

Reigate & Banstead Borough Council

**Community Infrastructure Levy: Strategic Infrastructure
Programme 2017-2022**

Appendices

Appendix 1: ‘Strategic element’ project assessment criteria and weightings

Criteria and decision-aiding questions	Weighting
<p>Supporting growth: Assessment of the extent to which the project would support growth and/or development in the borough taking account of:</p> <ul style="list-style-type: none"> - how the project relates to areas of significant growth/regeneration - whether the project would enable or unlock specific key development sites or growth opportunities - the fit of the project with specific policies or objectives in the Local Plan - the fit with existing infrastructure needs identified within the Council’s Infrastructure Delivery Plan or other infrastructure planning documents 	30%
<p>Benefit to our residents and businesses: Assessment of the overall benefit of the project to communities of the borough taking account of:</p> <ul style="list-style-type: none"> - the likely scale/significance of benefit (e.g. borough-wide or specific groups) - fit with priorities in the Council’s Five Year Plan - evidence of public or business support for the project 	20%
<p>Match funding: Assessment of</p> <ul style="list-style-type: none"> - the extent to which other funding would be secured/leveraged in alongside CIL funding - the proportional contribution of CIL to total project costs 	20%
<p>Value for money: Consideration of</p> <ul style="list-style-type: none"> - project costs compared to benchmark costs - the costs of the project (in particular the amount of CIL funding sought) against potential benefits and outcomes for the borough. - alternative funding sources available and the need for CIL funding - the added value which CIL could bring to the scheme 	20%
<p>Deliverability: Assessment of the feasibility of the scheme and likelihood of timely delivery taking account of:</p> <ul style="list-style-type: none"> - stage of project development - identified risks to project delivery - status of funding - the plan for sustaining the benefit /operation of the project in to the long-term 	10%

Appendix 2: Outcomes of application appraisals

Application ref	SIP-1
Project Name	A23 Bonehurst Rd / Salbrook Rd / Lodge Lane – junction safety & operation improvements
Project Location	Salfords
Lead organisation	Surrey County Council
Project Description	Implementation of safety improvements including segregated lanes; new kerb alignments; new traffic signals; new pedestrian crossing and signals.
Reg 123 list category	Highways and Transport: Strategic Road Network; Local Road Network; Pedestrian and Cyclist Facilities
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: The A23 is one of the main transport corridors in the borough, linking the towns of Redhill and Horley. This project would not unlock any new development sites but the junction provides access to the Salfords Industrial Estate, and measures at the junction could help improve traffic flows and safety along the A217. The project is included in the Infrastructure Delivery Plan. Unweighted score: 3.75/5</p> <p>Benefit to residents and businesses: The project would provide access and safety improvements for residents and users of the industrial estate, and could improve traffic flows and reduce congestion on the wider road network. Improved access from the Fire Station will also benefit residents in the wider area. Unweighted score: 3.33/5</p> <p>Match funding: No match funding is identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on an initial feasibility study and similar schemes undertaken elsewhere. Added value could include improved flows on the wider road network as well as local safety and accessibility improvements. Unweighted score: 3/5</p> <p>Deliverability: Some design and feasibility work undertaken. The main risk is identified as availability of funding. Unweighted score: 2.5/5</p> <p>Total Weighted Score: 56.83</p>
Project 'sense check'	Project scores moderately well however supporting this project would mean that other projects that score more highly could not be supported. Consideration could be given to whether the scheme could be incorporated within a larger sustainable transport measures package.
Suggested CIL prioritisation amount	£0

Application ref	SIP-2
Project Name	A25 Reigate Road Pedestrian Crossing Facilities
Project Location	Reigate
Lead organisation	Surrey County Council
Project Description	Pedestrian crossing facility on the A25 in the vicinity of Fir Tree Walk and Beech Drive, approx. 1km from Reigate town centre, to facilitate safer access to the bus stop
Reg 123 list category	Highways and Transport: Pedestrian and Cyclist Facilities
Project Value	
CIL request	
Match funding	of match funding from the Reigate & Banstead Local Committee has been provisionally identified.
Project scoring	<p>Supporting growth: No substantial development is planned in the vicinity of the scheme and it would not unlock any specific development opportunities. However it would facilitate easier access to bus routes between Redhill and Reigate, which are the borough's two main towns. The project is not identified in the Infrastructure Delivery Plan. Unweighted score: 2/5</p> <p>Benefit to residents and businesses: The project would benefit local residents in the vicinity, including older people, and would encourage use of sustainable modes of transport (bus) into Redhill and Reigate. The proposal has some local support. Unweighted score: 3/5</p> <p>Match funding: 17% match funding has been identified as being potentially available from the Reigate & Banstead Local Committee, although this is not committed. Unweighted score: 2/5</p> <p>Value for money and added value: The scheme is at the identification stage, with costs based on experience from elsewhere in Surrey. It would offer local benefits to residents. Unweighted score: 3/5</p> <p>Deliverability: No detailed feasibility or design work has been undertaken. The greatest risk to delivery has been identified as funding availability, with match funding only having been identified provisionally. Unweighted score: 2.75/5</p> <p>Total Weighted Score: 49.50</p>
Project 'sense check'	Project scores less well compared to other projects, and has a local rather than strategic focus. Consideration could be given to whether section 106 funding is available to fund the project, or could be available from nearby developments in the future.
Suggested CIL prioritisation amount	£0

Application ref	SIP-3
Project Name	A217 Brighton Rd / Buckland Rd/Smithy Lane Safety Improvements
Project Location	Lower Kingswood
Lead organisation	Surrey County Council
Project Description	Safety improvements to the A217 Brighton Road/Buckland Road/Smithy Lane, junction in Lower Kingswood to address local concern that the existing junction is unsafe, with a number of illegal U-turn manoeuvres being carried out. Project would include junction signalisation and installation of pedestrian crossing facilities.
Reg 123 list category	Highways and Transport: Strategic Road Network; Local Road Network; Pedestrian and Cyclist Facilities
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: No substantial growth is planned in the vicinity of the project and the project would not unlock any development opportunities. It is included in the Infrastructure Delivery Plan. The project may help manage congestion in this area. Unweighted score: 3/5</p> <p>Benefit to residents and businesses: The project would deliver benefits to local residents, who have expressed concerns about the safety of this junction, and may also benefit commuters accessing the Kingswood Fields business park. Safer pedestrian crossing facilities may encourage walking. Unweighted score: 2.67/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on similar schemes that have been implemented elsewhere. The project could deliver improved road safety, more walking and reduced congestion at this junction. Unweighted score: 2.75/5</p> <p>Deliverability: The project is at identification stage, with some design and feasibility work undertaken. The availability of funding has been identified as the main risk to deliverability. Unweighted score: 2.5/5</p> <p>Total Weighted Score: 48.67</p>
Project 'sense check'	Project scores less compared to other projects, and supporting this project would mean it would not be possible to support other higher scoring projects.
Suggested CIL prioritisation amount	£0

Application ref	SIP-4
Project Name	A240 Shared Footway & Cycleway
Project Location	Preston
Lead organisation	Surrey County Council
Project Description	Construction of a shared footway/cycleway from the Asda superstore to the existing cycle route along Church Lane, linking up the improved route provided from Preston by Reigate & Banstead BC to existing cycleway to the Beacon School and beyond. Housing development at the De Burgh site was due to provide developer contributions via section 106 to fund this project, but as a result of the timing of planning applications, and national regulations coming into force, this is no longer possible.
Reg 123 list category	Highways and Transport: Pedestrian and Cyclist Facilities
Project Value	
CIL request	
Match funding	The balance of required funds is understood to be available from existing section 106 contributions, and a contribution from the Epsom-Banstead Sustainable Transport Package (if Growth Deal bid is successful). The CIL would also be used as match funding for the LEP bid.
Project scoring	<p>Supporting growth: The project is linked to the Preston Regeneration Programme, which is a joint priority of both the borough and county councils. Preston is identified as a key regeneration priority in the adopted Core Strategy and will provide a large proportion of the housing target in the north of the borough. The project is identified in the Council's Infrastructure Delivery Plan. Unweighted score: 3.5/5</p> <p>Benefit to residents and businesses: The project will provide local community benefits by improving accessibility and making walking and cycling more attractive (reducing reliance on the private car.) Unweighted score: 3/5</p> <p>Match funding: The CIL money bid for would provide 39% of the total project cost. Unweighted score: 4/5</p> <p>Value for money and added value: Estimated scheme costs are based on similar projects undertaken elsewhere. Without CIL it is understood that only part of the scheme could be delivered, to a lower specification. Unweighted score: 3.25/5</p> <p>Deliverability: Some outline design work has been undertaken. The main risk to delivery has been identified as the lack of funding. Unweighted score: 3/5</p> <p>Total Weighted Score: 68.00</p>
Project 'sense check'	Project allows for 'joining up' of Preston regeneration schemes to existing infrastructure and is in line with regeneration priorities agreed by SCC and RBBC.
Suggested CIL prioritisation amount	£72,000

