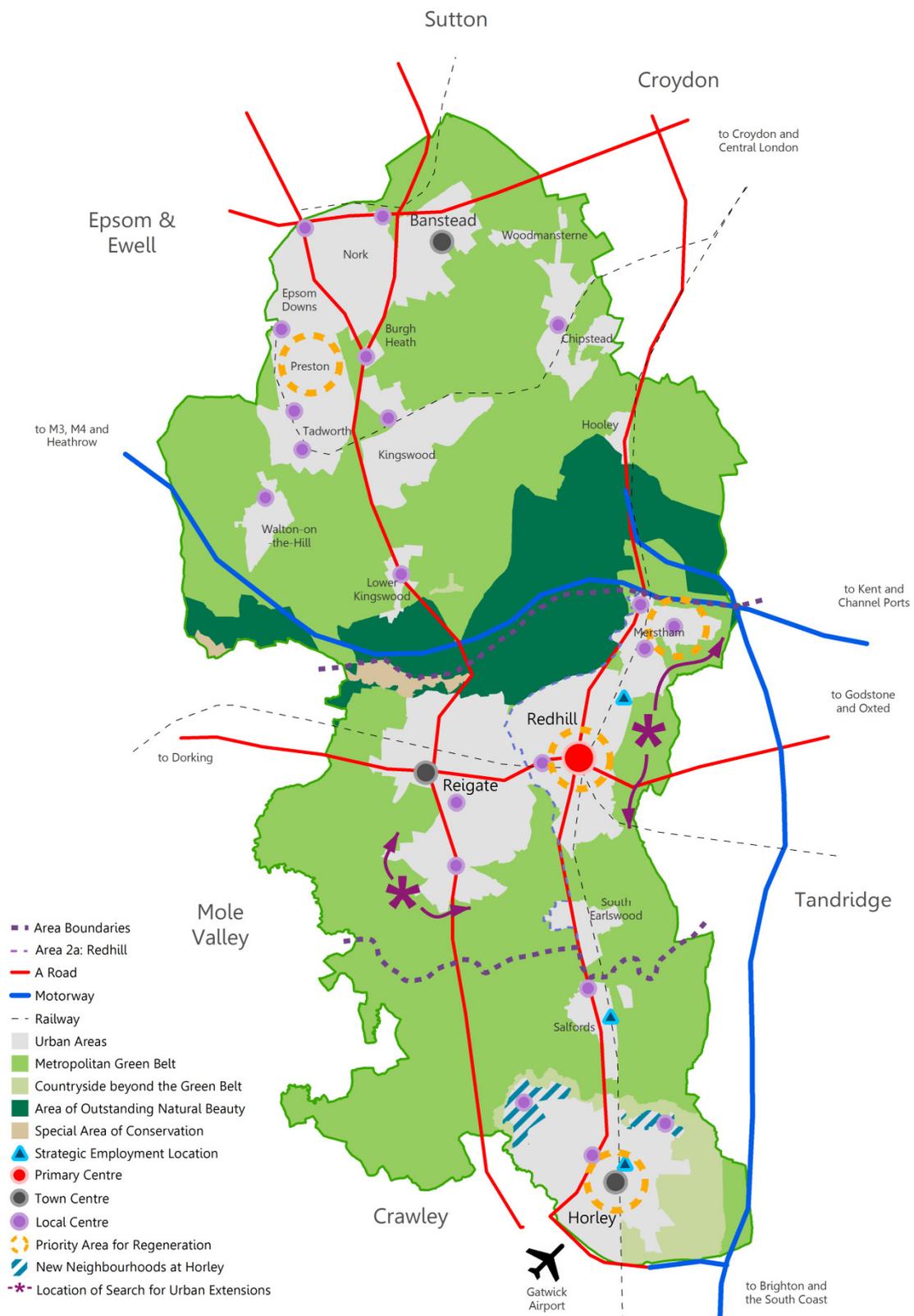




Environment and Sustainability Monitor

Data at 31 March 2018



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Environment and Sustainability Monitor

Data at End March 2018

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Please Note:

While every care has been taken to ensure that the information in this monitor is accurate, the Borough Council accepts no responsibility for any errors or omissions. We would be grateful if our attention was drawn to any inaccuracies so that they might be corrected. Similarly, any suggestions that would make the information more useful would be gratefully received.

Introduction

This monitor provides information on the natural environment and transport availability in the borough at 31st March 2018. Its purpose is to:

- Provide data and analysis on key environmental aspects of planning applications received and determined by the Council
- Provide data and analysis on transport options including infrastructure, developments and commuting patterns
- Monitor and analyse the current situation of the natural environment, transport options and infrastructure in the borough against relevant policies and indicators
- Provide the base data for the evaluation of the Local Plan and Core Strategy policies
- Set out future actions and policy area indicators not delivering environment and transport objectives.

Future Policy Developments

The Borough Local Plan 2005, including its saved policies, is in the process of being replaced by new local planning documents. The Core Strategy was formally adopted in July 2014; it details how much growth will take place until 2027 and sets out the overarching strategic approach for delivering new homes in the Borough. The council's emerging Development Management Plan will contain detailed policies relating to the management of the environment and sustainability policies.

