a location is relatively well connected, this could support a case that it's well-placed for growth, because access to destinations of interest by different transport modes are stronger than similar settlements. This provides evidence which can be used alongside place-based evidence.

What rural-urban classifications are used in the Connectivity Matrix?

The Connectivity Matrix uses the ONS's [Rural-Urban Classification 2011](https://www.ons.gov.uk/methodology/geography/geographicalproducts/ruralurbanclassifications/2011ruralurbanclassification) (<https://www.ons.gov.uk/methodology/geography/geographicalproducts/ruralurbanclassifications/2011ruralurbanclassification>).

This classification groups places according to their settlement type. It considers factors such as settlement size, population density and how built-up or dispersed an area is.

The standard 2011 classification includes ten categories:

- **Urban major conurbation**
- **Urban minor conurbation**
- **Urban city and town**
- Urban city and town in a sparse setting
- **Rural town and fringe**
- Rural town and fringe in a sparse setting
- **Rural village**
- Rural village in a sparse setting
- **Rural hamlets and isolated dwellings**
- Rural hamlets and isolated dwellings in a sparse setting

However, for the Connectivity Matrix, only the six categories in bold are used.

The four “in a sparse setting” classifications have been combined with their relevant non-sparse counterpart. For example, the areas defined as ‘Urban city and town in a sparse setting’, are now classified as ‘Urban city and town’.

This is done because the “in a sparse setting” classifications account for a small share (under 2%) of total Output Areas, and combining them makes the Matrix easier to use, with clearer comparison groups.

See [Map 1](#) for a rural-urban classification breakdown of England and Wales.

Why can national comparisons be misleading?

A national comparison shows how a location compares with all Output Areas in England and Wales. This can be useful, but it does not always give the most relevant context.

This is because different types of places have different typical levels of connectivity. Dense urban areas usually score higher than rural areas because they tend to have more destinations and transport options nearby.

For example:

- a rural location may score below the national average, but still be highly connected for a rural area;
- an urban location may score above the national average, but still be poorly connected compared with similar urban areas.

For this reason, users should consider both the national comparison and the relevant rural-urban comparison.

What does each of the six rural-urban classifications mean?

The six classifications broadly describe different types of settlement, from the most dense urban places, to the least dense rural ones. See [Table C](#) below for individual descriptions.

Table C: Rural-Urban Classifications

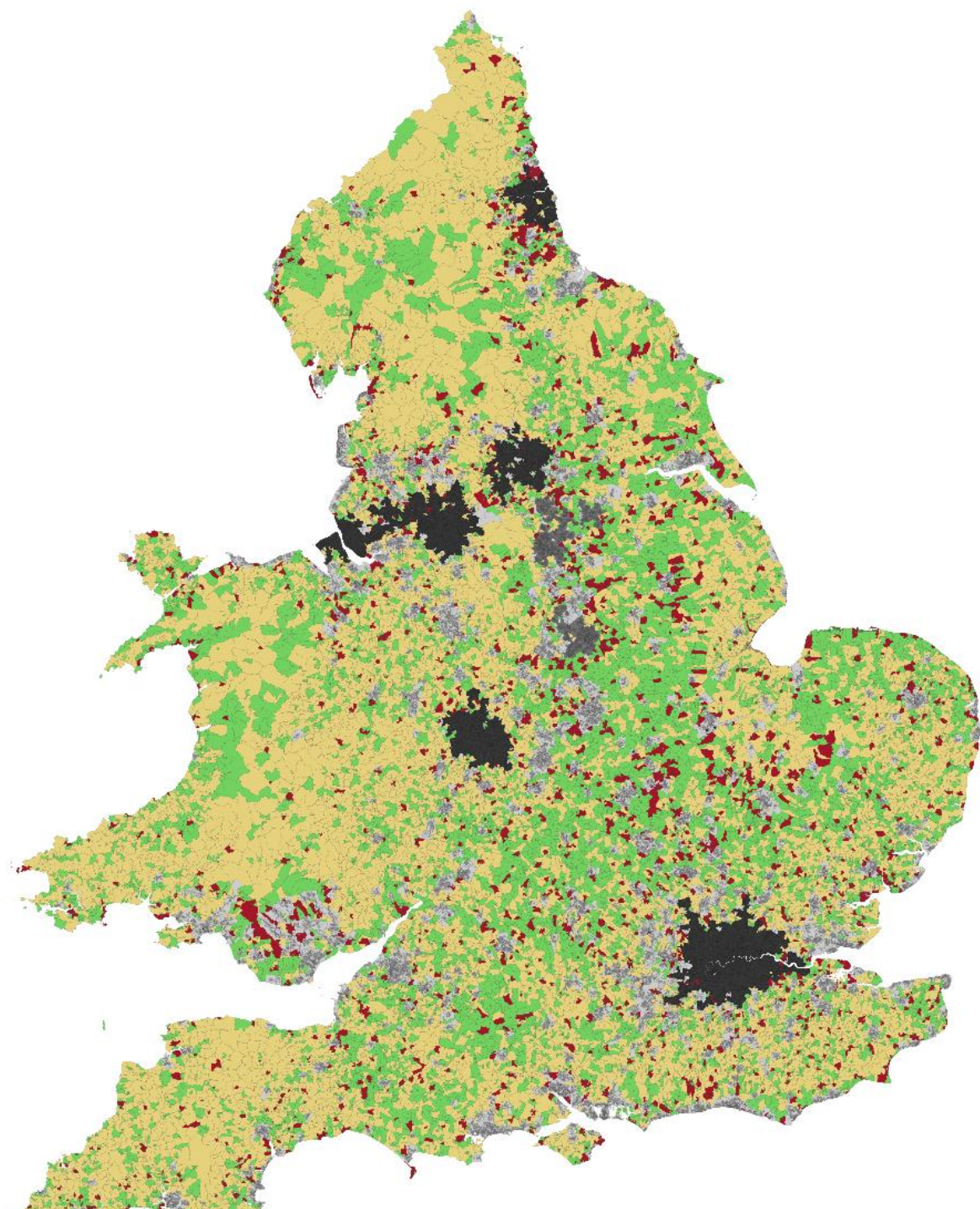
RUC 2011	Classification Description	% of total Output Areas	Number of Output Areas
Urban Major Conurbation	There are six urban major conurbations. These are London, West Midlands, West Yorkshire, Tyneside, Merseyside and Greater Manchester.	32.6%	61,500
Urban Minor Conurbation	There are two urban minor conurbations: Nottingham and South Yorkshire.	3.4%	6,418
Urban City and Town	Built-up urban areas, with a minimum population of 10,000 inhabitants, which do not form part of major and minor conurbations. Commonly observed in areas such as Lincoln, Derby & York.	45.0%	84,958
Rural Town and Fringe	Areas with fewer than 10,000 inhabitants, and associated with a larger neighbouring town. Commonly observed in areas of Northumberland, South Oxfordshire & Wiltshire.	9.4%	17,782
Rural Village	Areas with fewer than 10,000 inhabitants, but with a denser physical form than in hamlets and isolated dwellings. Commonly observed in areas of Mid Suffolk & West Sussex.	5.8%	11,011
Rural Hamlets and Isolated Dwellings	Areas with fewer than 10,000 inhabitants, dispersed housing, and no clear nucleated settlement. Commonly observed in areas of Cornwall & Carmarthenshire.	3.8%	7,211

Note: For more information about the methodology used for classifying Output Areas into the rural-urban classifications, see the [Office for National Statistics guidance \(https://www.ons.gov.uk/methodology/geography/geographicalproducts/ruralurbanclassifications/2011ruralurbanclassification\)](https://www.ons.gov.uk/methodology/geography/geographicalproducts/ruralurbanclassifications/2011ruralurbanclassification). See the [What are Output Areas](#) section for more detail on Output Areas.

How are the rural-urban classifications distributed across England and Wales?

[Map 1](#) below shows a map of Output Areas in England and Wales, coloured by their rural-urban classification.

Map 1



- Urban Major Conurbation
- Urban Minor Conurbation
- Urban City & Town
- Rural Town & Fringe
- Rural Village
- Rural Hamlets & Isolated Dwellings



How much do connectivity scores vary across rural-urban classifications?

Connectivity scores range from an average of 22.4 in “Rural hamlets and isolated dwellings”, to 77.1 in “Urban major conurbations”.

This shows how important it is to differentiate between different types of places.

Are there any limitations of the 2011 rural-urban classifications?

The 2011 classification is based on 2011 Census data, and therefore does not reflect recent development or changes in settlement patterns which could have changed an area’s rural-urban classification.

However, this is unlikely to materially affect the [Connectivity Matrix](#). The urban major and minor conurbation classifications are largely fixed (relating to established conurbations like the West Midlands and London). The main possible change is in “Rural town and fringe” Output Areas becoming “Urban city and town” if they have grown above 10,000 people since 2011. As these areas make up a relatively small share of overall Output Areas, such changes are unlikely to alter the overall distribution significantly.

Users should therefore treat the classification as a useful guide, rather than a definitive judgement, and use it alongside local knowledge when interpreting connectivity scores.

There is a 2021 version of the rural-urban classifications, however, this was not chosen to be used to help interpret the connectivity scores as almost 75% of Output Areas fall into a single category, making it less useful for comparing connectivity across different types of places.

Can I see the rural-urban classification in the Connectivity Tool?

Rural-urban classifications are not currently displayed directly in the Connectivity Tool. This means that when a user selects a square, the tool does not currently show the rural-urban classification for that location.

This functionality may be added in a future update. Until then, users should use the supporting map and tables in this guidance, use the ONS links referenced in the [How do I use the Connectivity Matrix](#) section, and apply local knowledge as appropriate.

What are Output Areas?

[Output Areas](https://www.ons.gov.uk/methodology/geography/ukgeographies/statisticalgeographies) (<https://www.ons.gov.uk/methodology/geography/ukgeographies/statisticalgeographies>) are small geographic areas used by the Office for National Statistics to publish census and related data.

Each Output Area typically contains between 40 and 250 households, with a resident population between 100 and 625 people.