Application ref	SIP-5
Project Name	Bancroft Road Multi-Storey Car Park Extension
Project Location	Reigate
Lead organisation	Reigate & Banstead BC
Project Description	Vertical extension to existing multi-storey car park, to increase the number of spaces from 315 to 404.
Reg 123 list category	-
Project Value	
CIL request	
Match funding	It is suggested that 90% of funding would be provided via the RBBC capital programme however this funding is currently not committed.
Project scoring	<p>Supporting growth: Reigate is one of the borough's four main towns, and is a key focal point for office and retail activity. Limited growth is planned for the town centre, and the proposal does not unlock any development sites but parking availability is perceived to be a problem. Unweighted score: 2.75/5</p> <p>Benefit to residents and businesses: The planned expansion would provide additional parking spaces to the benefit of town centre users and workers. Unweighted score: 2.67/5</p> <p>Match funding: It is suggested that c90% of funding would be provided from other RBBC funding sources. Unweighted score: 5/5</p> <p>Value for money and added value: Project costs are based on initial feasibility works, and the scheme has the potential to benefit the local economy. However it is unclear that CIL is necessary for the project to progress although it may make it a more attractive investment option for the Council. Unweighted score: 3/5</p> <p>Deliverability: No funding has yet been allocated for the project. The main risks to delivery have been identified as funding availability, structural issues and planning. Unweighted score: 2.5/5</p> <p>Total Weighted Score: 64.17</p>
Project 'sense check'	Project does not clearly fall within the definition of infrastructure as set out in the Reg 123 list.
Suggested CIL prioritisation amount	£0

Application ref	SIP-6
Project Name	Banstead Fire Station
Project Location	Banstead
Lead organisation	Surrey Fire and Rescue (Surrey CC)
Project Description	The fire service is currently operating from a temporary location in Banstead and is looking for a longer term solution as part of its wider strategy to provide well located fire stations across Surrey. Surrey Fire and Rescue has identified an opportunity at a site in Banstead.
Reg 123 list category	Community Facilities and Community Safety: Policing, Fire and Rescue and other Community Safety Measures
Project Value	██████████
CIL request	██████████
Match funding	SCC has indicated that it can fund 50% of project costs, up to an estimated ██████████.
Project scoring	<p>Supporting growth: Banstead is one of the borough's four main towns with some growth anticipated over the plan period and a relatively high level of windfall development in the vicinity. From its current location in Banstead, the fire service provides a vital emergency service to R&B residents and residents in other boroughs. A new station would allow this service to continue to be provided locally, supporting both existing and new residents. The IDP refers in general terms to the provision of Fire Service facilities but not specifically to this scheme. Unweighted score: 3.75/5</p> <p>Benefit to residents and businesses: The project will serve local communities both in and outside the borough. A new station would allow emergency response services to continue to be provided, with a comprehensive scheme allowing the service to operate more efficiently and to undertake more community education and engagement work. Unweighted score: 3.67/5</p> <p>Match funding: SCC has identified ██████████ via its medium term financial plan. Unweighted score: 4/5</p> <p>Value for money and added value: Costs are based on implementation of similar schemes in Surrey. SCC has indicated that if CIL is not available (or a smaller amount is available) improvements could still be implemented but in a less comprehensive manner. Added value could be secured through the creation of a blue light hub at the Horseshoe, the CIL request represents a large proportion of the CIL funding likely to be available over the SIP period. Unweighted score: 2/5</p> <p>Deliverability: Proposals are at an early stage, with no formal agreement about a new site. Risks to delivery include site availability, planning and funding availability. Unweighted score: 2.25/5</p> <p>Total Weighted Score: 65.67</p>
Project 'sense check'	Project scores relatively well against assessment criteria, however the amount of CIL requested represents a large proportion of the projected CIL receipts, and there is some uncertainty about scheme deliverability. Project would serve a wider area than R&B therefore opportunities for CIL from other authorities should also be explored.
Suggested CIL prioritisation amount	£500,000 across this project and SIP-8.

Application ref	SIP-7
Project Name	East Surrey Hospital Car Parking Improvements
Project Location	Redhill
Lead organisation	Surrey and Sussex Healthcare NHS Trust (SASH)
Project Description	Improvements to current car parking provision to increase the number of spaces, the number and location of disabled spaces, improve access to hospital entrances, improve traffic flow on site and improve payment options
Reg 123 list category	-
Project Value	
CIL request	
Match funding	75% of project costs anticipated to be funded by SASH
Project scoring	<p>Supporting growth: The hospital provides services to the wider East Surrey area and to residents across the central and southern parts of the borough. Facilities at the hospital therefore have to meet the needs of a growing population. Whilst not unlocking any development sites the proposals should make parking at the hospital easier. The project is not identified in the Council's Infrastructure Delivery Plan. Unweighted score: 2.75/5</p> <p>Benefit to residents and businesses: Around 25% of all hospital patients are from Reigate & Banstead, and improved on site parking will benefit those residents who need to use the hospital, including those in need of disabled parking spaces. Unweighted score: 3/5</p> <p>Match funding: SASH intend to provide 75% of project costs and are requesting 25% of the project costs from CIL equivalent to the proportion of hospital users who are RBBC residents. Unweighted score: 4/5</p> <p>Value for money and added value: Detailed design and costing of the scheme had not been undertaken at the time of the application. If CIL is not available, SASH have indicated that it will consider meeting 100% of project costs, however this would require a diversion of resources from other hospital activities. Additional car parking bays are likely to yield greater revenues for the hospital. Unweighted score: 2.75/5</p> <p>Deliverability: Risks identified relate to funding availability and (possibly) planning. The scheme is identified in the Trust's capital plan. Unweighted score: 3.25/5</p> <p>Total Weighted Score: 62.00</p>
Project 'sense check'	Project does not clearly fall within the definition of infrastructure as set out in the Reg 123 list.
Suggested CIL prioritisation amount	£0

Application ref	SIP-8
Project Name	North Surrey Ambulance Make Ready Centre
Project Location	Banstead
Lead organisation	South East Coast Ambulance NHS Trust
Project Description	Provision of an ambulance 'make ready' centre at the Horseshoe, Banstead. The make ready centre would be part of a network across the SECamb area and would allow for the preparation of ambulances prior to their deployment to Community Response posts. There may be the potential for this centre to form part of a 'blue light hub' at the Horseshoe, with co-location of Fire and Police services.
Reg 123 list category	Healthcare: Acute Care
Project Value	
CIL request	
Match funding	50% of project costs identified to be provided by SECamb
Project scoring	<p>Supporting growth: The existing Horseshoe site is soon to be vacated and therefore represents a development opportunity. It is identified as a possible location for community/residential uses in the Regulation 18 DMP document. The Council's IDP identifies the need for 'make ready' sites within the borough, and the service provided from this location would facilitate emergency cover in the north of the borough and surrounding boroughs. Unweighted score: 4/5</p> <p>Benefit to residents and businesses: The project will serve local communities and those outside the borough and help ensure that ambulances are able to respond efficiently to emergencies. Unweighted score: 3.67/5</p> <p>Match funding: SECamb has suggested that it would meet 50% of project costs. Unweighted score: 4/5</p> <p>Value for money and added value: A costed proposal has been provided, and it has been indicated that without CIL the development of the Make Ready centre may be delayed, provided to a lower specification, or that part of the site may be released for housing (limiting the opportunity for a blue light hub). The CIL request represents a large proportion of the CIL funding likely to be available over the SIP period. Unweighted score: 2.5/5</p> <p>Deliverability: An initial feasibility study has been produced; funding is still to be approved by the Trust. The main risks to delivery have been identified to be the availability of funding and planning. Unweighted score: 2.25/5</p> <p>Total Weighted Score: 69.17</p>
Project 'sense check'	Project scores relatively well against assessment criteria, however the amount of CIL requested represents a large proportion of the projected CIL receipts. Project would serve a wider area than R&B therefore opportunities for CIL from other authorities should also be explored.
Suggested CIL prioritisation amount	£500,000 across this project and SIP-6.