Relevant Core Strategy Policies and Indicators

Policy	Monitoring Indicator
SO1	To ensure that future development addresses the economic and social needs of the borough without compromising its environmental resources
SO2	To enable required development to be prioritised within sustainable locations within the existing built up area
SO3	To ensure that the design and scale of new development recognises, enhances and protects the character of our town centres and other urban areas
SO4	To ensure that new and existing communities have easy access to green space; to respect the ecological and cultural heritage of the borough, the role of the Green Belt and the promotion of local distinctiveness
SO5	To increase opportunities for pursuing a healthy lifestyle, by maintaining and enhancing recreation facilities which encourage walking and cycling
SO6	To maintain and enhance the borough's valued landscapes, historic, built and natural environment
SO7	To keep and enhance the identified character and separate identities of the borough's towns and other urban areas
SO8	To safeguard and promote biodiversity and wildlife corridors at a local level, as well as on designated sites
SO9	To ensure that the design of new development makes best use of the site, integrates effectively with its setting, promotes local distinctiveness, maximises accessibility and minimises the opportunities for crime
SO10	To ensure that developments conserve natural resources, minimise greenhouse gas emissions, help to reduce waste and are adaptable to climate change
SO14	To tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to promote healthier lifestyles
SO15	To improve overall accessibility to key services and facilities for all by encouraging development in accessible locations maintaining and enhancing the movement network
SO16	To support the sustainable growth of a one-runway, two-terminal airport at Gatwick, subject to satisfactory environmental safeguards being in place

<http://www.reigate-banstead.gov.uk/planning>

Key Messages

UK Trends

The total extent of land and sea protected in the UK through national and international protected areas, and through wider landscape designations, has increased by 12.6 million hectares, from 15.4 million hectares in December 2013 to 28.0 million hectares at the end of March 2018. This 12.6 million hectare increase is almost entirely down to the designation of inshore and offshore marine sites under the European Union (EU) Habitats Directive, the designation of Marine Conservation Zones in English, Welsh, and Northern Irish waters, and designation of Nature Conservation Marine Protected Areas in Scottish waters. The extent of protected areas on land has increased by 12,900 hectares since 2013 (Joint Nature Conservation Committee). These sites have been designated as protected areas due to their natural and cultural importance. They include areas such as Areas of Outstanding Natural Beauty, Marine Conservation Zones and Sites of Special Scientific Interest and are important as they allow the conservation and protection of landscapes and wildlife, provide opportunities for people to access green spaces and provide an environment to support people's livelihoods.

The range of biodiversity and quality of these areas is affected by development. National policy requires a 'presumption in favour of sustainable development': working proactively with applicants to secure development that improves the economic, social and environmental conditions of an area. Transport policies also play an important role in facilitating sustainable development but also in contributing to wider sustainability and health objectives: the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Developments that generate significant movement should also be located where the need to travel will be minimised and the use of sustainable transport modes maximised.

Borough Key Messages

- **Natural Environment:** A small number of applications (5) were refused due to their impact on areas of landscape importance (AONB and AGLV).
- **Green Belt:** Over two-thirds of applications (132) were approved with conditions. 20 applications were refused for being inappropriate development within the Green Belt
- **Heritage:** 15 applications were refused for having an unacceptable impact on heritage assets – most notably Conservation Areas (10).
- **Proactive Approach to Development:** 19.5% decrease in the number of pre-application requests (from 411 to 331).
- **Accessibility of New Development:** 100% of non-residential and 99.4% of residential developments completed within the last twelve months were located within 15 minutes of a public transport stop or walking distance to a town centre.
- **Flood Risk:** In line with Core Strategy Policy CS10 no new developments were permitted contrary to Environmental Agency advice on flooding.
- **Air Quality:** 8 of the borough's 9 air quality management areas have seen an improvement or no change in air quality.
- **Sites of Special Scientific Interest:** 98.6% of the borough's Sites of Special Scientific Interest are in a favourable or recovering condition; this is above the Department for Environment, Food & Rural Affairs target of 95%.

Natural Environment

The borough benefits from a rich and varied natural environment which includes a number of Sites of Special Scientific Interest, Sites of Nature Conservation Importance and Areas of Outstanding Natural Beauty. 69% of the borough is Metropolitan Green Belt.

The natural environment is recognised as a key asset; it supports a wide range of biodiversity interests for example, the Mole Gap to Reigate Escarpment Special Area of Conservation contains rare box scrub, chalk grassland and yew woodland.