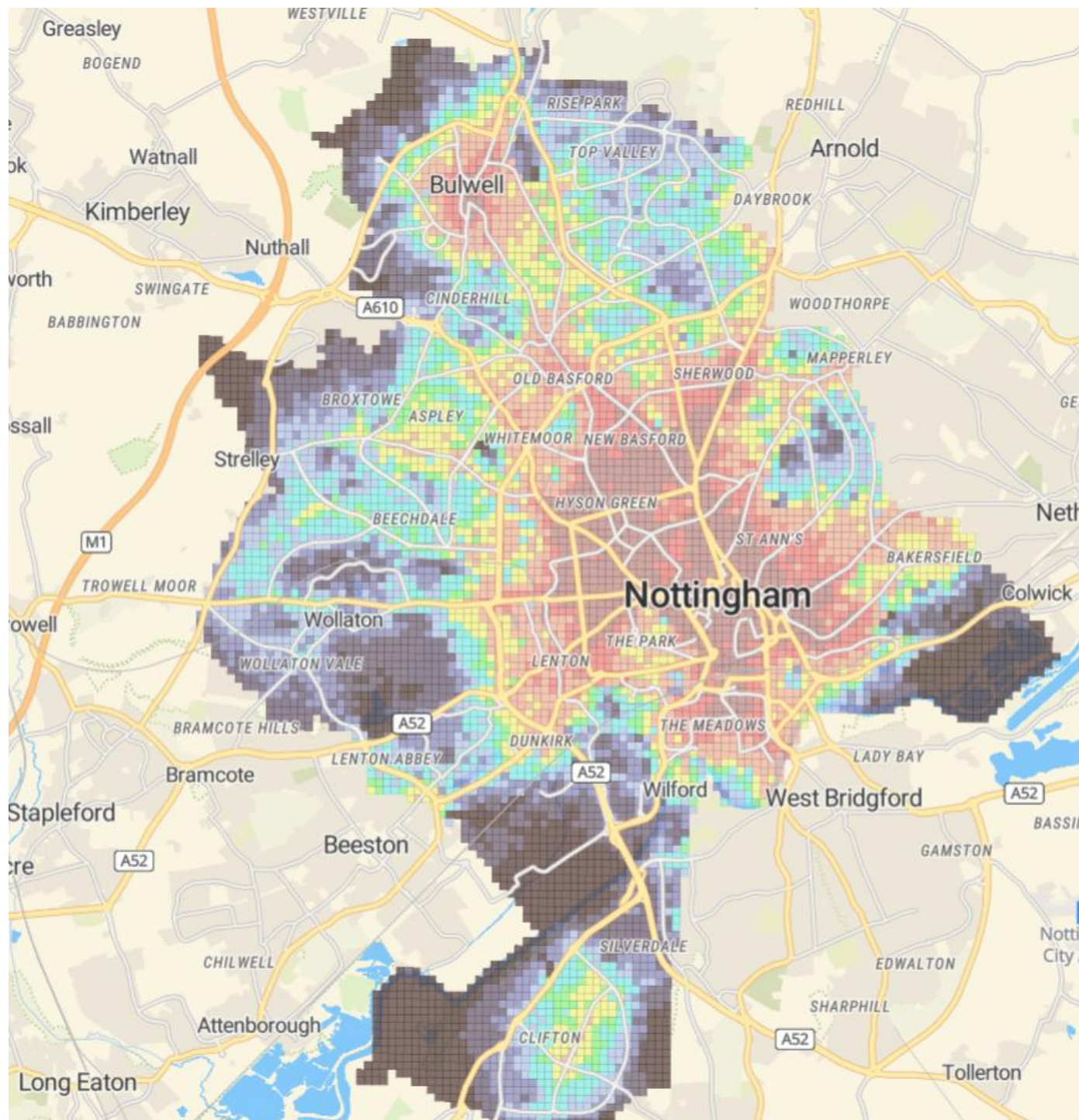
The Connectivity Matrix uses Output Areas to calculate connectivity score thresholds as they are the smallest standard geography used for the rural-urban classifications, and provide a consistent geographic unit for comparing connectivity across England and Wales.

What is the local authority view within the Connectivity Tool?

The local authority view groups connectivity scores within a selected local authority area and displays them in 10 colour bands. This can help users quickly see how connectivity varies across a specific area.

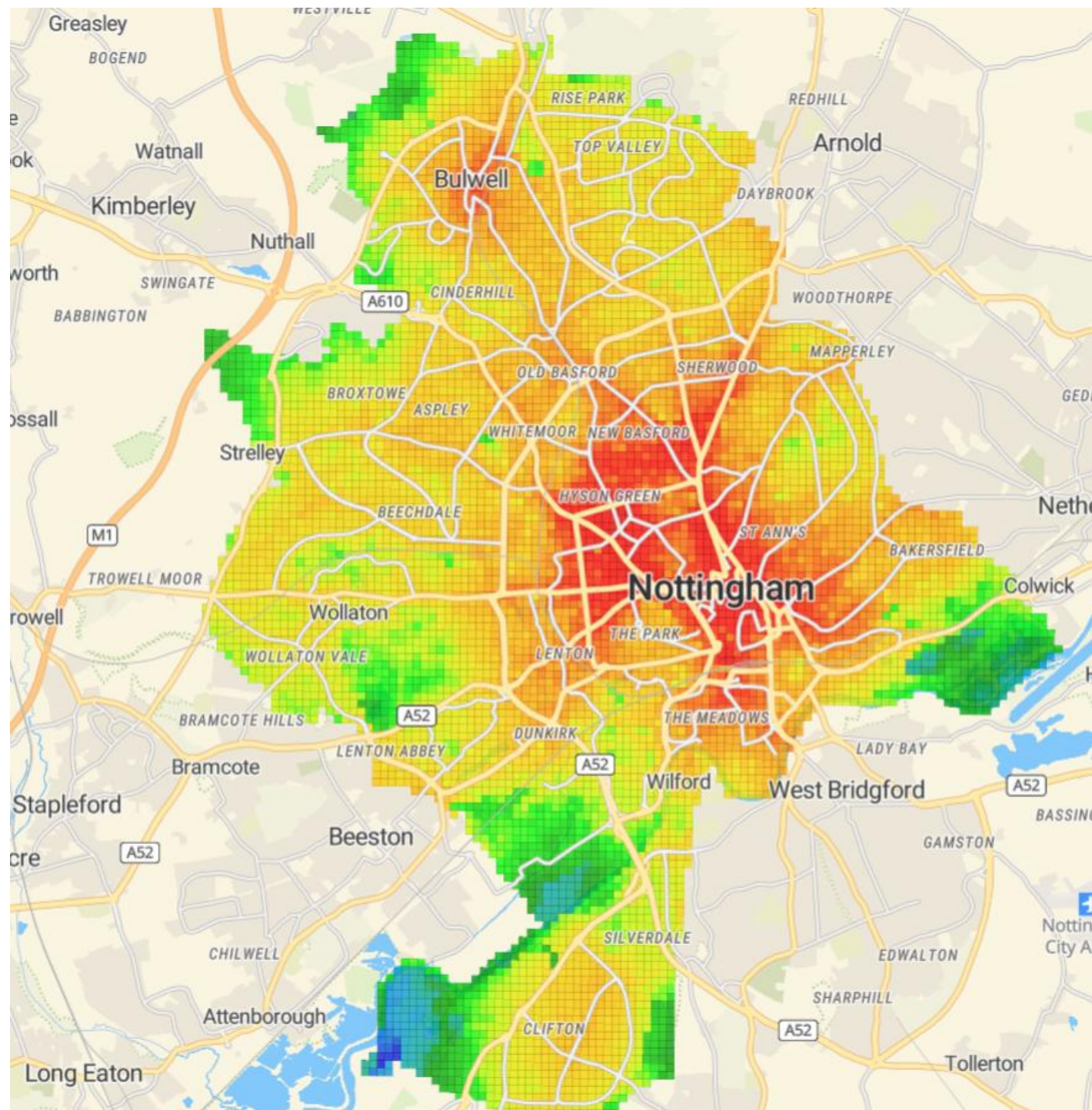
The colour bands are presented in [Map 2](#). [Map 3](#) has been added to demonstrate how local authority view differs from the default Connectivity Tool.

Map 2





Map 3





How should the local authority view be interpreted?

The local authority view only provides indicative connectivity differences. The bands are created by dividing all scores in the local authority into 10 equal groups, rather than reflecting meaningful thresholds of connectivity.

This means the local authority view should not be used on its own to inform decisions or draw firm conclusions. It is best used to get a quick, high-level sense of variation within an area, before using the connectivity scores and [Connectivity Matrix](#) for more robust interpretation.

Future updates to the tool may change how connectivity scores are presented.

Also See

- [User manual \(/help/guidance\)](/help/guidance)
- [Applying the Connectivity Tool \(/help/applying-connectivity-tool\)](/help/applying-connectivity-tool)
- [Understanding the data \(/help/understand-the-data\)](/help/understand-the-data)

Appendix B

DfT Connectivity Report for Application Site

Connectivity Tool Lite

Guidance

Explore the score

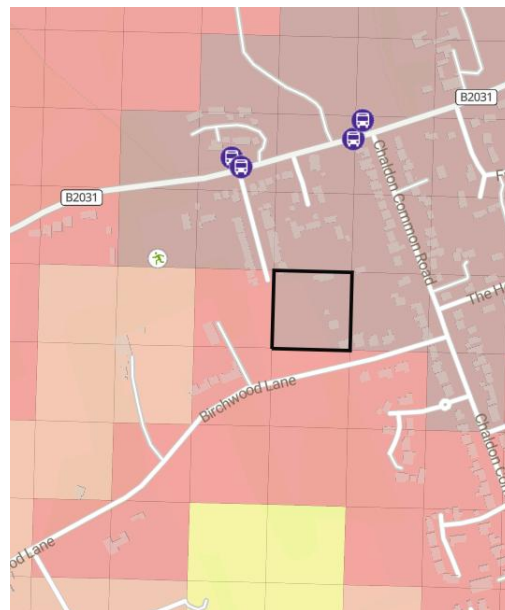
Please see [Interpreting Connectivity Scores \(/help/interpreting-connectivity-scores\)](/help/interpreting-connectivity-scores) for guidance

Square ID 532150_155050

Local authorities Tandridge
Surrey

Latitude 51.279275

Longitude -0.106674



Overall

Type	National score	Tandridge	Surrey
Overall (except driving)	52	A	A
Public transport	55	A	A
Walking	45	B	B
Cycling	65	A	A
Driving	86	A	A

Education

Type	National score	Tandridge	Surrey
Overall (except driving)	45	A	A
Public transport	58	A	A
Walking	33	B	B
Cycling	64	A	A

Type	National score	Tandridge	Surrey
Driving	82	A	A

Leisure

Type	National score	Tandridge	Surrey
Overall (except driving)	51	A	A
Public transport	52	A	A
Walking	46	B	B
Cycling	66	A	A
Driving	83	A	A

Health

Type	National score	Tandridge	Surrey
Overall (except driving)	48	A	A
Public transport	53	A	A
Walking	38	B	B
Cycling	67	A	A
Driving	85	A	A