Application ref	SIP-9
Project Name	Croydon Lane & Sutton Lane Pedestrian Crossing Facilities
Project Location	Banstead
Lead organisation	Surrey County Council
Project Description	Provision of two new pedestrian crossings to enable better pedestrian access to bus stops and Banstead town centre
Reg 123 list category	Highways & Transport: Pedestrian and Cyclist Facilities
Project Value	
CIL request	
Match funding	Up to [REDACTED] of match funding has been provisionally allocated
Project scoring	<p>Supporting growth: No substantial growth is planned in the vicinity of the scheme, however the project is located in fairly close proximity to Banstead Village centre. The project would not unlock specific development opportunities, and whilst it is not referred to specifically in the Local Transport Strategy Forward Programme, the need for general pedestrian improvements in the area is.</p> <p>Unweighted score: 2/5</p> <p>Benefit to residents and businesses: The project will benefit local communities in the area, including older residents, and encourage walking to Banstead Village Centre. The scheme is understood to be supported by local residents. Unweighted score: 3/5</p> <p>Match funding: Provisional funding is available for the Croydon Lane crossing, with the Sutton Lane crossing currently unfunded, and representing 55% of the total scheme costs. Unweighted score: 3/5</p> <p>Value for money and added value: Costs are based on delivery of similar schemes elsewhere. Added value comes in the form of better pedestrian environment for local residents. Without CIL, it is likely that only part of the scheme would be delivered. Unweighted score: 3/5</p> <p>Deliverability: A feasibility study is being progressed for the Croydon Lane crossing and desk based assessments have been done for the Sutton Lane crossing. The main risk is that the Sutton Lane crossing would not be delivered due to lack of funding.</p> <p>Unweighted score: 3.5/5</p> <p>Total Weighted Score: 55.00</p>
Project 'sense check'	Project scores moderately well, however it would have a local rather than strategic focus. Consideration could be given to whether section 106 funding is available to fund the project, or could be available from nearby developments in the future.
Suggested CIL prioritisation amount	£0

Application ref	SIP-10
Project Name	Dorking Rd/Headley Common Rd/Pebble Heath Rd Junction Improvement
Project Location	Tadworth
Lead organisation	Surrey County Council
Project Description	Improvements to the junction to enable safer access to/from the B2032. SCC has not implemented the scheme to date because, despite a number of accidents in this location, other locations are of a higher priority for intervention.
Reg 123 list category	Highways and Transport: Local Road Network
Project Value	
CIL request	
Match funding	has been identified as being potentially available from the Reigate & Banstead Local Committee
Project scoring	<p>Supporting growth: The project is located in a rural part of the borough which is not identified as a priority area for growth. The project would not unlock any development opportunities and is not included in the Infrastructure Delivery Plan. Unweighted score: 1.5/5</p> <p>Benefit to residents and businesses: A safer junction would provide benefits to residents and commuters (including those accessing the Pfizer campus nearby). SCC has received requests from members of the public to improve the junction. Unweighted score: 2.67/5</p> <p>Match funding: (15%) has been provisionally allocated to the scheme by SCC although this has not been formally agreed. Unweighted score: 2/5</p> <p>Value for money and added value: Project costs are based on schemes delivered elsewhere. The scheme would benefit local road users and those from further afield. Unweighted score: 2.75/5</p> <p>Deliverability: A brief for commissioning a scheme design has been prepared. The main risk to delivery is identified as funding availability. Unweighted score: 2.5/5</p> <p>Total Weighted Score: 43.67</p>
Project 'sense check'	Project scores less well against the assessment criteria, and prioritising CIL funding for it would mean not being able to support higher scoring schemes.
Suggested CIL prioritisation amount	£0

Application ref	SIP-11
Project Name	Earlswood Common Footpath Restoration
Project Location	Earlswood
Lead organisation	Reigate & Banstead Borough Council
Project Description	Resurfacing of footpaths around the lake and public facilities to enable easier and improved access.
Reg 123 list category	Leisure, Open Space and Green Infrastructure: Parks & Recreation Grounds
Project Value	
CIL request	
Match funding	A contribution has been identified, representing 17% of estimated project costs.
Project scoring	<p>Supporting growth: The Common sits between the borough's two main towns of Redhill and Reigate and is well located as a recreation destination for existing and new residents. The scheme is not specifically mentioned in the Infrastructure Delivery Plan, and would not unlock specific development opportunities. <i>Unweighted score: 3/5</i></p> <p>Benefit to residents and businesses: Accessibility improvements will help encourage greater use of the Common by residents and visitors, helping delivery corporate health and wellbeing objectives. The project has the support of local user groups. <i>Unweighted score: 3.67/5</i></p> <p>Match funding: Match funding of 17% is identified. <i>Unweighted score: 2/5</i></p> <p>Value for money and added value: Project costs have been obtained using the RBBC framework for engineering works. Added value would be in the form of increased use of the Common and improvements to residents' health and wellbeing <i>Unweighted score: 3.25/5</i></p> <p>Deliverability: It is understood that the project could be delivered relatively quickly. The main risk is availability of funding. <i>Unweighted score: 3.25/5</i></p> <p>Total Weighted Score: 60.17</p>
Project 'sense check'	Project scores relatively well and has the ability to add value to works already undertaken at the Common to improve its attractiveness to a wider audience. Project can be delivered quickly.
Suggested CIL prioritisation amount	£49,951

Application ref	SIP-12
Project Name	Eastgate One Way Scheme
Project Location	Nork
Lead organisation	Surrey County Council
Project Description	Introduction of a one way system on Eastgate, including road narrowing and end to end or echelon parking.
Reg 123 list category	Highways and Transport: Local Road Network
Project Value	
CIL request	
Match funding	SCC has provisionally allocated [REDACTED] towards the scheme.
Project scoring	<p>Supporting growth: The project is located at the Nork local shopping area. Whilst not identified as a location for significant growth, the Nork area experiences a relatively high level of windfall housing development. The project would not unlock any development sites but could contribute to supporting the growth / viability of local shops and businesses. The project is not identified in the Infrastructure Delivery Plan. Unweighted score: 2.75/5</p> <p>Benefit to residents and businesses: The scheme could support the local economy and continued viability of local shops and businesses which serve local residents. Unweighted score: 2.67/5</p> <p>Match funding: 17% match funding has been provisionally identified. Unweighted score: 2/5</p> <p>Value for money and added value: Costs are estimated based on similar schemes elsewhere. The scheme could help support the local economy, and a small amount of match funding is likely to be available. Unweighted score: 2.75/5</p> <p>Deliverability: An initial desk based study has been undertaken but further feasibility work is required. Funding availability is the main risk to delivery. Unweighted score: 2.75/5</p> <p>Total Weighted Score: 51.57</p>
Project 'sense check'	The project scores moderately well, however it would have a local rather than strategic focus. Consideration could be given to whether section 106 funding is available to fund the project, or whether the CIL Local Fund could contribute.
Suggested CIL prioritisation amount	£0

Application ref	SIP-13
Project Name	Expansion of Oakwood School
Project Location	Horley
Lead organisation	Surrey County Council
Project Description	School expansion from 8 forms of entry to 10 forms of entry, by refurbishing and remodelling the existing building
Reg 123 list category	Education: Secondary Schools
Project Value	
CIL request	
Match funding	SCC has identified 50% of funding from its own budgets
Project scoring	<p>Supporting growth: Oakwood School is located in Horley, which has seen substantial population growth over recent years, with further housing development planned (s106 contributions towards school expansion is included within the NW Sector s106 agreement, anticipated to be available in the early 2020s). The project would contribute to meeting needs generated by new development recognised in the Infrastructure Delivery Plan. The proposal would not unlock additional development sites. Unweighted score: 4.5/5</p> <p>Benefit to residents and businesses: Additional secondary school places will benefit families already resident in the borough and new families moving in. Oakwood also serves areas outside the borough. There is local support for the provision – generally – of additional school places Unweighted score: 4/5</p> <p>Match funding: 50% match funding is proposed by SCC Unweighted score: 4/5</p> <p>Value for money and added value: Scheme design is well advanced. SCC suggest that expansion is needed to meet a current known demand, with NW Sector s106 money required for further expansion in the future to meet needs arising from future growth. The CIL request represents a large proportion of the CIL funding likely to be available over the SIP period. SCC suggests that if CIL is not available, the result will be a reduced specification and or diversion of SCC funds from other areas. Unweighted score: 2.5/5</p> <p>Deliverability: Risks to delivery have been identified as structural / M&E issues. Lack of funding could result in a lower design specification. Unweighted score: 2.75/5</p> <p>Total Weighted Score: 70.50</p>
Project ‘sense check’	Project scores well against assessment criteria, however the amount of CIL requested represents a large proportion of the projected CIL receipts. SCC has access to basic needs funding and s106 however a CIL contribution could help add value and would reflect the importance of continued investment in education to support growth.
Suggested CIL prioritisation amount	£500,000 across SIP-13, SIP-14, and SIP-15