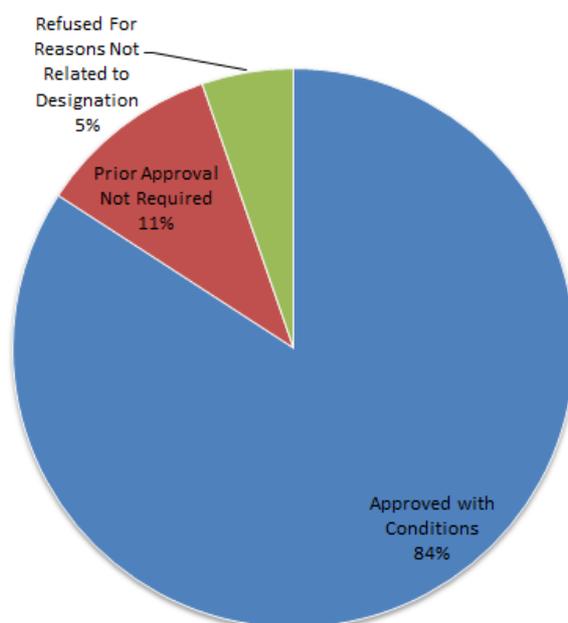
The Core Strategy recognises the importance of sustainable development to ensure that the natural environment is protected and/or enhanced. It plans to improve biodiversity through applying national legislation, to discharge its Biodiversity Duty and through implementing a Green Infrastructure Strategy. The Habitats Regulations Assessment concluded that the growth planned in the Core Strategy would have no adverse impact on the integrity of the Natura 2000 sites.

Sites of Nature Conservation Importance

There are 53 Sites of Nature Conservation Importance (SNCI) within Reigate & Banstead (1,353ha).

Within the last twelve months the Council received 19 applications for development within/ adjacent to SNCIs. No applications were refused for reasons related to designation.

Figure 1 Sites of Nature Conservation Importance



Sites of Special Scientific Interest

There are 5 designated Sites of Special Scientific Interest (SSSIs) within the borough: Banstead Downs, Chipstead Downs, Farthing Downs and Happy Valley, Mole Gap to Reigate Escarpment and Reigate Heath. Within this monitoring period the Council determined 1 application for development within/adjacent to SSSIs, which was approved with conditions.

Natural England assesses the condition of all sites to determine the quality of the special habitats and species. The table below shows that 98.6% of the borough's SSSIs are in a favourable or recovering condition; this is above the Department for Environment, Food and Rural Affairs target of 95%. Table 1 identifies particular issues with the condition of Mole Gap to Reigate Escarpment and Reigate Heath – 0.5% and 25.8% respectively of units within these areas are assessed as being in an unfavourable condition.

Table 1 Condition of the units within the Sites of Special Scientific Interest

Site	Favourable		Unfavourable-Recovering		Unfavourable No Change		Unfavourable-Declining		% of Area Favourable or Recovering		Total Area (Hectares)
	Ha	%	Ha	%	Ha	%	Ha	%	Ha	%	
Banstead Downs	90	56.9	68	43.1	0	0.0	0	0.0	158	100.0	158
Chipstead Downs	44	34.7	83	65.3	0	0.0	0	0.0	127	100.0	127
Farthing Downs and Happy Valley	109	90.9	11	9.1	0	0.0	0	0.0	120	100.0	120
Mole Gap to Reigate Escarpment	537	52.8	475	46.7	5	0.5	0	0.0	1,011	99.5	1,016
Reigate Heath	46	74.1	0	0.0	3	5.0	13	20.8	46	74.2	62
Total	825	309.4	636	164.2	8	5.5	13	20.8	1,462	98.6	1,483

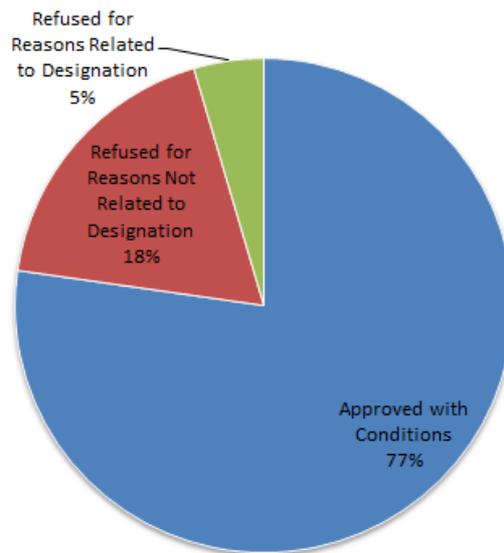
Areas of Outstanding Natural Beauty

A large part of the higher North Downs is designated as an Area of Outstanding Natural Beauty (AONB). The Surrey Hills AONB Management Plan guides the management and enhancement of the area and is a material consideration in determining planning applications.

The Council received 22 applications for development within/adjacent to AONBs within this monitoring period. The majority of applications were approved (with conditions) however, 1 application was refused for reasons related to the designated landscape.

No applications refused by the Council due to their impact on the AONB were allowed at appeal during the past year.