Shopping

Type	National score	Tandridge	Surrey
Overall (except driving)	51	A	A
Public transport	55	A	A
Walking	46	B	B
Cycling	67	A	A
Driving	87	A	A

Residential

Type	National score	Tandridge	Surrey
Overall (except driving)	60	A	A
Public transport	58	A	A
Walking	60	B	B

Type	National score	Tandridge	Surrey
Cycling	73	A	A
Driving	91	A	A

Workplaces

Type	National score	Tandridge	Surrey
Overall (except driving)	51	A	A
Public transport	52	A	A
Walking	41	B	B
Cycling	61	A	A
Driving	82	A	A

Appendix C

DfT Connectivity Tool Snapshots

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Connectivity score: **52**

Local authority band: **A**

J I H G F E D C B A

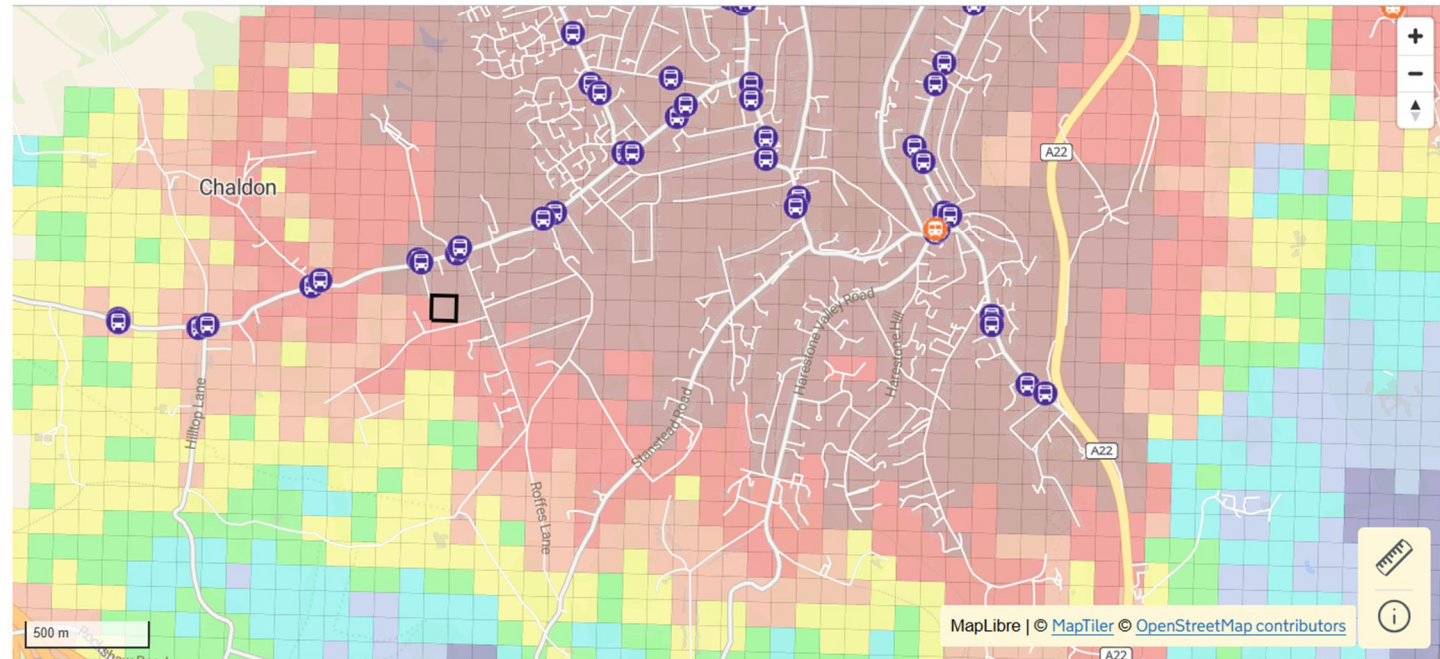
Score

[Settings](#)

Current selection

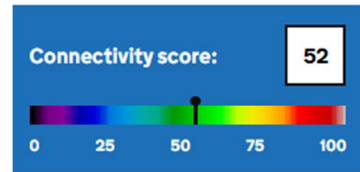
Square ID 532150_155050

Local Tandridge



[Back](#)

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Longitude -0.106674

[Explore the score](#)

[Cancel location selection](#)

Filter map

[Hide](#)

Filter the data shown in the connectivity score map

☐ Show local authority view

Score by destination

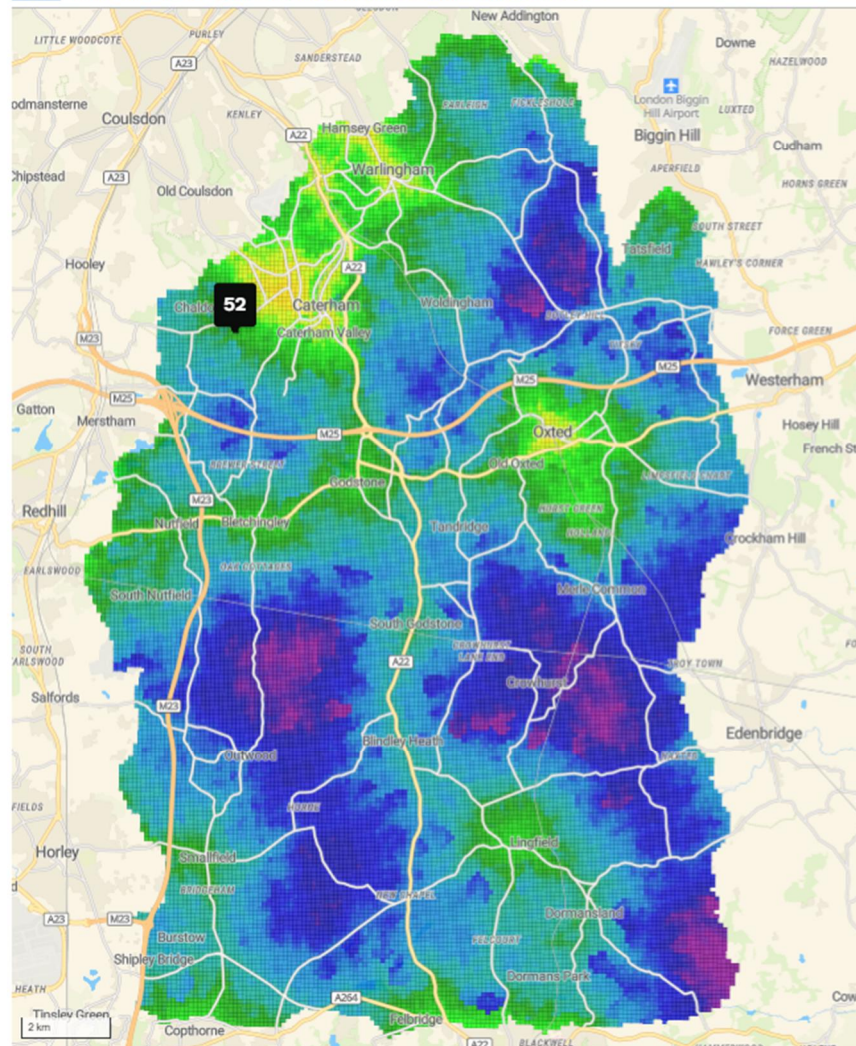
Overall

Score by mode of transport

Overall (except driving)

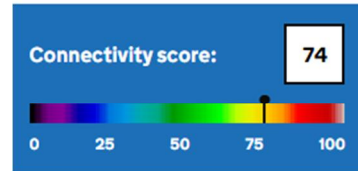
Show public transport stops

[Show](#)



[Back](#)

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Longitude -0.089069

[Explore the score](#)

[Cancel location selection](#)

Filter map

[Hide](#)