Application ref	SIP-14
Project Name	Expansion of St Bede's School
Project Location	Redhill
Lead organisation	Surrey County Council
Project Description	Expansion of school from 9FE to 11FE creating 60 new places, through a combination of new build and refurbishment/remodelling of existing buildings.
Reg 123 list category	Education: Secondary Schools
Project Value	
CIL request	
Match funding	SCC has identified 50% of funding from its own budgets
Project scoring	<p>Supporting growth: St Bede's School is located in Redhill, which is identified as a priority location for growth and regeneration. The project would contribute to meeting needs generated by new development: the need for secondary school places is recognised in the Infrastructure Delivery Plan. The proposal would not unlock additional development sites. Unweighted score: 4.5/5</p> <p>Benefit to residents and businesses: Additional secondary school places will benefit families already resident in the borough and new families moving in. There is local support for the provision – generally – of additional school places Unweighted score: 4/5</p> <p>Match funding: 50% match funding is proposed by SCC. Unweighted score: 3/5</p> <p>Value for money and added value: Scheme design is well advanced. The CIL request represents a large proportion of the CIL funding likely to be available over the SIP period. SCC suggests that if CIL is not available, the result will be a reduced specification and or diversion of SCC funds from other areas. Unweighted score: 2.5/5</p> <p>Deliverability: Risks to delivery have been identified as planning and highways, as well as funding availability, which could result in a lower specification of design. Unweighted score: 2.75/5</p> <p>Total Weighted Score: 70.50</p>
Project 'sense check'	Project scores well against assessment criteria, however the amount of CIL requested represents a large proportion of the projected CIL receipts. SCC has access to basic needs funding however a CIL contribution could help add value and would reflect the importance of continued investment in education to support growth.
Suggested CIL prioritisation amount	£500,000 across SIP-13, SIP-14, and SIP-15

Application ref	SIP-15
Project Name	Expansion of The Warwick School
Project Location	Redhill
Lead organisation	Surrey County Council
Project Description	Expansion of school from 6FE to 7FE creating 30 new places, through refurbishment/remodelling of existing buildings.
Reg 123 list category	Education: Secondary Schools
Project Value	
CIL request	
Match funding	SCC has identified 50% of funding from its own budgets
Project scoring	<p>Supporting growth: The Warwick School is located in Redhill, which is identified as a priority location for growth and regeneration. The project would contribute to meeting needs generated by new development, which is recognised in the Infrastructure Delivery Plan. The proposal would not unlock additional development sites. Unweighted score: 4.5/5</p> <p>Benefit to residents and businesses: Additional secondary school places will benefit families already resident in the borough and new families moving in. There is local support for the provision – generally – of additional school places. Unweighted score: 4/5</p> <p>Match funding: 50% match funding is proposed by SCC. Unweighted score: 3/5</p> <p>Value for money and added value: Scheme design is well advanced. SCC suggests that if CIL is not available, the result will be a reduced specification and or diversion of SCC funds from other areas. Unweighted score: 3.25/5</p> <p>Deliverability: Risks to delivery have been identified as structural / M&E issues and construction on an occupied site, as well as funding availability, which could result in a lower specification of design. Unweighted score: 2.75/5</p> <p>Total Weighted Score: 73.50</p>
Project 'sense check'	Project scores well against assessment criteria. SCC has access to basic needs funding however a CIL contribution could help add value and would reflect the importance of continued investment in education to support growth.
Suggested CIL prioritisation amount	£500,000 across SIP-13, SIP-14, and SIP-15

Application ref	SIP-16
Project Name	Tattenham Health Centre Surgery Expansion
Project Location	Tattenhams
Lead organisation	Tattenham Health Centre
Project Description	Infilling of courtyard area with a purpose designed, prefabricated structure, to provide additional consulting rooms and a training room.
Reg 123 list category	Healthcare: Primary Care
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: The health centre is located in a part of the borough that is not identified in the Core Strategy as a growth priority but it experiences a relatively high level of windfall development. Work undertaken in support of the DMP concludes that there is sufficient GP capacity to accommodate new growth, but recognises that the way primary health services are provided is changing with GP facilities needing to provide a wider range of services. Unweighted score: 3.8/5</p> <p>Benefit to residents and businesses: Additional patient capacity will benefit local people and may help reduce waiting times. The additional space would also allow for a wider range of services to be provided. Unweighted score: 3.7/5</p> <p>Match funding: No match funding is identified. It is understood that a bid for NHS funding was turned down. Unweighted score: 1/5</p> <p>Value for money and added value: A costed proposal has been provided. On a cost per person basis the ratio of investment to additional patients ranges from £52-£103 per patient place. Unweighted score: 3.3/5</p> <p>Deliverability: The project is at scheme design stage with the main risk to delivering being identified as the availability of funding. Unweighted score: 2.8/5</p> <p>Total Weighted Score: 63.67</p>
Project 'sense check'	Project scores relatively well compared to other projects, can be delivered relatively quickly and would result in service improvements in an area with a high level of windfall developments
Suggested CIL prioritisation amount	£51,700

Application ref	SIP-17
Project Name	A23 junction with Three Arch Road/ Maple Road
Project Location	A23 corridor / Greater Redhill
Lead organisation	Surrey County Council
Project Description	Junction improvements to improve the capacity and operation of this busy junction, which provides the main access to East Surrey Hospital.
Reg 123 list category	Highways and transport: Local Road Network; Pedestrian and Cyclist Facilities
Project Value	■■■■■■■■■■ estimate
CIL request	■■■■■■■■■■ estimate
Match funding	Whilst the application does not directly identify any match funding, there is an opportunity to incorporate the scheme into the Greater Redhill STP Phase 2 Package, which it is proposed would be funded 85% through Growth Deal 3 funding and 15% local contribution.
Project scoring	<p>Supporting growth: This junction is recognised as a transport hotspot. Whilst the scheme does not directly unlock development opportunities, junction improvements will improve local access to the hospital, and help reduce congestion along the important A23 corridor between Redhill and Horley. Unweighted score: 4.75/5</p> <p>Benefit to residents and businesses: Junction improvements will provide benefits to both local residents and those from further afield who use this main transport corridor and who are accessing the hospital. Unweighted score: 4.67/5</p> <p>Match funding: If this scheme is incorporated within the Greater Redhill STP Phase 2, Coast to Capital match funding will be available Unweighted score: 3/5</p> <p>Value for money and added value: Scheme costs are based on estimates but work is underway in relation to scheme design and feasibility to firm these up. It is considered that the scheme offers value as a stand-alone project but incorporation within the Greater Redhill STP Phase 2 offers greater scope for leveraging in additional funding Unweighted score: 4/5</p> <p>Deliverability: The study underway at the moment will identify options and costs. The main risk to scheme delivery is funding availability. Post-delivery scheme maintenance costs will be absorbed by SCC. Unweighted score: 3.25/5</p> <p>Total Weighted Score: 81.67</p>
Project 'sense check'	This project falls within the scope of the Greater Redhill STP2, as well as having been submitted as a separate bid. CIL funding identified towards this scheme could therefore represent part of the local contribution for the STP2 project.
Suggested CIL prioritisation amount	£370,000

Application reference	SIP-18: Superseded SIP-19: Superseded SIP-20: Superseded SIP-21: Superseded
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Application ref	SIP-22
Project Name	Greater Redhill Sustainable Transport Project (STP) Phase 2
Project Location	Greater Redhill area
Lead organisation	Surrey County Council
Project Description	<p>A package of walking, cycling and junction improvement measures to improve connectivity between Redhill, Reigate, Merstham and Horley. The STP Phase 2 expands on the STP Phase 1, which is currently being implemented.</p> <p>The package would include a range of projects from the Reigate & Banstead Local Transport Strategy Forward Programme, including improvements to:</p> <ul style="list-style-type: none"> - Redhill to Horley corridor and the A23/Three Arch Road/Maple Road junction - A217 Woodhatch Crossroads junction, Reigate - Pedestrian access to Earlswood Railway Station - A23/Quality Street junction, Merstham - Merstham public realm and Merstham station cycle parking
Reg 123 list category	Highways and transport: Local Road Network; Public Transport; Pedestrian and Cyclist Facilities; Public Realm
Project Value	
CIL request	
Match funding	15% match funding required for bid to LEP for Growth Deal 3 funding. Section 106 funding is being used to undertake feasibility work in relation to the A23/Three Arch Road/Maple Road junction and A217 Woodhatch junction
Project scoring	<p>Supporting growth: The STP would not unlock specific development sites but schemes within the package are well located in relation to Council priority growth locations and would help improve identified transport 'hotspots'. Unweighted score: 4.75/5</p> <p>Benefit to residents and businesses: The cumulative impact of proposals will be borough-wide, helping to reduce congestion across the network. Specific schemes will also offer more local benefits for residents and businesses. Unweighted score: 4.33/5</p> <p>Match funding: CIL is proposed as a 15% local contribution towards a Growth Deal 3 bid. Unweighted score: 5/5</p> <p>Value for money and added value: Indicative costings have been provided based on past SCC projects and pending more detailed feasibility work. £1 of CIL may secure £5.69 from Coast to Capital. Unweighted score: 4.25/5</p> <p>Deliverability: The main risk to deliverability is funding availability. Further feasibility work is needed to identify scheme options and costs. Post delivery scheme maintenance costs will be absorbed by SCC. Unweighted score: 3/5</p> <p>Total Weighted Score: 88.83</p>
Project 'sense check' comments	CIL has the ability to help lever a much greater amount of match funding from the LEP. The suggested CIL identified for this project, together with the indicative CIL figure for Three Arch Road (SIP-17), would provide the required 15% local contribution.
Suggested CIL prioritisation amount	£370,000