Figure 2 Areas of Outstanding Natural Beauty



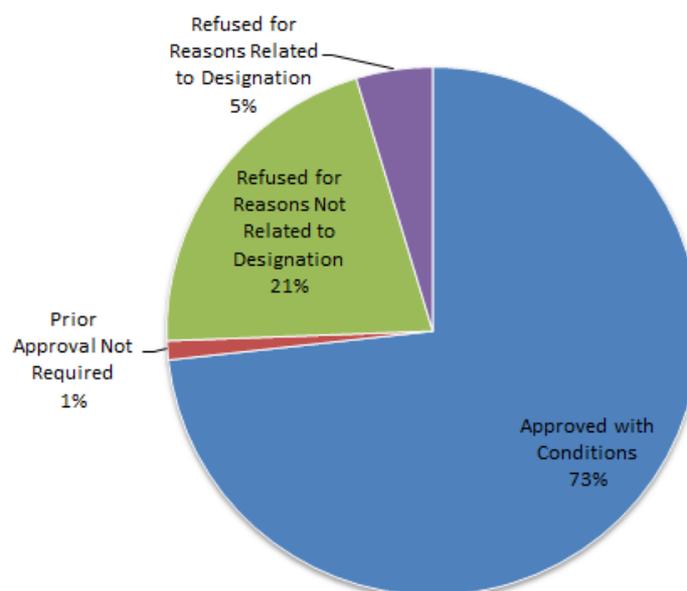
Areas of Great Landscape Value

Large parts of the North Downs area outside the AONB are designated as an Area of Great Landscape Value (AGLV). This is a local designation across Surrey which recognises the quality of the landscape and the importance of these areas in buffering the AONB.

The Council determined 86 applications for development within or adjoining the AGLV within this monitoring period. Of these, 4 were refused for unacceptable impact on landscape character.

As with the AONB, no applications refused by the Council due to their impact on the AGLV were allowed at appeal over the past year.

Figure 3 Areas of Great Landscape Value



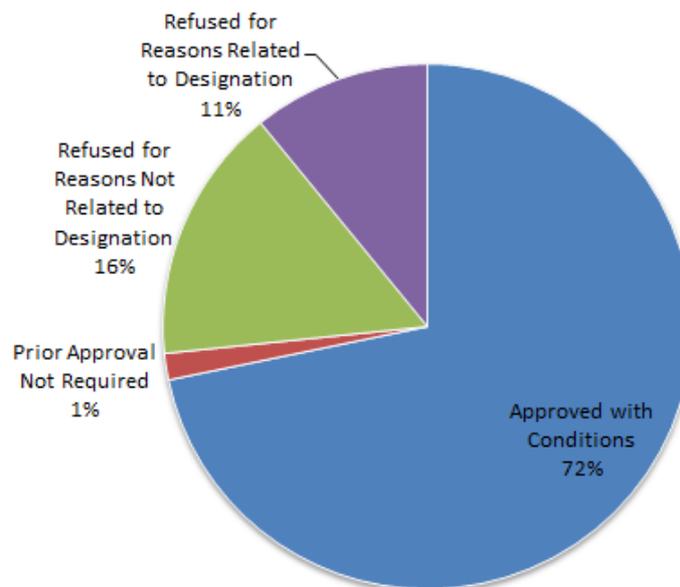
Green Belt

Green Belt covers 69% of the borough (8,888ha). National policy requires exceptional circumstances for development on Green Belt land and sets out 5 key purposes which the Green Belt serves:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Within this monitoring period the Council received 184 applications for development in or adjacent to the Green Belt. Of these, 20 applications were refused for being unacceptable development within the Green Belt. Over the past year, 2 applications refused due to their impact on the Green Belt were allowed on appeal.

Figure 4 Green Belt



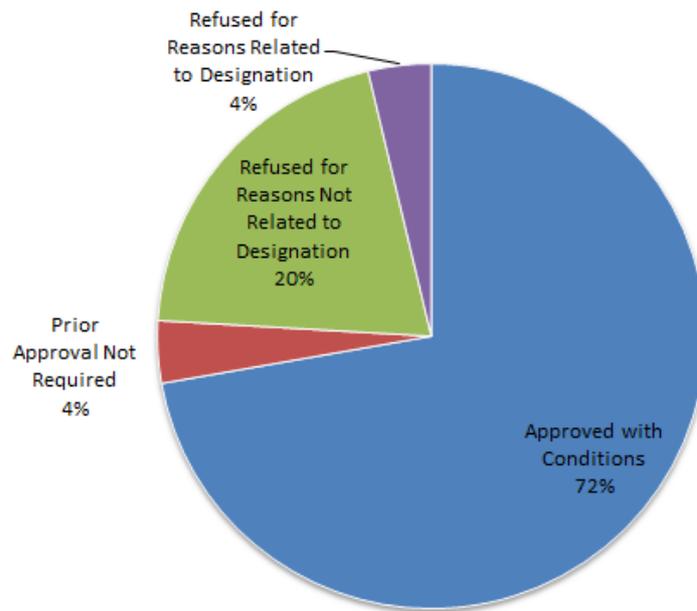
Within this monitoring period 19 planning applications involving creation of new dwellings in the Green Belt were either approved or did not required prior approval. These schemes have the potential to deliver 60 gross dwellings (52 net additional).

Urban Open Land

Urban Open Land (UOL) contributes to quality of life and visual amenity of communities. It includes all open space of public value including formal sports pitches, open areas within developments, linear corridors and country parks.