Filter the data shown in the connectivity score map

☐ Show local authority view

Score by destination

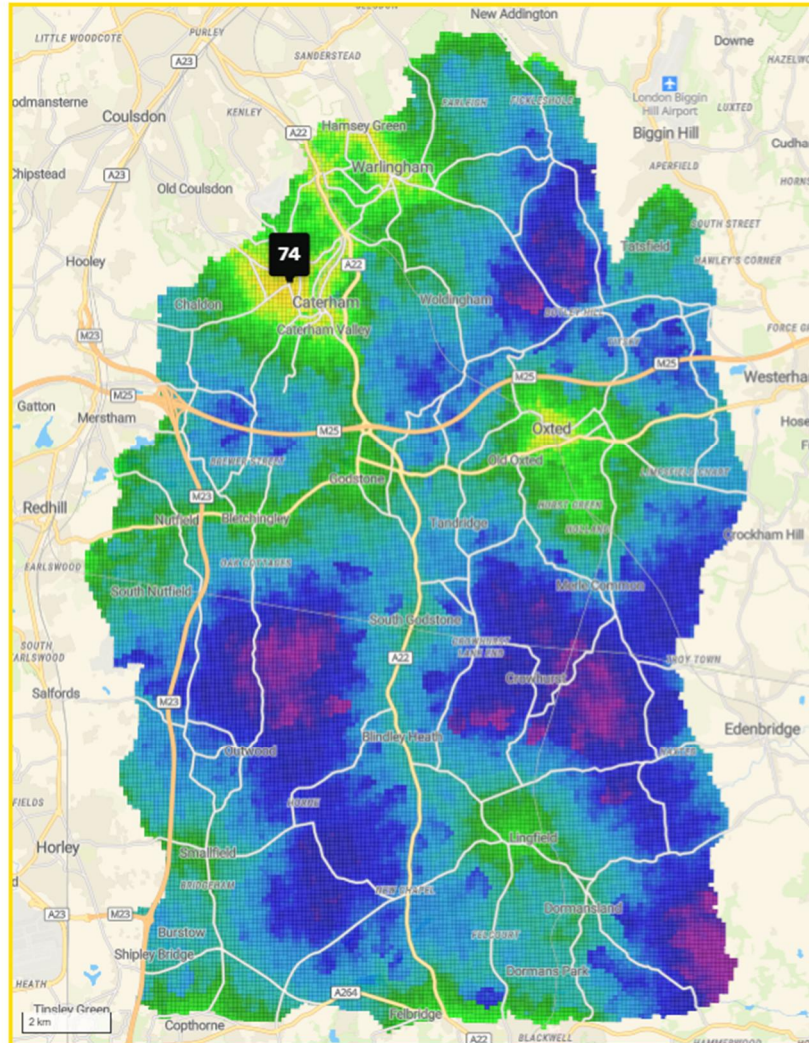
Overall

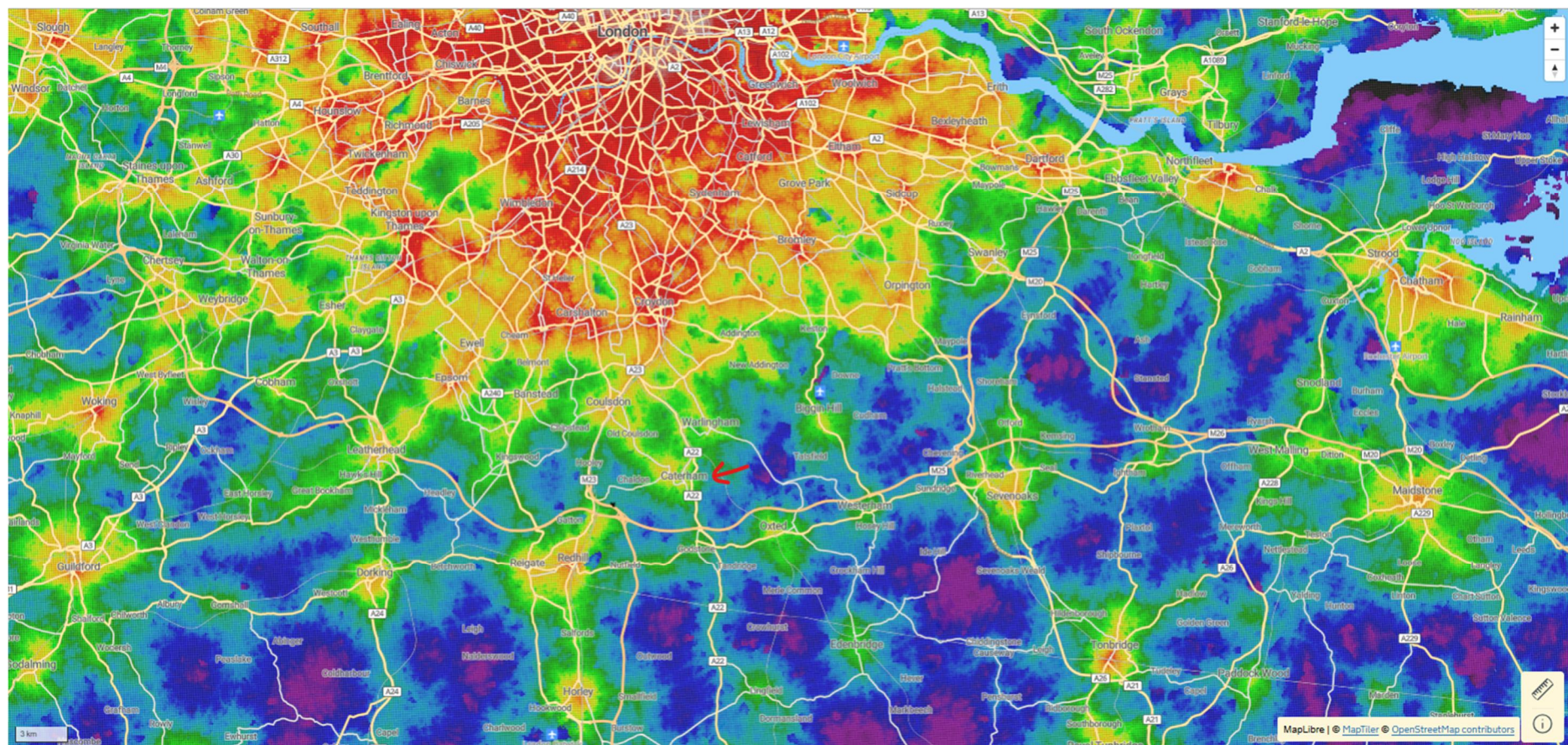
Score by mode of transport

Overall (except driving)

Show public transport stops

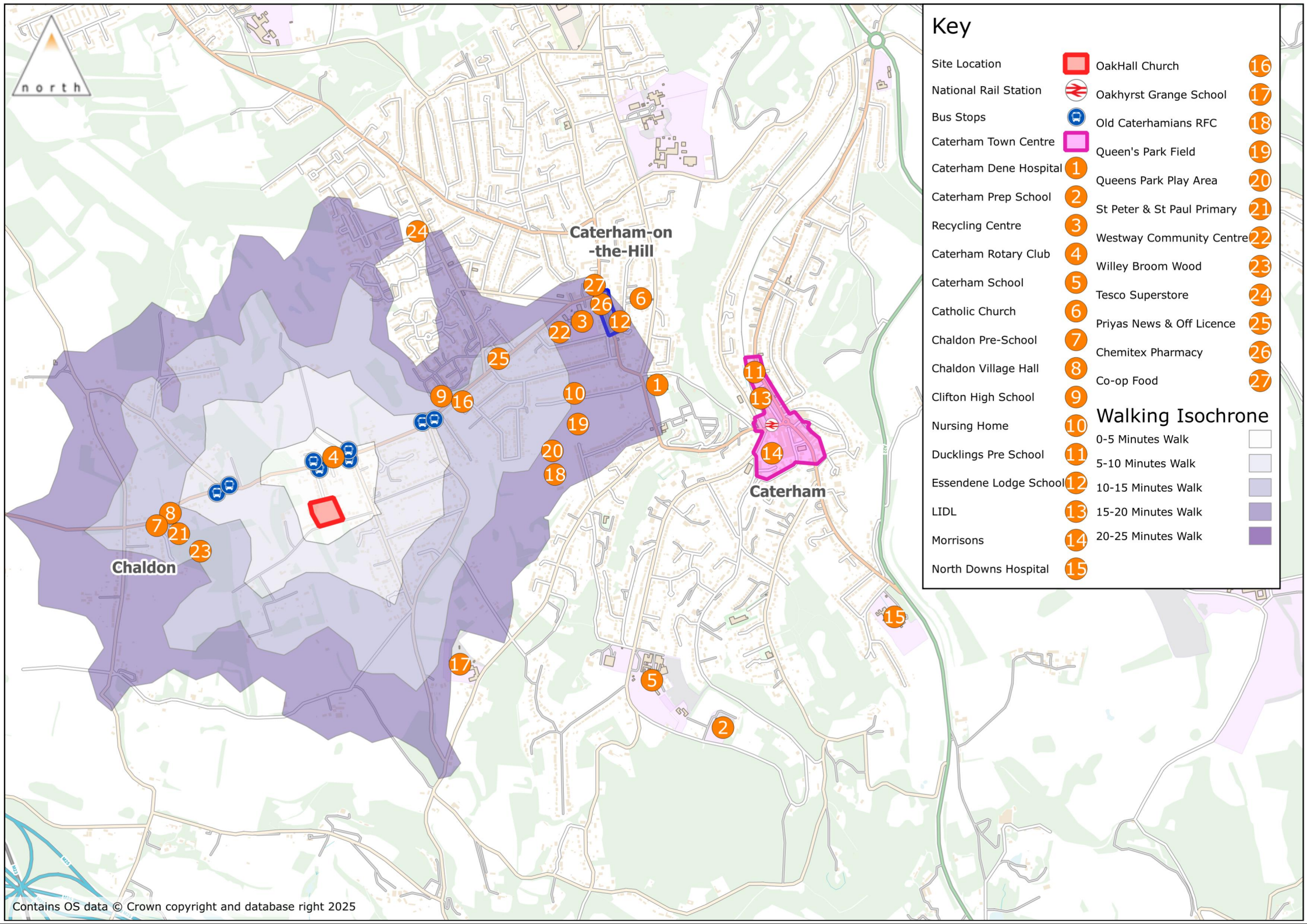
[Show](#)