Application ref	SIP-23
Project Name	Kingswood and Burgh Heath Transport Schemes
Project Location	Kingswood and Burgh Heath
Lead organisation	Surrey County Council
Project Description	A range of transport schemes drawn from the Reigate & Banstead Local Transport Strategy Forward Programme, including highways safety and capacity improvements at the St Monica's Road/Warehouse Lane/Bonsor Drive junction, cycle storage facilities at Kingswood Railway Station, and improvements to pedestrian crossing facilities.
Reg 123 list category	Highways and Transport: Local Road Network; Pedestrian and Cyclist Facilities;
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: Kingswood and Burgh Heath is not identified by the Council as a significant area of growth or regeneration. The proposed schemes would not unlock any development sites, although they are included in the Local Transport Strategy Forward Programme / Infrastructure Delivery Plan. Unweighted score: 2.5/5</p> <p>Benefit to residents and businesses: The identified schemes focus on the provision of pedestrian, road safety and cycling improvements for local residents, and would contribute to sustainable transport objectives. Unweighted score: 2.67/5</p> <p>Match funding: No match funding is identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on similar schemes that have been implemented elsewhere. Whilst the projects would deliver benefits these would be local in nature. Unweighted score: 2.5/5</p> <p>Deliverability: No detailed feasibility or design work has been undertaken. The greatest risk to delivery has been identified as funding availability. Unweighted score: 2/5</p> <p>Total Weighted Score: 43.67</p>
Project 'sense check'	The project scores less well in comparison with other SIP applications. Most of the schemes that comprise the project have a local focus and supporting this project would mean it would not be possible to support higher scoring projects. Consideration could be given to whether section 106 funding is available to fund the project, or whether CIL Local Fund monies could be put towards some of the component schemes.
Suggested CIL prioritisation amount	£0

Application ref	SIP-24
Project Name	Nork Transport Schemes
Project Location	Nork
Lead organisation	Surrey County Council
Project Description	A range of transport schemes drawn from the Reigate & Banstead Local Transport Strategy Forward Programme, including provision of cycling improvements along Nork Way; pedestrian crossing and cycling improvements to provide better access to Nork shopping area and Banstead Railway station; and improved pedestrian and road safety facilities.
Reg 123 list category	Highways and Transport: Local Road Network; Pedestrian and Cyclist Facilities;
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: The project area is not identified as a location for significant growth, however experiences a relatively high level of windfall development. The Nork area includes Banstead Railway Station, which is the termination point of many of the pedestrian and cycle improvements planned in this area, and schemes proposed complement those in the current Epsom-Banstead STP. The schemes do not unlock any specific development sites but are included in the Local Transport Strategy Forward Programme / Infrastructure Delivery Plan. Unweighted score: 3/5</p> <p>Benefit to residents and businesses: The schemes largely focus on improving pedestrian and cycle accessibility, road safety and bus facilities for local communities, contributing to wider sustainable transport objectives. Unweighted score: 2.67/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on similar schemes that have been implemented elsewhere. Whilst the projects would deliver benefits these would be local in nature. Unweighted score: 2.5/5</p> <p>Deliverability: No detailed feasibility or design work has been undertaken. The greatest risk to delivery has been identified as funding availability. Unweighted score: 2/5</p> <p>Total Weighted Score: 46.67</p>
Project 'sense check'	The project scores less well in comparison with other SIP applications. Most of the schemes that comprise the project have a local focus and supporting this project would mean it would not be possible to support higher scoring projects. Consideration could be given to whether section 106 funding is available to fund the project, or whether CIL Local Fund monies could be put towards some of the component schemes.
Suggested CIL prioritisation amount	£0

Application ref	SIP-25
Project Name	Reigate Town Centre Transport Project
Project Location	Reigate
Lead organisation	Surrey County Council
Project Description	Package of transport and public realm improvements to improve walking and cycling routes to the town, reduce congestion and improve accessibility and the public realm/visitor experience. This could include improving the operation of junctions, considering traffic flow options, reviewing on street parking provision, widening footpaths, creating cycle paths and public realm improvements
Reg 123 list category	Highways and Transport: Local Road Network; Public Transport: Pedestrian and Cyclist Facilities; Public Realm
Project Value	
CIL request	
Match funding	15% match funding required for bid to LEP for Growth Deal 3 funding and being sought from CIL
Project scoring	<p>Supporting growth: Reigate is one of the borough's main towns, and is recognised as experiencing congestion issues, with a number of transport hotspots having been identified in and around the town through the DMP evidence base. The proposal has the potential to unlock capacity on the road network, and help support new growth (including the potential urban extension(s) in the South Park/Woodhatch area). However it would not unlock specific development sites. Proposals that could form part of the package are identified in the Local Transport Strategy Forward Programme / Infrastructure Delivery Plan. Unweighted score: 4/5</p> <p>Benefit to residents and businesses: Residents, businesses and workers (both in the immediate area, and those using the road network) would benefit from improved traffic flows and more attractive walking and cycling routes. Unweighted score: 3.67/5</p> <p>Match funding: CIL is proposed as a 15% local contribution towards a future Growth Deal bid. Unweighted score: 5/5</p> <p>Value for money and added value: Project costs are based on SCC estimates, pending more detailed feasibility work. The package (depending on final content) could add value by not only providing local benefits but also helping relieve congestion and blockages on the wider road network. Unweighted score: 3.5/5</p> <p>Deliverability: The package is at an early stage of development and most component schemes are at the identification stage. The main risk identified is lack of funding. Some schemes could be funded individually by CIL if match funding is not forthcoming. Unweighted score: 2.5/5</p> <p>Total Weighted Score: 77.67</p>
Project 'sense check'	Proposals within this project require further work on scheme options and design, in advance of a Growth Deal bid. It is suggested that an alternative form of funding would be more appropriate to support these feasibility studies. A view on whether to prioritise this project for CIL should be deferred until further work has been completed.
Suggested CIL prioritisation amount	£0

Application reference	SIP-26: Superseded
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Application ref	SIP-27
Project Name	Tadworth and Walton Transport Schemes
Project Location	Tadworth and Walton
Lead organisation	Surrey County Council
Project Description	A range of transport schemes drawn from the Reigate & Banstead Local Transport Strategy Forward Programme, including provision of an additional entry lane on the Tadworth Lane approach to the Dorking Roundabout, pedestrian route and crossing improvements, improved cycling facilities, road resurfacing, traffic calming, and improved bus facilities.
Reg 123 list category	Highways & Transport: Local Road Network; Pedestrian and Cyclist Facilities;
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: Tadworth and Walton are not identified as an area of significant growth although experiences some windfall development. The area borders the Preston Regeneration Area. Most of the proposed schemes have a local focus, although the improvements related to the Dorking Road Roundabout could provide wider network benefits. The schemes do not unlock any development sites but are included in the Local Transport Strategy Forward Programme / Infrastructure Delivery Plan. Unweighted score: 3/5</p> <p>Benefit to residents and businesses: The schemes largely focus on improving pedestrian and cycle accessibility, road safety and bus facilities for local communities, contributing to wider sustainable transport objectives. The Dorking Road Roundabout improvements could benefit a wider range of road network users Unweighted score: 3/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on similar schemes that have been implemented elsewhere. Whilst the projects would deliver benefits these would be generally local in nature. Unweighted score: 2.5/5</p> <p>Deliverability: No detailed feasibility or design work has been undertaken. The greatest risk to delivery has been identified as funding availability. Unweighted score: 2/5</p> <p>Total Weighted Score: 48.00</p>
Project 'sense check'	The project scores less well in comparison with other SIP applications. Most of the schemes that comprise the project have a local focus and supporting this project would mean it would not be possible to support higher scoring projects. Consideration could be given to whether section 106 funding is available to fund the component projects, or whether CIL Local Fund monies could be put towards some of them.
Suggested CIL prioritisation amount	£0