The Council received 54 applications for development of/adjacent to Urban Open Land within this monitoring period. Two applications were refused for reasons related to UOL designation. No applications refused due to their impact on the Urban Open Land were allowed at appeal over the past year.

Figure 5 Urban Open Land



The Core Strategy plans for a review of land designated as Urban Open Land to inform the Development Management Plan, the Policies Map and the Green Infrastructure Strategy. This review will ensure that open spaces continue to be given an appropriate level of protection in recognition of their public value for visual amenity, sports and recreation.

Further Information

Further information can be found on the [Environmental](#) and [Nature Conservation](#) webpages of the Council's website and [Natural England's](#) website.

Cultural and Built Heritage

Heritage assets include National and Locally Listed Buildings, Conservation Areas, Scheduled Monuments, and Historic Parks and Gardens. In both urban and rural parts of the borough, historic features play an important role in defining the local sense of place, character and distinctiveness. In addition to being of value in their own right, and helping to create a unique historic environment, heritage also often brings associated social, cultural, economic and environmental benefits to the borough, making a valuable contribution to its vitality.

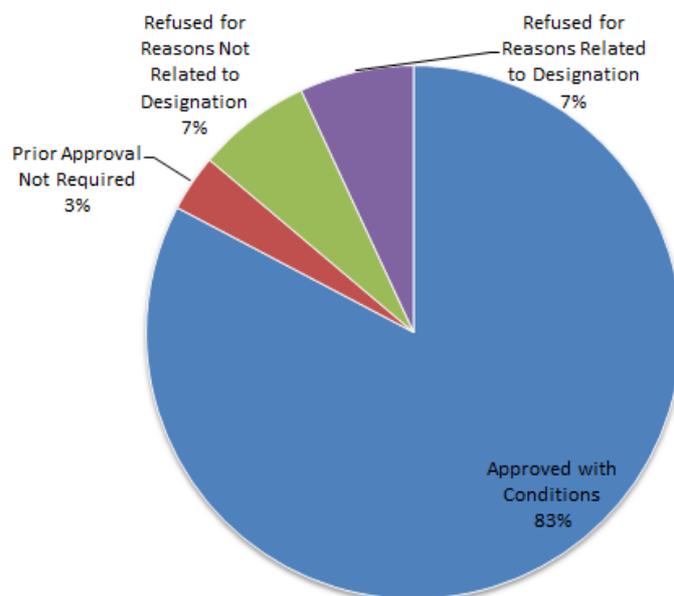
As a Local Planning Authority and landowner, the Council has a duty to care for the historic environment and the assets it contains. This is increasingly important in light of the development pressures in the borough.

Conservation Areas

Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to protect or enhance. The designation recognises the need sometimes to protect the overall character of the area rather than listing individual buildings.

Within this monitoring period the Council received 145 applications for development within/adjacent to Conservation Areas. Of these, 10 applications were refused for having an unacceptable impact on the character or appearance of the Conservation Area, 2 of which were later allowed on appeal.

Figure 6 Conservation Areas



Listed Buildings

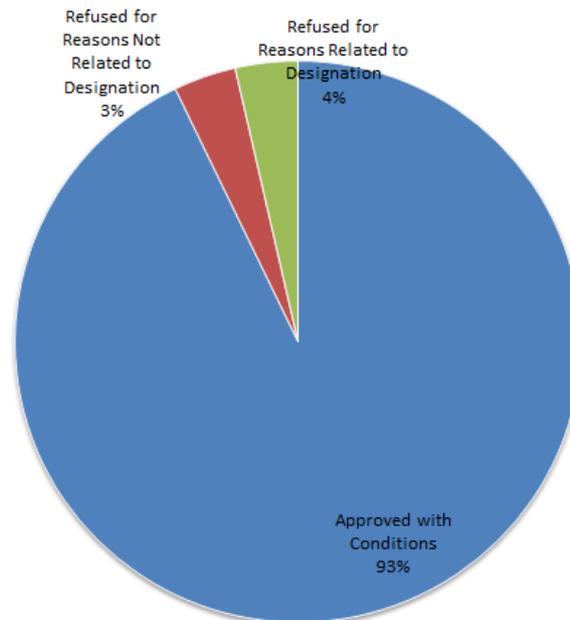
Listed buildings are designated by the Department for Culture, Media and Sport under the advice of English Heritage. They are buildings, objects or structures that have been judged to be of national historic or architectural interest. There are 438 listed buildings within the borough; they range from coal tax posts, cattle troughs and

Grade I Listed Churches.

The Council received 56 applications for development of/adjacent to statutory listed buildings within this monitoring period. 2 applications were refused as a result of their perceived adverse impact on a listed building(s).

Over the past year, there were no cases of schemes refused by the Council for their impact on statutory listed buildings being subsequently allowed at appeal.