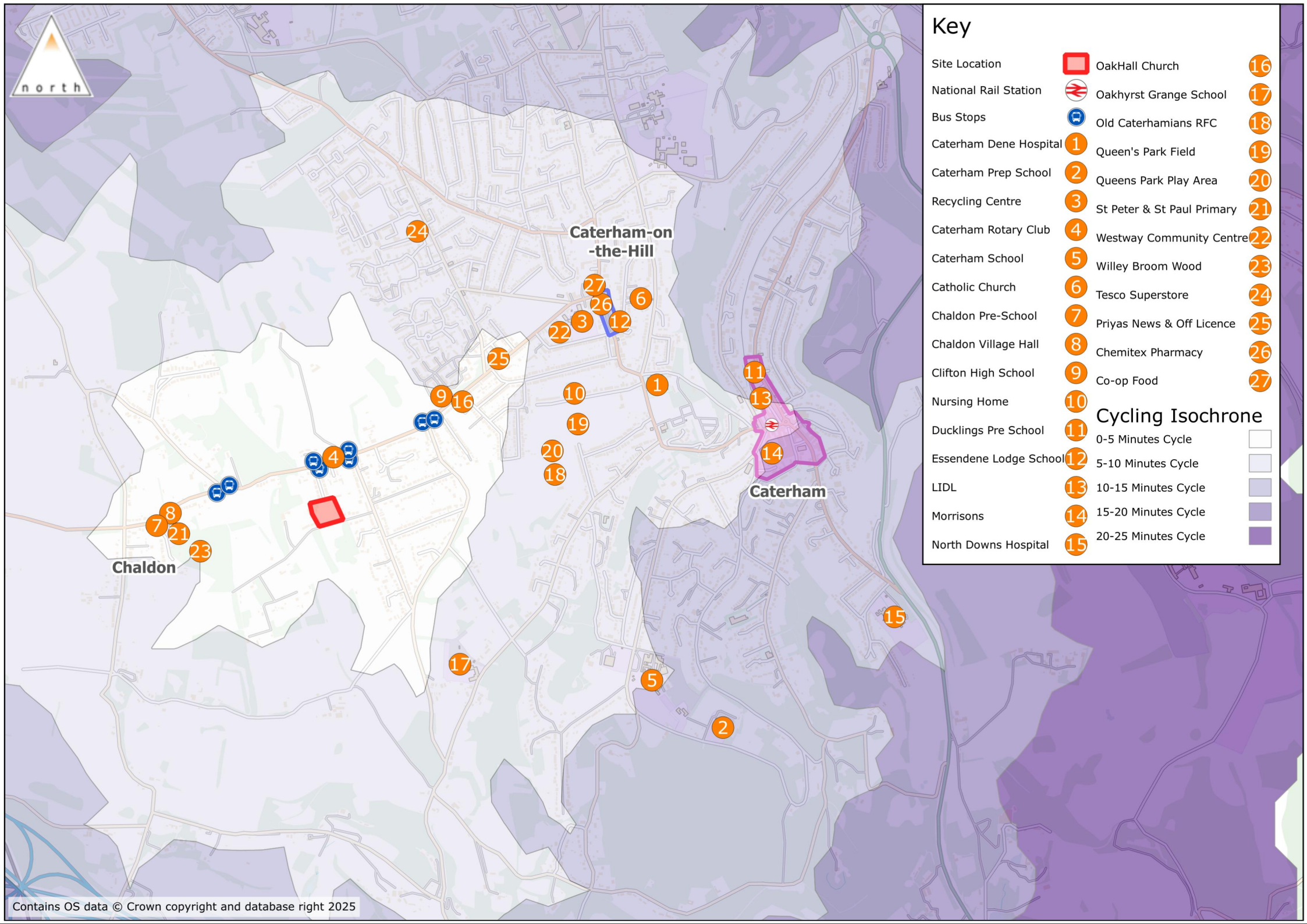
Appendix D

Walking & Cycling Maps and Tables



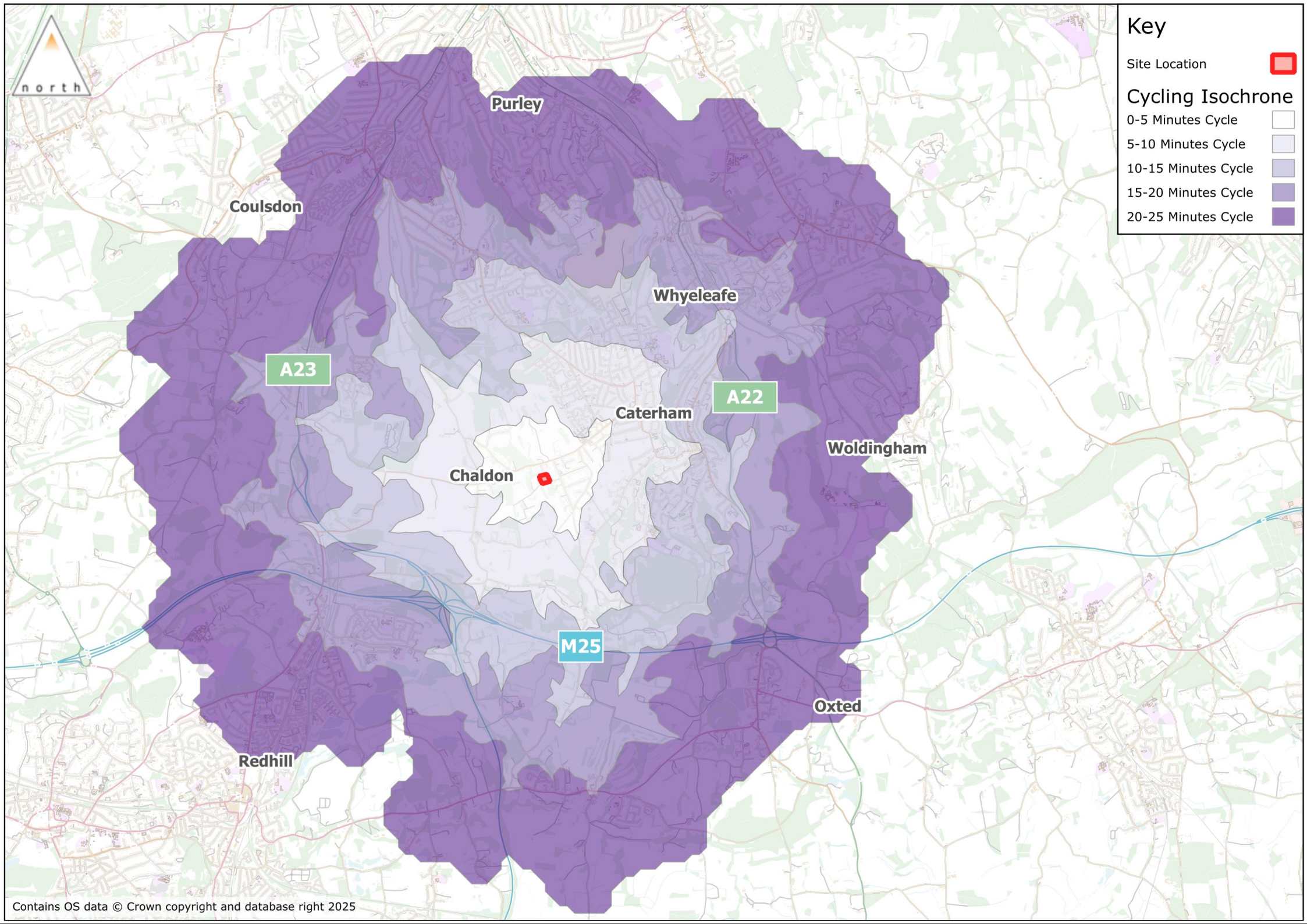
Local Amenity	Distance from Site	Journey Time	
		Walking	Cycling
Mount Avenue bus stops	150 metres	2 minutes	1 minute
Clifton Hill School (Special Education)	800 metres	11 minutes	4 minutes
Oakhall Church	850 metres	12 minutes	4 minutes
Café 181	850 metres	12 minutes	4 minutes
Chaldon Pre-School	850 metres	12 minutes	4 minutes
Chaldon Village Hall	850 metres	12 minutes	4 minutes
The Village Beauty Spa	1.1 kilometres	16 minutes	5 minutes
Priyas News & Off Licence	1.1 kilometres	16 minutes	5 minutes
Westway Common	1.2 kilometres	18 minutes	5 minutes
Agon Athletic F.C	1.3 kilometres	19 minutes	6 minutes
Queen's Park Fields & Play Area	1.4 kilometres	19 minutes	6 minutes
The Harrow Pub	1.4 kilometres	21 minutes	7 minutes
The Westway Community Centre	1.5 kilometres	20 minutes	6 minutes
St Peter & St Paul Church	1.5 kilometres	20 minutes	6 minutes
The Caterham Arms Pub	1.5 kilometres	20 minutes	6 minutes
Costercut Convenience Store	1.5 kilometres	21 minutes	6 minutes
Hillcroft Primary School & Nursery	1.6 kilometres	22 minutes	6 minutes
Coffee & Creams Cafe	1.6 kilometres	22 minutes	6 minutes
Eddie's Cafe	1.6 kilometres	22 minutes	6 minutes
Caterham Hill Library	1.6 kilometres	22 minutes	6 minutes
Caterham Methodist Church	1.6 kilometres	22 minutes	8 minutes
Whitehill Tower	1.6 kilometres	24 minutes	8 minutes
The Royal Oak Pub	1.7 kilometres	23 minutes	7 minutes
Co-op Food	1.7 kilometres	24 minutes	7 minutes
Tesco Superstore	1.7 kilometres	24 minutes	7 minutes
FILTR coffee shop	1.7 kilometres	24 minutes	7 minutes
The King & Queen	1.7 kilometres	24 minutes	7 minutes
Townend Social Club	1.8 kilometres	24 minutes	7 minutes
Caterham Community Association Centre	1.8 kilometres	24 minutes	8 minutes
Weston Drive Playground	1.8 kilometres	25 minutes	6 minutes
Skaterham Skatepark	1.8 kilometres	25 minutes	7 minutes
Essendene Lodge School & Nursery	1.8 kilometres	25 minutes	8 minutes
Hurley Birds Nursery	1.8 kilometres	25 minutes	8 minutes
Caterham Dene Hospital	1.8 kilometres	26 minutes	8 minutes
Town End Recreation Ground	1.8 kilometres	26 minutes	7 minutes
Chemitex Pharmacy and Travel Clinic	1.9 kilometres	24 minutes	8 minutes
Old Caterhamians RFC	1.9 kilometres	26 minutes	8 minutes
Centenary Hall and Bar	1.9 kilometres	27 minutes	8 minutes

Bright Horizons Day Nursery & Pre-School	2 kilometres	28 minutes	8 minutes
Sacred Heart of Jesus Catholic Church	2 kilometres	28 minutes	9 minutes
Oakhurst Grange School	2 kilometres	30 minutes	11 minutes
Caterham Railway Station	2.3/2.6 kilometres	32 minutes	10 minutes
Morrisons	2.7 kilometres	38 minutes	11 minutes
Caterham School	2.7 kilometres	38 minutes	12 minutes
Lidl	2.9 kilometres	40 minutes	11 minutes
Caterham Prep School	3.2 kilometres	46 minutes	14 minutes
North Downs Hospital	3.2 kilometres	50 minutes	23 minutes