Application ref	SIP-28
Project Name	Tattenhams Transport Schemes
Project Location	Tattenhams
Lead organisation	Surrey County Council
Project Description	A range of transport schemes drawn from the Reigate & Banstead Local Transport Strategy Forward Programme, including junction and highways safety improvements, at the A217 Brighton Road / The Drive junction; and a range of smaller scale footpath, pedestrian crossing, cycle and bus facility improvements.
Reg 123 list category	Highways and Transport: Local Road Network; Pedestrian and Cyclist Facilities
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: The project area is not identified as a location for significant growth, however experiences a relatively high level of windfall development. The schemes proposed are located in fairly close proximity to the Preston Regeneration Area. Whilst largely local schemes, the A217/The Drive junction improvements could deliver wider network benefits. The proposed scheme does not unlock any specific development sites, but is included in the Local Transport Strategy Forward Programme. Unweighted score: 3/5</p> <p>Benefit to residents and businesses: The schemes largely focus on improving pedestrian and cycle accessibility, road safety and bus facilities for local communities, contributing to wider sustainable transport objectives. Unweighted score: 2.67/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on similar schemes that have been implemented elsewhere. Whilst the projects would deliver benefits these would be largely local in nature. Unweighted score: 2.5/5</p> <p>Deliverability: No detailed feasibility or design work has been undertaken. The greatest risk to delivery has been identified as funding availability. Unweighted score: 2/5</p> <p>Total Weighted Score: 46.67</p>
Project 'sense check'	The project scores less well in comparison with other SIP applications. Most of the schemes that comprise the project have a local focus and supporting this project would mean it would not be possible to support higher scoring projects. Consideration could be given to whether section 106 funding is available to fund the component schemes, or whether CIL Local Fund monies could be put towards some of them.
Suggested CIL prioritisation amount	£0

Application reference	SIP-29: Superseded
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Application ref	SIP-30
Project Name	Reigate and Redhill Quality Bus Partnership
Project Location	Greater Reigate and Redhill area
Lead organisation	Surrey County Council
Project Description	A package of measures to make bus travel more attractive and encourage more passengers to use the local network in the Redhill and Reigate area and to other towns nearby. This will help relieve congestion particularly at pinch points on the local road network. The package would include a range of projects from the Reigate & Banstead Local Transport Strategy Forward Programme, including: <ul style="list-style-type: none"> - Bus priority and corridor improvements into Redhill Town Centre and between Redhill and Reigate and Redhill and Horley - Improved waiting, shelter and crossing facilities in various locations
Reg 123 list category	Highways and transport: Public Transport
Project Value	
CIL request	
Match funding	15% local match funding required for bid to LEP for Growth Deal 3 funding. Bus service providers may also be able to contribute to local match funding.
Project scoring	<p>Supporting growth: Redhill and Reigate are the borough's two main towns. The project seeks to address current congestion issues (as well as those that may arise from future growth) by making public transport a more attractive option for residents and workers and thereby promoting modal shift. The project would not unlock specific development sites, but incorporates a range of measures in the Local Transport Strategy Forward Plan and the Infrastructure Delivery Plan. Unweighted score: 3.5/5</p> <p>Benefit to residents and businesses: The project will benefit residents and workers by making it easier and more reliable to use the bus, and the potential for reduced congestion will benefit businesses and other road users. Unweighted score: 3.67/5</p> <p>Match funding: CIL is proposed as a 15% local contribution towards a Growth Deal 3 bid. Unweighted score: 5/5</p> <p>Value for money and added value: Costings are based on previous schemes implemented elsewhere. The project could deliver wider network benefits by reducing congestion. The application suggests that some match funding may be available from bus operators. Unweighted score: 3/5</p> <p>Deliverability: Projects proposed are at the scheme identification stage. The main risk to delivery has been identified as lack of funding. Unweighted score: 2.5/5</p> <p>Total Weighted Score: 75.67</p>
Project 'sense check'	Match funding towards the local contribution may be available from local bus providers. It is therefore suggested that 1/3 of the local contribution is identified from CIL.
Suggested CIL prioritisation amount	£246,000

Application reference	SIP-31: Superseded
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Application ref	SIP-32
Project Name	Horley Town Centre Pay on Exit Car Parking
Project Location	Horley Town Centre
Lead organisation	Reigate and Banstead Borough Council
Project Description	Provide new pay on exit payment systems at Victoria Road and Central Car Parks in Horley, making it more convenient for residents and visitors to the town.
Reg 123 list category	-
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: Horley is identified as a key location for growth and regeneration by the Council. The scheme could – in conjunction with other initiatives - encourage visitors and residents to spend longer in the town centre, which could increase local spend. The project does not unlock any specific development sites but could increase usage of the town centre car parks, which are currently underutilised. The scheme is not included within the Infrastructure Delivery Plan. Unweighted score: 2.75/5</p> <p>Benefit to residents and businesses: The project would deliver benefits for local residents and visitors to the town centre, and potentially local workers, and could therefore support the local economy. Pay on exit car parking has support from residents in the borough. Unweighted score: 3/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on information provided by pay on exit supplier companies. Easier car parking could add value and help to support the economy of Horley by increasing visitor numbers and dwell time. Unweighted score: 3.25/5</p> <p>Deliverability: The main risks are identified as RBBC Executive support for the scheme and funding availability. Unweighted score: 2.5 /5</p> <p>Total Weighted Score: 50.50</p>
Project 'sense check'	Project does not clearly fall within the definition of infrastructure as set out in the Reg 123 list.
Suggested CIL prioritisation amount	£0

Application reference	SIP-33: Superseded
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Application ref	SIP-34
Project Name	Southpark and Woodhatch – Slipshatch Rd Ditch Improvements
Project Location	Southpark and Woodhatch
Lead organisation	Surrey County Council
Project Description	Improvements to Slipshatch Road ditch to address safety concerns associated with vehicles leaving the nearside carriageway into the ditch
Reg 123 list category	Highways and Transport: Local Road Network
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: The scheme itself is not related to the growth and development of the borough and does not unlock any development opportunities, however it is closely related geographically to one of the areas being considered for an urban extension through the Development Management Plan. The Infrastructure Delivery Plan identifies that any urban extension at South West Reigate would require measures to manage effects on and improve safety of the rural road network Unweighted score: 3/5</p> <p>Benefit to residents and businesses: The project would improve road safety and provide benefits for local residents and other vehicles using the route. Unweighted score: 3/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on similar schemes that have been implemented elsewhere. An alternative source of funding could be section 106 associated with any future urban extension in this area. Unweighted score: 2/5</p> <p>Deliverability: The scheme is currently at the identification stage, with no feasibility study undertaken. The main risk is lack of funding. Unweighted score: 2.5/5</p> <p>Total Weighted Score: 47.00</p>
Project 'sense check'	Project scores less well against criteria compared to other projects. Alternative funding options that could be explored include inclusion within the Greater Redhill STP Phase 2 or 3, or potentially section 106 funding associated with any future urban extension in the vicinity.
Suggested CIL prioritisation amount	£0

Application ref	SIP-35
Project Name	Preston Regeneration Programme
Project Location	Preston Estate, Tadworth
Lead organisation	Reigate & Banstead Borough Council
Project Description	The Preston Regeneration Programme has been a joint project that has included investment by both RBBC and SCC. It has included a range of projects to improve the Preston Estate. Housing development at the De Burgh site was due to provide developer contributions via section 106 to fund some of the projects, but as a result of the timing of planning applications, and national regulations coming into force, this is no longer possible. RBBC is requesting CIL funding to reimburse in part forward funding of the new Banstead Leisure Centre, and additional funding to allow the completion of parking and public realm works in Preston.
Reg 123 list category	Highways and Transport: Pedestrian and Cyclist Facilities; Public Realm; Leisure, Open Spaces and Green Infrastructure: Leisure Centres
Project Value	
CIL request	
Match funding	A range of funding sources have contributed to the Preston Regeneration Programme, including New Growth Points funding, Reigate & Banstead Borough and Surrey County Councils capital funding, funding from Sport England and section 106 funding. This CIL request comprises 2.5% of the total project costs.
Project scoring	<p>Supporting growth: Preston is identified as a key location for regeneration in the adopted Core Strategy, and the area will provide a substantial proportion of the housing target for the northern part of the borough. The regeneration proposals are also included in the Council's Infrastructure Delivery Plan. Unweighted score: 4.75/5</p> <p>Benefit to residents and businesses: The Preston Regeneration project provides both local and borough wide benefits, including through the provision of new community/leisure facilities and housing Unweighted score: 4.33/5</p> <p>Match funding: The CIL sought comprises 2.5% of total project costs, with other funding being obtained from a range of sources Unweighted score: 5/5</p> <p>Value for money and added value: Those aspects of the regeneration programme that have been delivered have been subject to a competitive tender process. The programme as a whole provides significant benefits for the local area and borough, and contributes towards outcomes including housing delivery, socio-economic improvements, and environmental improvement. Unweighted score: 4.25/5</p> <p>Deliverability: The regeneration programme is at an advanced stage of delivery. The main risk to deliverability of the outstanding aspects of the programme is funding availability. Unweighted score: 3/5</p> <p>Total Weighted Score: 84.17</p>
Project 'sense check'	Project components were due to be funded from s106 which is no longer possible to be collected. Would allow for delivery of regeneration priorities agreed by SCC and RBBC.
Suggested CIL prioritisation amount	£322,671