Figure 7 Statutory Listed Buildings

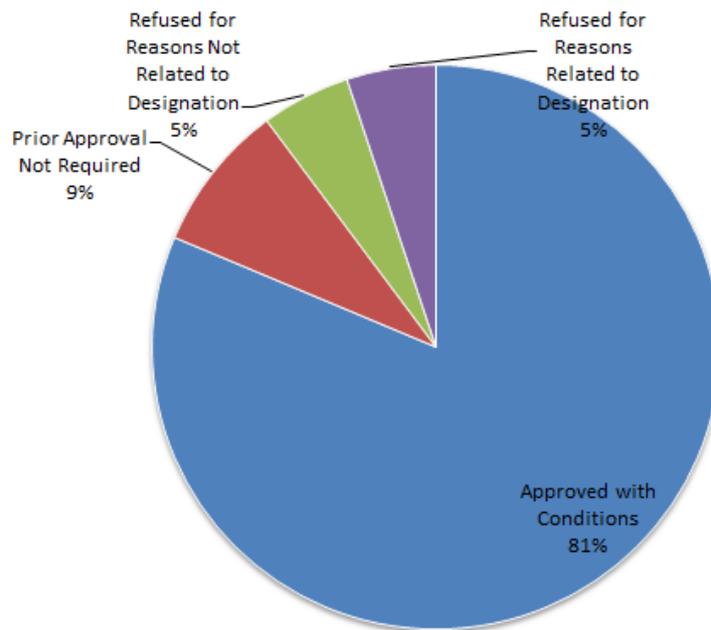


There are also 634 Locally Listed Buildings within the borough; these are buildings which have been identified by the Council as structures of local architectural and/or historic interest. Examples include Quarry Cottages, Reigate Hill and White Cottage, Merstham.

Within this monitoring period the Council received 59 applications for development of/adjacent to Locally Listed buildings, 3 of which were refused for their potential impact on locally listed buildings.

As with statutory listed buildings, no previous refusals by the Council have been overturned at appeal over the past year.

Figure 8 Locally Listed Buildings

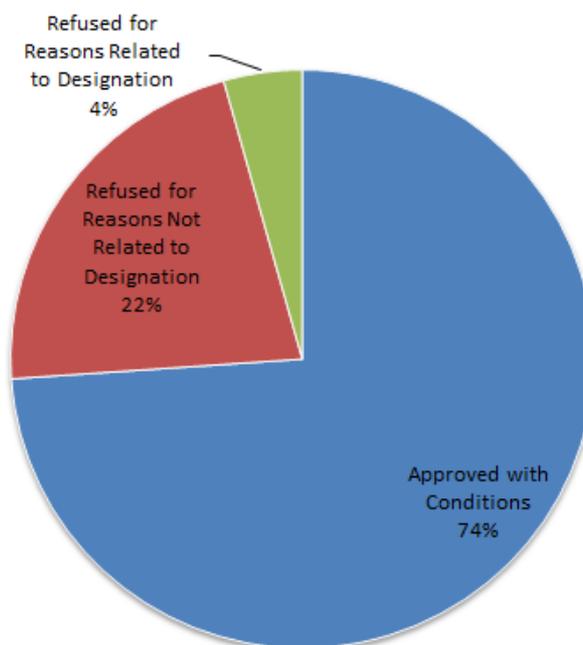


Historic Parks and Gardens

Over the past year, the Council received 23 applications for development within/ adjacent to Historic Parks and Gardens. Of these, 1 was refused for reasons related to the Historic Park designation (e.g. harmful impact).

There were no instances of schemes refused by the Council for their impact on historic parks/gardens being subsequently allowed at appeal.

Figure 9 Historic Parks & Gardens



Areas of Archaeological Importance

One application was received for development within/adjacent to Areas of Archaeological Importance within this monitoring period. The application related to a permitted development with prior approval not being required.

Areas of Archaeological Potential

Within this monitoring period, no applications were received for development within/adjacent to Areas of Archaeological Potential.

Ancient Monuments

Within this monitoring period, no applications were received for development within/adjacent to Ancient Monuments.

Further Information

Further information can be found on the [Conservation](#) and [Listed Buildings](#) webpages of the Council's website and [Historic England's](#) webpages.

Sustainable Development

The Council in accordance with National Planning Policy Framework applies the principles of ‘presumption in favour of sustainable development’: it will work proactively with applicants to secure development that improves the economic, social and environmental conditions of an area.

In order to do this the Core Strategy states that new development should make efficient use of land, giving priority to previously developed land; be of an appropriate density; contribute to the creation of neighbourhoods which are supported by effective services, infrastructure and transport; and protect and enhance the green fabric.

Core Strategy Policy CS10 (Sustainable Development) will be implemented through detailed policies in the emerging Development Management Plan; using the Strategic Flood Risk Assessment (SFRA) to inform site allocations and flood risk assessments for specific development proposals; and through developing a Green Infrastructure Strategy.

Positive Approach to Planning

To promote sustainable development and help shape appropriate development proposals, the Council offers a pre-application service to applicants.

Core Strategy Policy CS1 plans for an increase in the use of the pre-application process as a way of managing and shaping development proposals at the earliest opportunity. Within the last twelve months there were 331 pre-application requests, this is a 19.5% decrease on the previous monitoring period (411).