Key

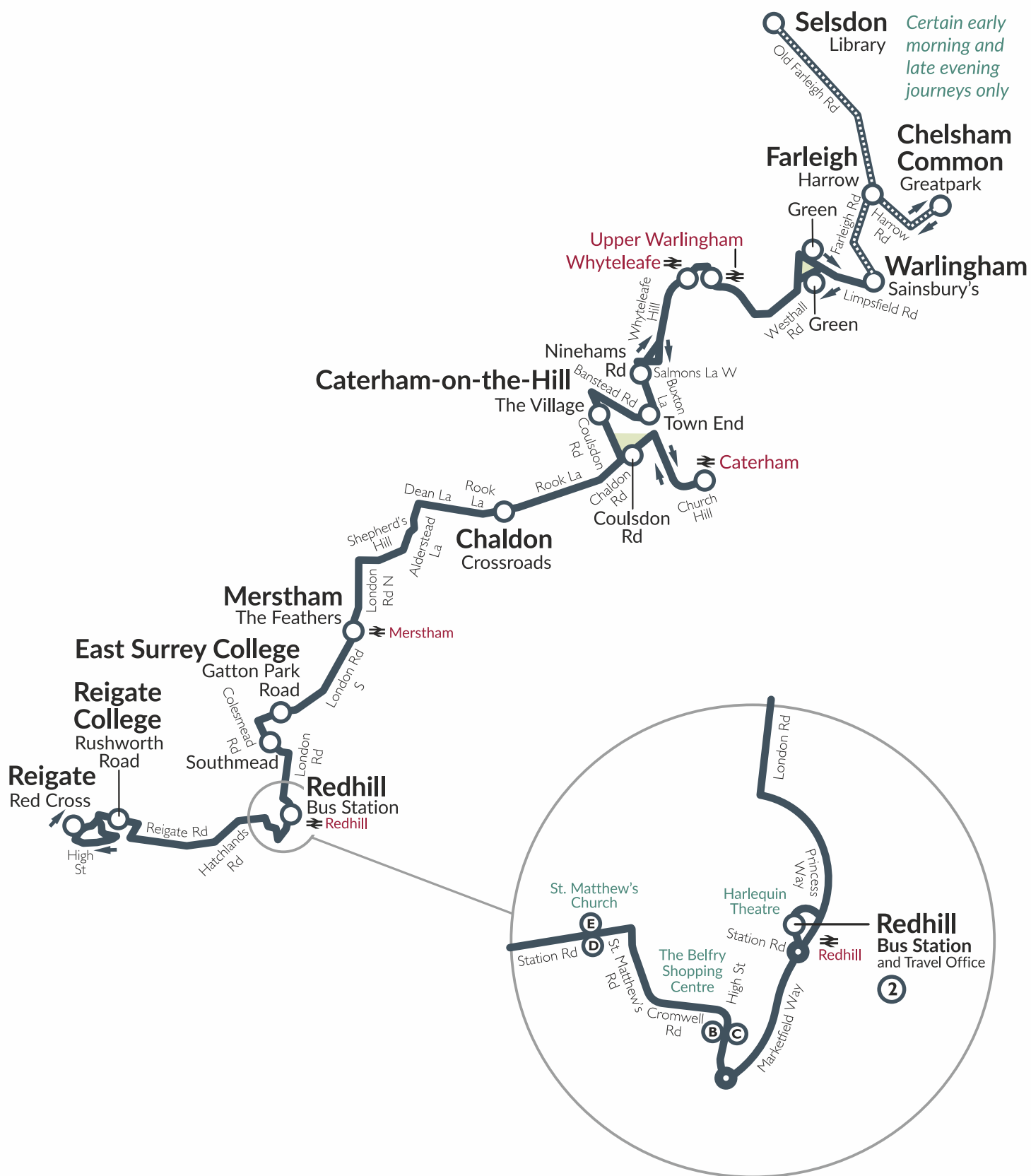
Site Location		OakHall Church	16
National Rail Station		Oakhurst Grange School	17
Bus Stops		Old Caterhamians RFC	18
Caterham Dene Hospital		Queen's Park Field	19
Caterham Prep School		Queens Park Play Area	20
Recycling Centre		St Peter & St Paul Primary	21
Caterham Rotary Club		Westway Community Centre	22
Caterham School		Wiley Broom Wood	23
Catholic Church		Tesco Superstore	24
Chaldon Pre-School		Priyas News & Off Licence	25
Chaldon Village Hall		Chemitex Pharmacy	26
Clifton High School		Co-op Food	27
Nursing Home			
Ducklings Pre School		Cycling Isochrone	
Essendene Lodge School		0-5 Minutes Cycle	
LIDL		5-10 Minutes Cycle	
Morrisons		10-15 Minutes Cycle	
North Downs Hospital		15-20 Minutes Cycle	
		20-25 Minutes Cycle	



Appendix E

Metrobus Service 411 Route Map and Timetables

Reigate - Redhill - Caterham - Warlingham



This map is not to scale.

A detailed interactive map showing all stops is available at metrobus.co.uk

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411

☆

Reigate - Selsdon

via Redhill, Colesmead, Merstham, Chaldon, Caterham, Whyteleafe, Warlingham, Chelsham, Great Park, Farleigh

⚠ 1 active service update

Show updates ▼



↓ To Selsdon

↓ To Reigate

📍 Major stops

📍 All stops

31/07/2026

Update

Toggle expansion of sidebar»	411	411	411	411	411	411
Selsdon Library (/stops/4...	07:00	-	-	-	-	-
Selsdon Library (/stops/4...	07:00	-	-	-	-	-
Hawthorn Crescent (/stop...	07:01	-	-	-	-	-
Selsdon Nature Reserve (/...	07:01	-	-	-	-	-
Cranmer Court (/stops/40...	07:04	-	-	-	-	-
Farleigh, Harrow (/stops/4...	07:06	-	-	-	-	-

>>	411	411	411	411	411	411
Daniels Lane (/stops/4000...	07:06	-	-	-	-	-
Bramber Way (/stops/400...	07:07	-	-	-	-	-
Chelsham Common (/stop...	07:08	-	-	-	-	-
Chelsham Common, Great ...	07:09	-	-	-	-	-
Chelsham Common (/stop...	07:09	-	-	-	-	-
Bramber Way (/stops/400...	07:10	-	-	-	-	-
Daniels Lane (/stops/4000...	07:11	-	-	-	-	-
Farleigh, Harrow (/stops/4...	07:12	-	-	-	-	-
Parsonage Close (/stops/4...	07:12	-	-	-	-	-
Green Lane (/stops/40004...	07:13	-	-	-	-	-
Green Hill Lane (/stops/40...	07:14	-	-	-	-	-
Sunnybank (/stops/40004...	07:14	-	-	-	-	-
Warlingham Sainsburys (/...	07:16	09:30	11:30	13:30	15:30	17:39
Marks Road (/stops/4000...	07:16	09:30	11:30	13:30	15:30	17:39
Warlingham Green (/stops...	07:19	09:33	11:33	13:33	15:33	17:42
Hillbury Road (/stops/400...	07:19	09:33	11:33	13:33	15:33	17:42
Homefield Road (/stops/4...	07:20	09:34	11:34	13:34	15:34	17:43
Clovelly Avenue (/stops/4...	07:21	09:34	11:34	13:34	15:34	17:44
Paddock Walk (/stops/400...	07:21	09:34	11:34	13:34	15:34	17:44
Westview Road (/stops/4...	07:21	09:35	11:35	13:35	15:35	17:44
Oakley Road (/stops/4000...	07:22	09:35	11:35	13:35	15:35	17:45
Upper Warlingham Station...	07:23	09:36	11:36	13:36	15:36	17:46
Whyteleafe Station (/stop...	07:25	09:38	11:38	13:38	15:38	17:48
Badgers Walk (/stops/400...	07:26	09:39	11:39	13:39	15:39	17:49
Radio Agency (/stops/400...	07:27	09:40	11:40	13:40	15:40	17:50
Kenley Aerodrome (/stops...	07:27	09:40	11:40	13:40	15:40	17:50
Salmons Lane Green (/sto...	07:28	09:41	11:41	13:41	15:41	17:51
Buxton Lane, Ninehams R...	07:29	09:42	11:42	13:42	15:42	17:52
Portley Lane (/stops/4000...	07:29	09:42	11:42	13:42	15:42	17:52
MaCaulay Road (/stops/40...	07:30	09:43	11:43	13:43	15:43	17:53
Banstead Road, Recreatio...	07:31	09:44	11:44	13:44	15:44	17:54

>>	411	411	411	411	411	411
<u>Banstead Road (/stops/40...</u>	07:32	09:45	11:45	13:45	15:45	17:55
<u>Milton Road (/stops/4000...</u>	07:33	09:46	11:46	13:46	15:46	17:55
<u>The Village (/stops/40004...</u>	07:35	09:47	11:47	13:47	15:47	17:56
<u>The Village, Brigade Place ...</u>	07:37	09:49	11:49	13:49	15:49	17:58
<u>Guards Avenue (/stops/40...</u>	07:39	09:51	11:51	13:51	15:51	18:00
<u>Yorke Gate (/stops/40004...</u>	07:40	09:52	11:52	13:52	15:52	18:01
<u>Hambledon Road (/stops/...</u>	07:40	09:52	11:52	13:52	15:52	18:01
<u>Caterham, Coulsdon Road ...</u>	07:42	09:54	11:54	13:54	15:54	18:03
<u>Douglas Brunton Day Cent...</u>	07:42	09:54	11:54	13:54	15:54	18:03
<u>High Street (/stops/40004...</u>	07:43	09:55	11:55	13:55	15:55	18:04
<u>Caterham, Court Road (/st...</u>	07:44	09:56	11:56	13:56	15:56	18:05
<u>Caterham Hospital (/stops...</u>	07:45	09:57	11:57	13:57	15:57	18:06
<u>Caterham Station (/stops/...</u>	07:48	09:59	11:59	13:59	15:59	18:08
<u>Caterham Station (/stops/...</u>	07:48	10:02	12:02	14:02	16:02	18:11
<u>Caterham Hospital (/stops...</u>	07:50	10:03	12:03	14:03	16:03	18:12
<u>Caterham, Court Road (/st...</u>	07:50	10:04	12:04	14:04	16:04	18:13
<u>High Street (/stops/40004...</u>	07:51	10:05	12:05	14:05	16:05	18:14
<u>Douglas Brunton Day Cent...</u>	07:52	10:06	12:06	14:06	16:06	18:15
<u>Caterham, Coulsdon Road ...</u>	07:53	10:07	12:07	14:07	16:07	18:16
<u>Roffes Lane (/stops/4000...</u>	07:53	10:07	12:07	14:07	16:07	18:16
<u>Chaldon Common Road (/...</u>	07:54	10:08	12:08	14:08	16:08	18:17
<u>Mount Avenue (/stops/40...</u>	07:55	10:09	12:09	14:09	16:08	18:17
<u>Doctors Lane (/stops/400...</u>	07:56	10:10	12:10	14:10	16:09	18:18
<u>Chaldon, Crossroads (/sto...</u>	07:57	10:11	12:11	14:11	16:10	18:19
<u>Rook Lane (/stops/40004...</u>	07:57	10:11	12:11	14:11	16:10	18:19
<u>Dean Lane (/stops/40004...</u>	07:58	10:12	12:12	14:12	16:11	18:20
<u>Alderstead Heath (/stops/...</u>	07:59	10:12	12:12	14:12	16:12	18:20
<u>Alderstead Lane (/stops/4...</u>	07:59	10:13	12:13	14:13	16:12	18:21
<u>Ridge House (/stops/400...</u>	08:00	10:14	12:14	14:14	16:13	18:22
<u>Shepherd's Hill (/stops/40...</u>	08:01	10:14	12:14	14:14	16:14	18:22
<u>London Road North, Shep...</u>	08:02	10:15	12:15	14:15	16:15	18:23