Application ref	SIP-36
Project Name	Preston Regeneration de Burgh Site Public Transport Provision
Project Location	Preston Estate
Lead organisation	Surrey County Council
Project Description	<p>Enhancements to public transport (buses) to enable Preston estate residents to have better access to Banstead, Redhill, Reigate, Epsom and other nearby towns. This would include:</p> <ul style="list-style-type: none"> - Additional evening services - Accessibility improvements to bus stops - High quality, well lit bus shelters and real time information <p>Housing development at the De Burgh site was due to provide developer contributions via section 106 to fund this project, but as a result of the timing of planning applications, and national regulations coming into force, this is no longer possible.</p>
Reg 123 list category	Highways and Transport: Public Transport
Project Value	
CIL request	
Match funding	It is proposed that the requested CIL forms half of the 15% local contribution for the Epsom-Banstead Sustainable Transport Package Growth Deal bid to the LEP, along with some section 106 funding
Project scoring	<p>Supporting growth: The project supports the wider Preston Regeneration Programme, which is identified as a key priority in the adopted Core Strategy and will deliver a substantial portion of the housing target for the north of the borough, and includes measures identified in the Infrastructure Delivery Plan. It does not unlock any specific development opportunities Unweighted score: 3.25/5</p> <p>Benefit to residents and businesses: The project will benefit local communities in Preston and the surrounding areas, and will form part of the Epsom-Banstead Sustainable Transport Package, on which public consultation has been undertaken. Unweighted score: 4/5</p> <p>Match funding: As a stand alone project, the CIL requested would contribute 56% of total project costs. Incorporation within the Epsom-Banstead STP Package means that CIL would account for 7% of total package project costs. Unweighted score: 4/5</p> <p>Value for money and added value: Project costs are based on similar schemes undertaken elsewhere and the Epsom Banstead STP business case. In the absence of CIL, a reduced level of service improvement would be provided. Unweighted score: 3.5/5</p> <p>Deliverability: The project is at the initial design stage. The main risk identified is lack of funding availability – only part funding from s106 is currently available. Unweighted score: 2.75/5</p> <p>Total Weighted Score: 71.00</p>
Project 'sense check'	Project components were due to be funded from s106 which is no longer possible to be collected. Would allow for delivery of regeneration priorities agreed by SCC and RBBC.
Suggested CIL prioritisation amount	£340,000

Application ref	SIP-37
Project Name	Redhill Flood Alleviation Scheme
Project Location	Redhill
Lead organisation	Environment Agency
Project Description	Measures to reduce main river and surface water flooding in Redhill and the surrounding area. Three options will be explored: Mercers Lake, Battlebridge/Rocky Lane and Gatton Park.
Reg 123 list category	Flood Risk Management and Flood Defence: Strategic Flood Defence and Management
Project Value	
CIL request	
Match funding	CIL request is for 25% of project costs, with other funds provided via the Environment Agency's Local Levy and Defra's Flood Defence Grant in Aid.
Project scoring	<p>Supporting growth: Redhill is identified as a priority location for growth and regeneration; however much of the town centre is at risk of flooding, including 683 residential properties. The project may result in town centre development sites being required to provide less intensive flood risk mitigation. The project is identified in the Infrastructure Delivery Plan and aligns with road network flood resilience work by SCC. Unweighted score: 4.5/5</p> <p>Benefit to residents and businesses: The project would have a direct beneficial impact on those residential and commercial properties at risk of flooding in the Redhill area. It may also make the development of sites within Redhill town centre a more attractive option if reduced on-site flood mitigation is required, contributing to wider regeneration objectives. Unweighted score: 4.33/5</p> <p>Match funding: CIL request is for 25% of project costs, with other funds provided via the Environment Agency's Local Levy and Defra's Flood Defence Grant in Aid. Costs are estimates at this stage. Unweighted score: 4/5</p> <p>Value for money and added value: Scheme costs are indicative, with selection of a preferred option, and associated business case, due by the end of 2018. Added value comes in the form of the economic benefit of removing or minimising flood risk to residential and commercial properties. Unweighted score: 3.25/5</p> <p>Deliverability: The project is at an early stage. Risks include availability of funding and /or options testing demonstrating that a workable solution cannot be identified or delivered. Unweighted score: 2.5/5</p> <p>Total Weighted Score:78.33</p>
Project 'sense check'	Scheme scores well against project criteria Given that final project costs for this scheme, and SIP-42, remain to be determined, and there may be scope for some 'in kind' contribution as well, it is suggested that a shared amount across the schemes is identified.
Suggested CIL prioritisation amount	£500,000 across this project and SIP-42.

Application ref	SIP-38
Project Name	Redhill Library Refurbishment
Project Location	Redhill
Lead organisation	Surrey County Council
Project Description	Refurbishment of the existing library facility, including new self service kiosks, more flexible shelving, a new IT area, more flexible desks/study spaces, increased children's library and new meeting rooms.
Reg 123 list category	Community Facilities and Community Safety: Libraries
Project Value	██████████
CIL request	██████████
Match funding	██████████ has been identified from within existing SCC Library Service budgets
Project scoring	<p>Supporting growth: Redhill is a key growth and regeneration priority area for the Council, as identified in the Core Strategy, with an identified need for new investment to deliver improved facilities. The town will see a growth in its population as new developments come on stream. The library refurbishment is not specifically referenced in the Infrastructure Delivery Plan but its refurbishment would complement other improvements underway in the Warwick Quadrant area. Unweighted score: 3.25/5</p> <p>Benefit to residents and businesses: Library refurbishment would benefit residents from in and around Redhill and contribute to corporate aims to improve resident's health and wellbeing, particularly older and younger people. Improved facilities would also be available to community groups, schools and colleges. Unweighted score: 4.33/5</p> <p>Match funding: ██████████ has been identified from within existing SCC Library Service budgets. Unweighted score: 2/5</p> <p>Value for money and added value: The project costs provided are based on similar projects undertaken elsewhere. Without CIL funding it is understood that only small scale partial refurbishment would be possible. A more attractive library / community space will contribute to wider regeneration objectives. Unweighted score: 3/5</p> <p>Deliverability: Project design is at an early stage but it is understood that the project could proceed quickly subject to funding availability. Unweighted score: 2.75/5</p> <p>Total Weighted Score: 62.33</p>
Project 'sense check'	Scheme scores relatively well against criteria, and would contribute to wider regeneration objectives in Redhill.
Suggested CIL prioritisation amount	£308,00

Application ref	SIP-39
Project Name	Lime Tree High Secondary Free School
Project Location	Merstham
Lead organisation	Education Funding Agency
Project Description	Creation of a secondary free school (6 form entry, mixed, non-faith school) in Merstham, providing 900 spaces at full capacity
Reg 123 list category	Education: Secondary Schools
Project Value	
CIL request	
Match funding	via EFA budgets
Project scoring	<p>Supporting growth: The proposed secondary school would service the Redhill, Merstham and Reigate areas. Redhill and Merstham are identified as Council priority areas for growth / regeneration and there is an identified for new secondary school provision in the area. The need for new secondary school places (via a new school in the Merstham/Redhill area) is recognised in the Council's Infrastructure Delivery Plan as well as through SCC's school place planning work. Unweighted score: 4.5/5</p> <p>Benefit to residents and businesses: Additional secondary school places will benefit families already resident in the borough and new families moving in. There is local support for the provision – generally – of additional school places. Unweighted score: 4/5</p> <p>Match funding: The CIL request is for 5% of total costs, with the remainder able to be funded from EFA budgets. Unweighted score: 2.5/5</p> <p>Value for money and added value: High level feasibility work has informed cost estimates however detailed design work is still required. The provision of additional school places will be valued locally: whilst the EFA has indicated that total project costs could be met from their budgets, a CIL contribution would reduce the 'ask' on the taxpayer. Unweighted score: 1.75/5</p> <p>Deliverability: Unweighted score: 1.75/5</p> <p>Deliverability: Risks to delivery include securing the site (currently owned by SCC), relocating the existing special needs school, and planning. Unweighted score: 3.25/5</p> <p>Total Weighted Score: 66.50</p>
Project 'sense check'	Whilst the project scores relatively well, the EFA has confirmed that it is able to proceed without CIL funding, and therefore it is considered that CIL could be used to greater benefit on other projects.
Suggested CIL prioritisation amount	£0