In order to ensure a presumption in favour of sustainable development, Core Strategy Policy CS1 plans for decisions to be made in a timely manner: 79% (778) householder applications were determined within 8 week statutory period (compared to 80% in the previous monitoring period).

Previously Developed Land

The Core Strategy promotes the use of previously developed land (PDL) in order to promote sustainable development.

Within the last twelve months 52.6% of residential dwellings were built on PDL, this is still above the Core Strategy monitoring target of at least 50% but significantly below last year’s monitoring figure of 68.9%. This is due to the Horley North West Sector representing a greater proportion of total completions.

Table 2 Previously Developed Land

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Dwellings on PDL	614	836	632	425	381	408	216	312	465	356	279
% on PDL	99.4	99.9	83.9	87.1	77.4	80.3	46.7	68.9	79.2	68.9	52.6

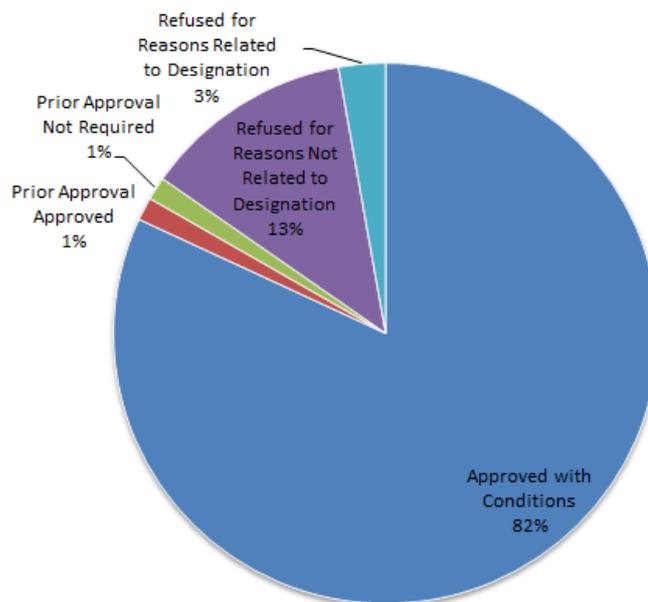
In order to continue to deliver housing on previously developed land, in accordance with the Core Strategy ‘urban areas first approach’ the Council will continue to be proactive in identifying additional previously developed sites through the Strategic Housing Land Availability Assessment (SHLAA) and working with landowners to bring them forward for development.

In addition, 96% of the retail and employment floorspace completed within the past year was on previously developed land. This is also above the Core Strategy monitoring target of 90%.

Flooding

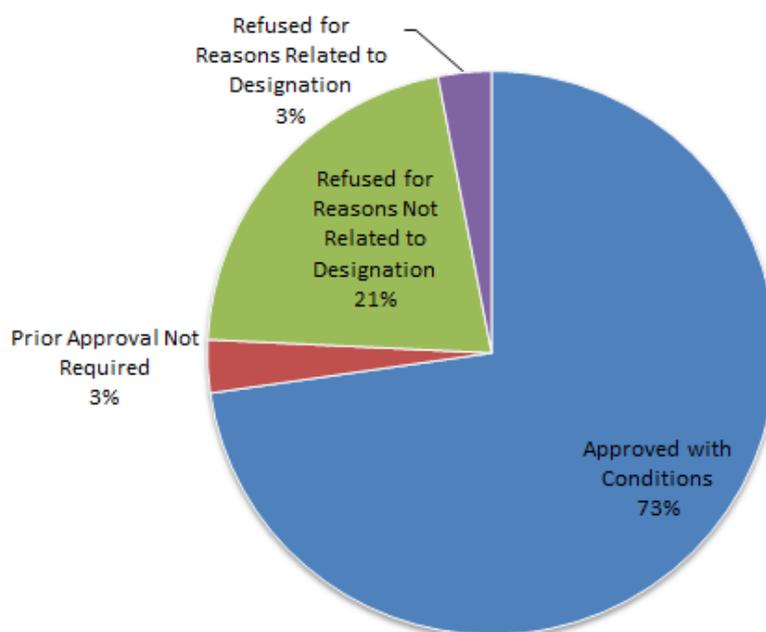
Between April 2017 and March 2018, 72 residential applications were determined by the Council for development within Flood Zone 2. The majority of applications were approved with conditions; however, 2 applications were refused as they failed to demonstrate that they would not exacerbate flooding on the site and within the locality of the site.

Figure 10 Flood Zone 2



Within this monitoring period, the Council also determined 33 residential applications for development within Flood Zone 3. One application was refused as it failed to demonstrate that an adequate scheme of surface water attenuation could be achieved and that the development would not increase the flood risk elsewhere.

Figure 11 Flood Zone 3



Core Strategy Policy CS10 says that no new developments should be permitted which are contrary to Environmental Agency advice. Similarly to the previous monitoring period, no planning applications permitted over the past year were contrary to Environmental Agency advice. Going forward the Council will continue to work closely with the Environment Agency on individual proposals and through the plan-making process.