>>	411	411	411	411	411	411
Church Hill (/stops/40004...	08:03	10:16	12:16	14:16	16:16	18:24
Merstham, The Feathers (/...	08:04	10:17	12:17	14:17	16:17	18:25
The Grove (/stops/40004...	08:04	10:17	12:17	14:17	16:17	18:26
Rocky Lane (/stops/4000...	08:05	10:18	12:18	14:18	16:18	18:27
East Surrey College, Gatto...	08:07	10:20	12:20	14:20	16:20	18:29
Northmead (/stops/40004...	08:09	10:21	12:21	14:21	16:21	18:30
Redhill, South Mead (/stop...	08:10	10:22	12:22	14:22	16:22	18:31
Linkfield Lane (/stops/400...	08:11	10:23	12:23	14:23	16:23	18:32
Redhill Bus Station (/stops...	08:16	10:28	12:28	14:28	16:28	18:35
Redhill High Street (/stops...	08:17	10:29	12:29	14:29	16:29	-
St Matthews Road (/stops...	08:17	10:30	12:30	14:30	16:30	-
Donyngs Leisure Centre (/...	08:18	10:31	12:31	14:31	16:31	-
Police Station (/stops/400...	08:20	10:33	12:33	14:33	16:33	-
Reigate Grammar School (...)	08:21	10:34	12:34	14:34	16:34	-
Chart Lane (/stops/40004...	08:22	10:34	12:34	14:34	16:34	-
Reigate College (/stops/4...	08:24	10:37	12:37	14:37	16:37	-
Reigate, Red Cross (/stops...	08:27	10:40	12:40	14:40	16:39	-

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411

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Reigate - Selsdon

via Redhill, Colesmead, Merstham, Chaldon, Caterham, Whyteleafe, Warlingham, Chelsham, Great Park, Farleigh

⚠ 1 active service update

Show updates ▾



↓ To Selsdon

↓ To Reigate

📍 Major stops

📍 All stops

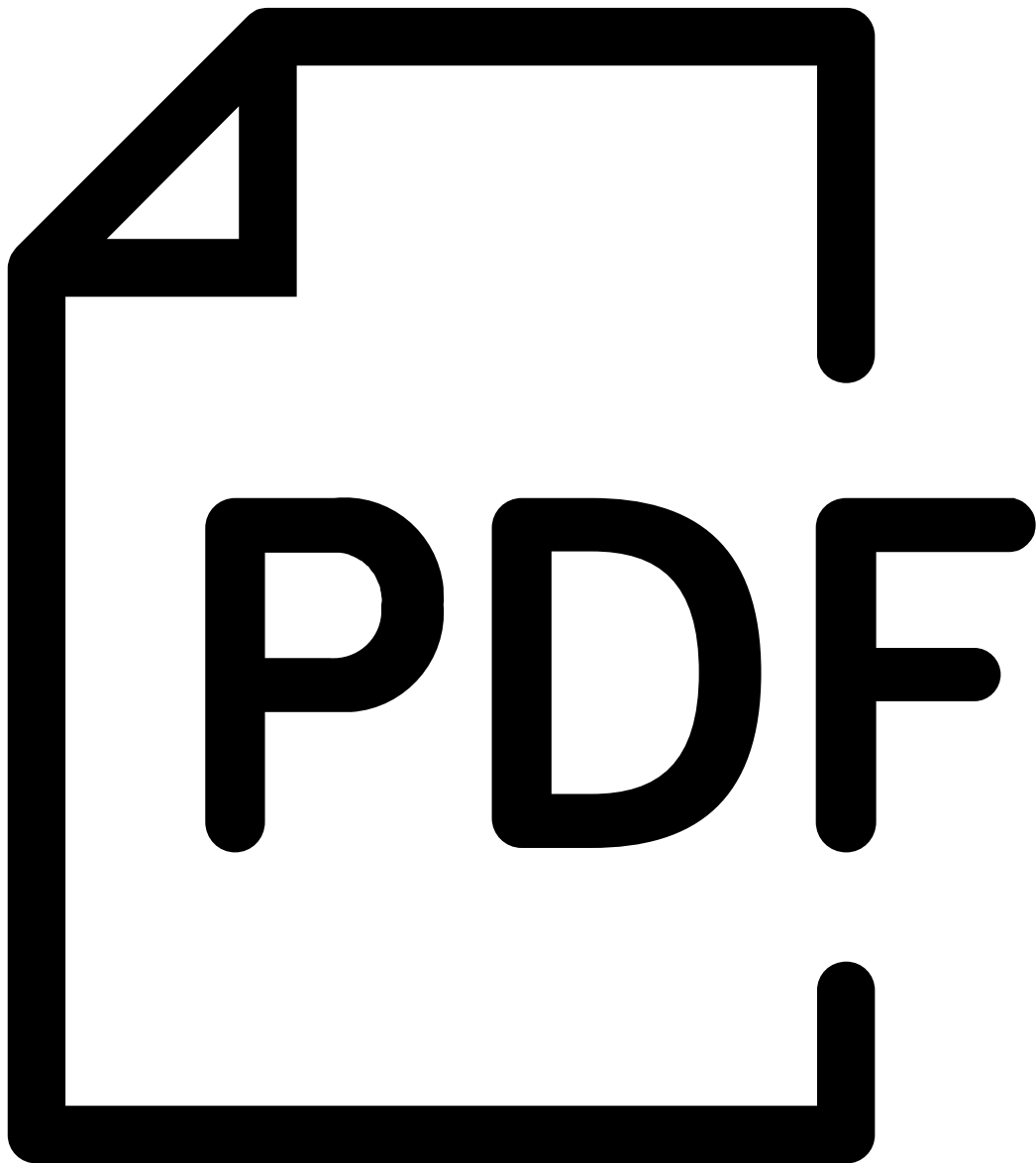
31/07/2026

Update

Toggle expansion of sidebar⌵	411	411	411	411	411
Reigate, Red Cross (/stops...	09:15	11:15	13:15	15:10	17:12
Reigate College (/stops/4...	09:17	11:17	13:17	15:15	17:14
Chart Lane (/stops/40004...	09:19	11:19	13:19	15:17	17:17
Reigate Grammar School (...	09:20	11:20	13:20	15:18	17:18
Police Station (/stops/400...	09:21	11:21	13:21	15:19	17:19
Doran Drive (/stops/4000...	09:21	11:21	13:21	15:20	17:20

>>	411	411	411	411	411
Donyngs Leisure Centre (/...	09:23	11:23	13:23	15:21	17:22
St Matthews Church (/stop...	09:24	11:24	13:24	15:23	17:24
Redhill High Street (/stops...	09:25	11:25	13:25	15:24	17:26
Redhill Bus Station (/stops...	09:29	11:29	13:29	15:28	17:30
Lynwood Road (/stops/40...	09:30	11:30	13:30	15:29	17:31
Carlton Road (/stops/400...	09:31	11:31	13:31	15:30	17:32
Redhill, South Mead (/stop...	09:32	11:32	13:32	15:32	17:34
Northmead (/stops/40004...	09:33	11:33	13:33	15:33	17:35
East Surrey College, Gatto...	09:35	11:35	13:35	15:35	17:37
Rocky Lane (/stops/4000...	09:36	11:36	13:36	15:36	17:38
The Grove (/stops/40004...	09:37	11:37	13:37	15:37	17:39
Merstham, The Feathers (/...	09:39	11:39	13:39	15:39	17:41
Church Hill (/stops/40004...	09:39	11:39	13:39	15:39	17:42
London Road North, Shep...	09:40	11:40	13:40	15:40	17:42
Shepherd's Hill (/stops/40...	09:41	11:41	13:41	15:41	17:43
Ridge House (/stops/400...	09:41	11:41	13:41	15:41	17:44
Alderstead Lane (/stops/4...	09:42	11:42	13:42	15:42	17:44
Alderstead Heath (/stops/...	09:43	11:43	13:43	15:43	17:45
Dean Lane (/stops/40004...	09:43	11:43	13:43	15:43	17:46
Rook Lane (/stops/40004...	09:44	11:44	13:44	15:44	17:47
Chaldon, Crossroads (/sto...	09:45	11:45	13:45	15:45	17:48
Doctors Lane (/stops/400...	09:46	11:46	13:46	15:46	17:49
Mount Avenue (/stops/40...	09:46	11:46	13:46	15:46	17:49
Chaldon Common Road (/...	09:47	11:47	13:47	15:47	17:50
Roffes Lane (/stops/4000...	09:48	11:48	13:48	15:48	17:51
Caterham, Coulsdon Road ...	09:49	11:49	13:49	15:49	17:52
Douglas Brunton Day Cent...	09:49	11:49	13:49	15:49	17:52
High Street (/stops/40004...	09:50	11:50	13:50	15:50	17:53
Caterham, Court Road (/st...	09:51	11:51	13:51	15:51	17:54
Caterham Hospital (/stops...	09:52	11:52	13:52	15:52	17:55
Caterham Station (/stops/...	09:55	11:55	13:55	15:55	17:58

>>	411	411	411	411	411
<u>Caterham Station (/stops/...</u>	09:57	11:57	13:57	15:57	18:00
<u>Caterham Hospital (/stops...</u>	09:59	11:59	13:59	15:59	18:02
<u>Caterham, Court Road (/st...</u>	09:59	11:59	13:59	15:59	18:02
<u>High Street (/stops/40004...</u>	10:00	12:00	14:00	16:00	18:03
<u>Douglas Brunton Day Cent...</u>	10:01	12:01	14:01	16:01	18:04
<u>Caterham, Coulsdon Road ...</u>	10:02	12:02	14:02	16:02	18:05
<u>Hambledon Road (/stops/...</u>	10:03	12:03	14:03	16:03	18:06
<u>The Village (/stops/40004...</u>	10:04	12:04	14:04	16:04	18:07
<u>The Village, Brigade Place ...</u>	10:06	12:06	14:06	16:06	18:09
<u>Guards Avenue (/stops/40...</u>	10:08	12:08	14:08	16:08	18:11
<u>Milton Road (/stops/4000...</u>	10:09	12:09	14:09	16:09	18:12
<u>Banstead Road (/stops/40...</u>	10:10	12:10	14:10	16:10	18:13
<u>Banstead Road, Recreatio...</u>	10:12	12:12	14:12	16:12	18:15
<u>MaCaulay Road (/stops/40...</u>	10:12	12:12	14:12	16:12	18:15
<u>Portley Lane (/stops/4000...</u>	10:13	12:13	14:13	16:13	18:16
<u>Buxton Lane, Ninehams R...</u>	10:14	12:14	14:14	16:14	18:17
<u>Salmons Lane Green (/sto...</u>	10:14	12:14	14:14	16:14	18:17
<u>Radio Agency (/stops/400...</u>	10:15	12:15	14:15	16:15	18:18
<u>Badgers Walk (/stops/400...</u>	10:16	12:16	14:16	16:16	18:19
<u>Whyteleafe Station (/stop...</u>	10:18	12:18	14:18	16:18	18:21
<u>Upper Warlingham Station...</u>	10:20	12:20	14:20	16:20	18:23
<u>Oakley Road (/stops/4000...</u>	10:20	12:20	14:20	16:20	18:23
<u>Westview Road (/stops/4...</u>	10:21	12:21	14:21	16:21	18:24
<u>Paddock Walk (/stops/400...</u>	10:22	12:22	14:22	16:22	18:25
<u>Clovelly Avenue (/stops/4...</u>	10:22	12:22	14:22	16:22	18:25
<u>Homefield Road (/stops/4...</u>	10:23	12:23	14:23	16:23	18:26
<u>Hillbury Road (/stops/400...</u>	10:23	12:23	14:23	16:23	18:26
<u>Warlingham Green (/stops...</u>	10:25	12:25	14:25	16:25	18:28
<u>Marks Road (/stops/4000...</u>	10:26	12:26	14:26	16:26	18:29
<u>Warlingham Sainsburys (/...</u>	10:27	12:27	14:27	16:27	18:30