Application ref	SIP-40
Project Name	Sandcross Alexander Primary Free School
Project Location	Redhill
Lead organisation	Education Funding Agency
Project Description	Creation of mainstream primary free school with 420 places (2 forms of entry). The proposed site is the former Magistrates Court in Redhill.
Reg 123 list category	Education: Primary Schools
Project Value	
CIL request	
Match funding	via EFA budgets
Project scoring	<p>Supporting growth: The proposed primary school site sits between Redhill and Reigate, the borough's two main towns. Redhill in particular is identified as a priority location for growth, and there is an identified and perceived need for further primary school provision in the area. The need for new primary school places is recognised in the Council's Infrastructure Delivery Plan as well as through SCC's school place planning work. Unweighted score: 4.5/5</p> <p>Benefit to residents and businesses: Additional primary school places will benefit families already resident in the borough and new families moving in. There is local support for the provision – generally – of additional school places. Unweighted score: 4/5</p> <p>Match funding: The CIL request is for 5% of total costs, with the remainder able to be funded from EFA budgets. Unweighted score: 2.5/5</p> <p>Value for money and added value: Feasibility work on the project is due to commence in 2017/18. The provision of additional school places will be valued locally: whilst the EFA has indicated that total project costs could be met from their budgets, a CIL contribution would reduce the 'ask' on the taxpayer. Unweighted score: 1.75/5</p> <p>Deliverability: Risks to delivery include securing the site, and access to the site, and planning. Unweighted score: 3/5</p> <p>Total Weighted Score: 66.00</p>
Project 'sense check'	Whilst the project scores relatively well, the EFA has confirmed that it is able to proceed without CIL funding, and therefore it is considered that CIL could be used to greater benefit on other projects.
Suggested CIL prioritisation amount	£0

Application ref	SIP-41
Project Name	Winkworth Road Traffic Calming, Banstead
Project Location	Winkworth Road, Banstead
Lead organisation	Surrey County Council
Project Description	Introduction of traffic calming measures on Winkworth Road service roads to reduce traffic speeds and discourage 'rat-running'
Reg 123 list category	Highways and Transport: Local Road Network
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: The project is located in an area that is not identified as a priority location for growth. The scheme is not identified in the Reigate & Banstead Forward Programme or Infrastructure Delivery Plan, nor would it unlock any new development opportunities. It would however contribute to addressing local safety concerns. Unweighted score: 2/5</p> <p>Benefit to residents and businesses: The project would contribute to addressing local safety concerns, and is supported by the local residents' association. Unweighted score: 3.33/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1/5</p> <p>Value for money and added value: Project costs are based on similar schemes elsewhere. It would improve the local road environment for local residents. Unweighted score: 2.75/5</p> <p>Deliverability: Project is at scheme identification stage. The main risk identified is availability of funding. Unweighted score: 2/5</p> <p>Total Weighted Score: 44.33</p>
Project 'sense check'	Project scores less well against criteria compared to other schemes, and has a local rather than strategic focus. Prioritising CIL for this project would mean it could not be put towards higher scoring projects. Potential alternative sources include section 106 funding, and/or a contribution from the CIL Local Fund.
Suggested CIL prioritisation amount	£0

Application ref	SIP-42
Project Name	Burstow Stream Flood Alleviation Scheme
Project Location	Horley
Lead organisation	Environment Agency
Project Description	Measures to reduce the risk of fluvial and surface water flooding around Horley. The feasibility of various options is being explored, including the creation of new channel(s) and attenuation pond(s), increased flood storage and wetland creation, and surface water drainage improvements.
Reg 123 list category	Flood Risk Management and Flood Defence: Strategic Flood Defence and Management
Project Value	
CIL request	
Match funding	CIL request is for 15% of project costs, with other funds provided via the Environment Agency's Local Levy and Defra's Flood Defence Grant in Aid.
Project scoring	<p>Supporting growth: <i>Unweighted score: 4.5/5</i> Horley is identified as a priority location for growth and regeneration, however a number of existing properties and businesses are at risk of flooding. A reduction in flood risk could potentially unlock future development opportunities subject to other planning considerations. The need for interventions to address flood risk in and around Horley is identified in the Infrastructure Delivery Plan and aligns with road network flood resilience work by SCC.</p> <p>Benefit to residents and businesses: The project would have a direct beneficial impact on those residential and commercial properties at risk of flooding in the Horley area. <i>Unweighted score: 4.33/5</i></p> <p>Match funding: : CIL request is for 15% of project costs, with other funds provided via the Environment Agency's Local Levy and Defra's Flood Defence Grant in Aid. Costs are estimates at this stage. <i>Unweighted score: 4/5</i></p> <p>Value for money and added value: Scheme costs are indicative, with selection of a preferred option, and associated business case, due by the end of 2018. Added value comes in the form of the economic benefit of removing or minimising flood risk to residential and commercial properties. There may be an opportunity for the Council to contribute to the project via 'in-kind' contribution of land. <i>Unweighted score: 3.23/5</i></p> <p>Deliverability: The project is at an early stage. Risks include availability of funding (it is understood EA funding is not confirmed) and /or options testing demonstrating that a workable solution cannot be identified or delivered. <i>Unweighted score: 2.25/5</i></p> <p>Total Weighted Score: 77.83</p>
Project 'sense check'	Scheme scores well against project criteria Given that final project costs for this scheme, and SIP-42, remain to be determined, and there may be scope for some 'in kind' contribution as well, it is suggested that a shared amount across the schemes be identified.
Suggested CIL prioritisation amount	£500,000 across this project and SIP-37.

Application ref	SIP-43
Project Name	A217/A2022 Banstead Crossroads Scheme
Project Location	Banstead Crossroads, Banstead Village
Lead organisation	Surrey County Council
Project Description	The project comprises two schemes at the A217 Brighton Road / A2022 Banstead Crossroads, and at the Fir Tree Road/ Winkworth Road junction with Banstead Road which are intended to improve the operation of, and capacity at, the A217/A2022 junction and provide pedestrian and cyclist facilities.
Reg 123 list category	Highways and Transport: Strategic Road Network; Local Road Network, Pedestrian and Cyclist Facilities
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: The A217 is one of the main transport corridors in the north of the borough. The scheme is intended to improve junction capacity, which will deliver wider network benefits, whilst improved pedestrian and cycling facilities will help promote modal shift. The proposal is not directly linked to development nor does it unlock any specific development sites. The scheme is included in the Infrastructure Delivery Plan. Unweighted score: 3.25/5</p> <p>Benefit to residents and businesses: The project will have a local benefit by making it easier to walk and cycle, and by improving the operation of the junction, particularly when implemented alongside the proposed Epsom-Banstead STP. A reduction in congestion at this junction (via improved operation and/or the promotion of sustainable transport options over car use) would offer benefits to other road users. Unweighted score: 3.67/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1/5</p> <p>Value for money and added value: No detailed feasibility work has been undertaken. Potential benefits will be generally local but may have some wider impacts. Unweighted score: 2.25/5</p> <p>Deliverability: No detailed feasibility studies have been undertaken. The main risk to deliver is the availability of funding. Unweighted score: 2.5/5</p> <p>Total Weighted Score: 52.17</p>
Project 'sense check'	Project scores moderately well against the criteria, however prioritising CIL funding for this scheme would mean that it was not available to support higher-scoring projects. Other funding opportunities include the Epsom-Banstead STP and/or section 106 funding.
Suggested CIL prioritisation amount	£0

Application ref	SIP-44
Project Name	A217 Cycle/Pedestrian Corridor
Project Location	Fir Tree Road to M25 Junction
Lead organisation	Surrey County Council
Project Description	Conversion of the east side of the footway for shared use by pedestrians and cyclists, along an 8.28km length of the A217 from the Fir Tree Road junction, to the M25 Junction.
Reg 123 list category	Highways and Transport: Pedestrian and Cyclist Facilities
Project Value	
CIL request	
Match funding	None identified
Project scoring	<p>Supporting growth: The A217 represents a key north-south road link in the borough. The scheme would contribute to providing more attractive (non car-based) travel options along the corridor. It would not unlock specific development opportunities but would help facilitate sustainable transport choices. It is included in the Local Transport Strategy Forward Programme and Infrastructure Delivery Plan. Unweighted score: 2.75/5</p> <p>Benefit to residents and businesses: The project would provide safer routes for pedestrians and cyclists between the north and centre of the borough, potentially helping reduce congestion. Unweighted score: 3/5</p> <p>Match funding: No match funding has been identified. Unweighted score: 1 /5</p> <p>Value for money and added value: Costs are based on similar projects completed elsewhere. The proposal will offer local community benefits and may assist in reducing congestion. The CIL bid represents a large proportion of the total CIL projected to be available for the period. Unweighted score: 1.75 /5</p> <p>Deliverability: No detailed feasibility work has been undertaken. Availability of funding is the greatest risk to scheme delivery. Unweighted score: 2/5</p> <p>Total Weighted Score: 43.50</p>
Project 'sense check'	The project scores less well against the criteria compared to other schemes, and would comprise a large proportion of the total CIL available, which would then not be able to be used to support higher scoring projects.
Suggested CIL prioritisation amount	£0