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Appendix F

Census 2011 Method of Journey to Work Data

QS701EW - Method of travel to work

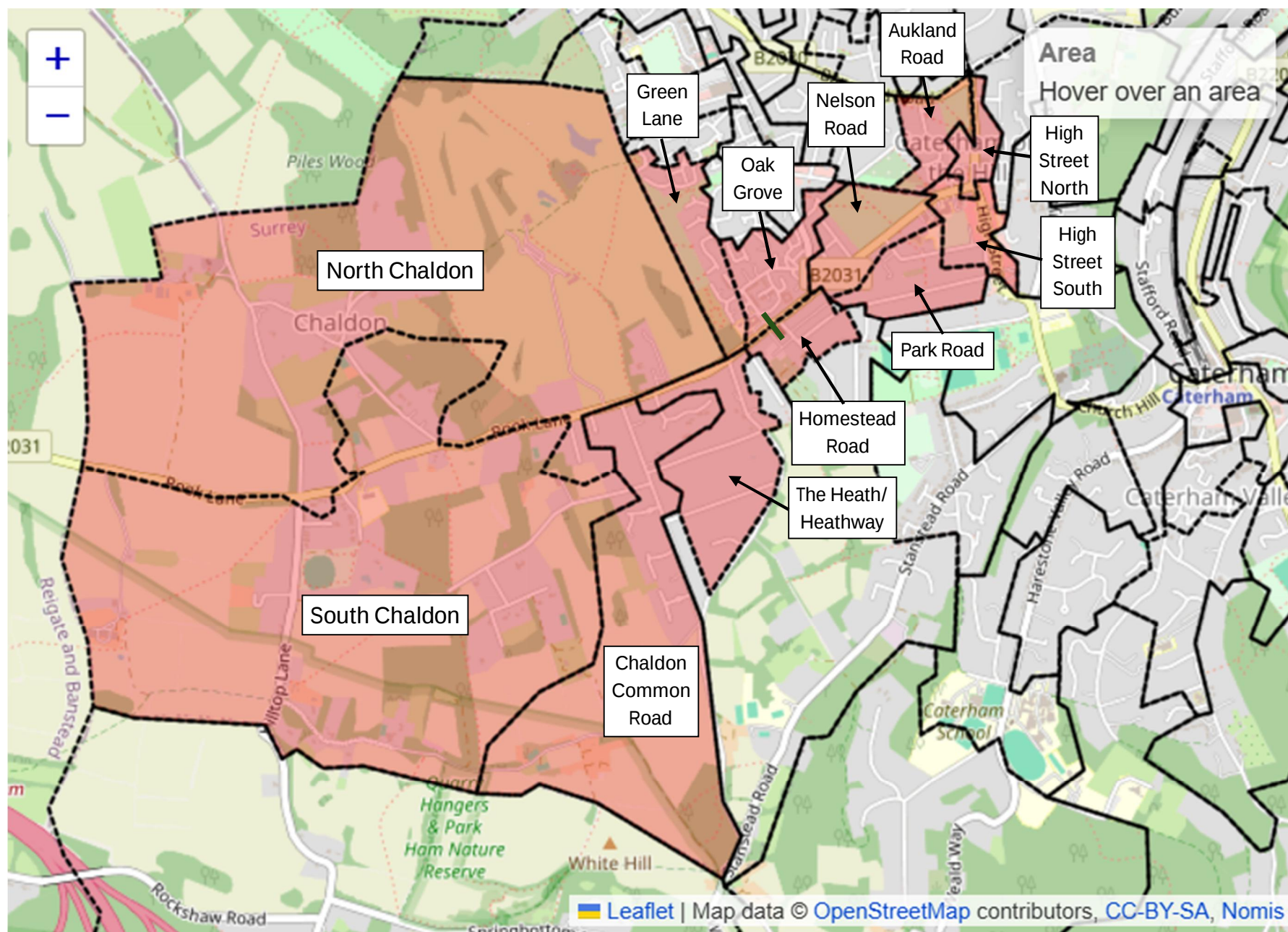
ONS Crown Copyright Reserved [from Nomis on 8 July 2026]

population All usual residents aged 16 to 74
units Persons
date 2011
rural urban Total

TRICS Total People Trips - 30 Dwellings	228
TRICS Predicted Car Trips - 30 Dwellings	140

2011 output area	Location Clue	All categories: Method of travel to work	Employed Population	Work mainly at or from home	WFH %	Underground, metro, light rail, tram	Train	Train %	Bus, minibus or coach	Bus %	Taxi	Motorcycle, scooter or moped	Driving a car or van	Driving %	Passenger in a car or van	Bicycle	On foot	Other method of travel to work	Not in employment	Relative Vehicle Trip Volume
E00157340	Oak Grove	252	158	4	3%	0	20	13%	9	6%	0	1	106	68%	5	1	10	2	94	154
E00157278	Homestead Road	216	175	9	5%	1	21	13%	9	5%	0	1	115	66%	6	2	11	0	41	151
E00157287	Park Road	234	160	14	9%	0	19	12%	5	3%	2	1	105	66%	2	2	9	1	74	151
E00157144	North Chaldon	242	148	18	12%	0	21	14%	1	1%	0	1	97	66%	4	0	6	0	94	151
E00157146	The Heath/Heathway	261	181	23	13%	0	26	14%	0	0%	0	2	117	66%	4	0	6	3	80	150
E00157339	Green Lane	216	142	9	6%	1	24	18%	4	3%	1	2	89	64%	2	0	9	1	74	146
E00157284	Aukland Road	160	113	5	4%	0	15	13%	5	4%	0	1	71	64%	4	1	10	1	47	145
E00157285	Nelson Road	234	183	9	5%	1	17	10%	18	10%	0	0	112	61%	8	1	17	0	51	140
E00157147	South Chaldon	237	157	23	15%	1	26	17%	2	1%	1	0	95	61%	5	0	4	0	80	138
E00157145	Chaldon Common Road	240	154	23	15%	0	29	19%	2	1%	0	1	92	60%	2	1	4	0	86	138
E00157281	High Street North	111	87	4	5%	1	18	22%	0	0%	4	1	43	51%	3	1	12	0	24	115
E00157286	High Street South	205	151	4	3%	0	16	11%	11	7%	2	0	73	48%	11	2	28	4	54	110

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



Appendix G

Metrobus Accessibility Information

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Wheelchair and Mobility Scooter users

Recite Me: accessibility and language support is at the top right of the page.

Vehicle Accessibility

All buses in our fleet are low floor with step-free entrances to make boarding and alighting easier for everyone. All of our buses also have ramps.

Wheelchair users and some class 2 scooters are welcome on board our buses.

Scooters up to 1000mm length x 600mm wide and wheelchairs 700mm wide, both with a 'turning circle' no greater than 1200mm.

In order to establish if your class 2 scooter is compatible, you will need to visit our travel shop at the Crawley Bus Station or at Redhill bus station to have your scooter assessed. If this isn't possible, please call us on [01293 449191 \(tel:01293449191\)](tel:01293449191) or feedback@metrobus.co.uk and we will do our best to help.

For more information, our customer service team are happy to help. Contact information, including opening times, can be found [here. \(https://www.buses.co.uk/contact-us\)](https://www.buses.co.uk/contact-us) [\(https://www.metrobus.co.uk/contact\)](https://www.metrobus.co.uk/contact)

For safety reasons and general customer comfort, wheelchairs and scooters must be reversed up to the 'ironing board' style cushion with the brakes applied.

A 'standing pole' or a 'pull down pole' will ensure the wheelchair is secured whilst the bus is moving. The 'pull down pole' will be deployed by your driver before departure.

The law dictates we must endeavour to ensure wheelchairs are rightly able to access the designated wheelchair space.

Our drivers will try their best to ensure wheelchair users can board first and we welcome the co-operation of other customers in making the space available.

If for any reason a wheelchair user is unable to board, we can provide a complementary taxi under the [Wheelchair Taxi Guarantee Scheme \(/wheelchair-taxi-guarantee-scheme\)](https://www.metrobus.co.uk/wheelchair-taxi-guarantee-scheme).
(<https://www.metrobus.co.uk/wheelchair-taxi-guarantee-scheme>)

Ramps

Many bus stops in the city have raised kerbs to allow wheelchair users to board and alight easily. If there isn't, a manual ramp will be deployed by the driver - allowing you to board safely.

Please see our [Conditions of Carriage \(/conditions-carriage/\)](https://www.metrobus.co.uk/conditions-carriage/).
([/conditions-carriage](https://www.metrobus.co.uk/conditions-carriage/))

Live departure times

or, [find your stop on the map \(/explore\)](/explore)

[Favourites \(/favourites\)](/favourites)

Add favourites by selecting the star on a stop's departure board



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(</directions>)

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Add favourites by selecting the star on a journey plan



[Times & Maps](#)

(</services>)

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Add favourites by selecting the star on a timetable



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feedback@metrobus.co.uk (mailto:feedback@metrobus.co.uk)

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Wheelchair taxi guarantee scheme

All of our buses are wheelchair accessible.

However, if for any reason a wheelchair user is unable to board the bus we have the wheelchair taxi guarantee scheme that provides a free accessible taxi.

Frequently Asked Questions:

Who calls for my taxi?

The driver will contact the control room and advise if the customer has an electric or manual wheelchair as this depends on the accessible taxi required.

What do I need to do?

The driver will provide you with a taxi guarantee information leaflet which you present to the taxi driver.

Do I need to pay for the taxi?

No, the taxi is free and all monies are paid directly to the taxi company by us.

Can I board the next bus instead of waiting for a taxi?

Yes, of course. Taxi guarantee is all about giving choice to the wheelchair user and allowing access to travel at all times.

For more information, our customer service team are happy to help. Contact information, including opening times, can be found [here \(/contact\)](#).

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Search for a destination...

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