Air Quality and Emissions

Strategic Objectives SO1, SO10 and SO14 of the Core Strategy plan for air quality to be managed effectively. Good air quality is vital for human and environmental health and is a key indicator for quality of life and sustainable development measures. Air quality in the South East is generally good, although unacceptably high levels of pollution do occur. Due to the fact that the borough hosts several major roads (e.g. M25, M23, A25 and A217) road traffic emissions are a significant contributor to air pollution. Gatwick airport, which is both a major national generator of car journeys and aviation trips, also impacts upon air quality in the south of the borough.

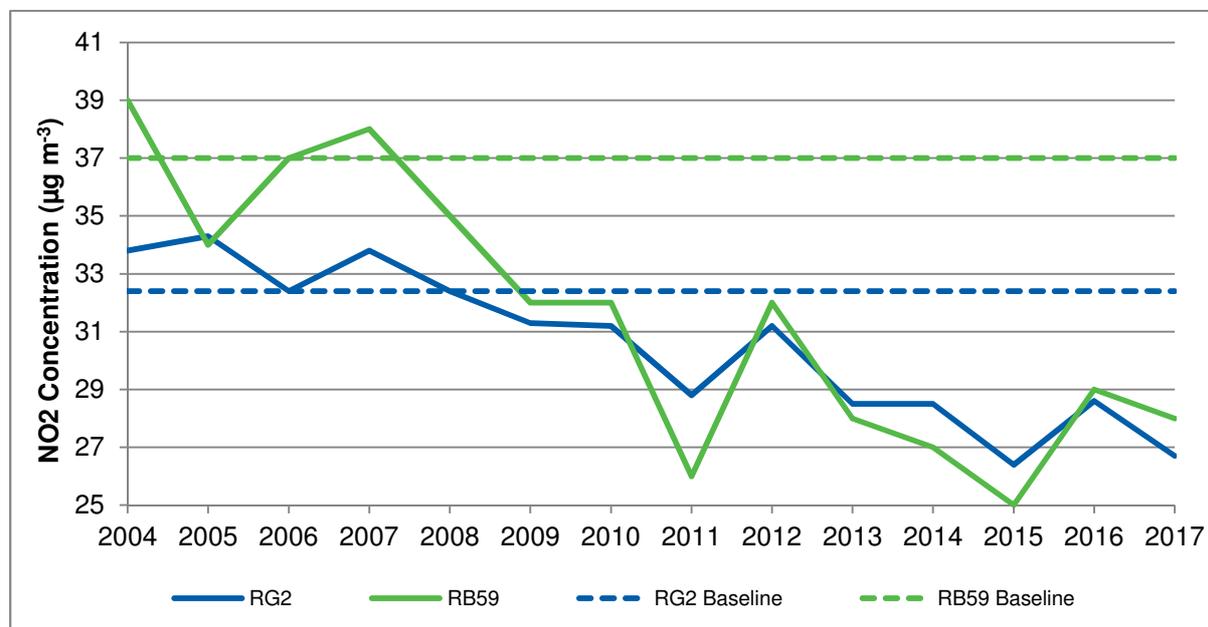
In most areas of the borough, air pollution is significantly below Government limits for all pollutants. However, there are some problem areas. In order to manage these, the borough has nine Air Quality Management Areas (AQMAs).

Whilst the Council and adjoining local authorities encourage the expansion of the airport within agreed limits, it is important to minimise the environmental impacts. As part of this policy, the Council monitors the concentration of nitrogen dioxide (NO₂) at a series of sites in the vicinity of the airport.

As can be seen from Figure 12, data from the two stations closest to Gatwick Airport shows that the concentration of nitrogen dioxide remains below the 2006 baseline level. Passenger numbers at Gatwick increased to 45.6 million in 2017, while aircraft movements rose to 286,000 (flights arriving and leaving).

The overall fall in pollution in the vicinity of the airport since 2007 reflects a combination of the significant changes in the aircraft fleet and on airport operational practices post 2007, and the impact of the recession on the airport, however by 2015 all of the air quality improvement was due to non-airport sources with the pollution component from the airport back to levels previously seen pre-recession.

Figure 12 NO₂ Levels at Horley Monitoring Stations



In addition to the main monitoring stations associated with Gatwick Airport, the table below shows the concentrations recorded at other monitoring stations in the borough compared to the 2006 baseline. The national/ EU limit value for annual average nitrogen dioxide concentrations is 40µg m⁻³.

Eight of the borough's nine air quality management areas have seen an improvement or no change in air quality compared to 2016, while one site (M25) has shown a small increase (1 µg m⁻³).

Table 3 NO₂ Levels at Other Monitoring Stations

AQMA Name	Station	3yr Rolling Mean Nitrogen Dioxide Concentration (µg m ⁻³)	
		2006	2017
M25	RB39	32	25
A217/Blackhorse Lane	RB49	60	43
Drift Bridge	RB21	48	36
Reigate High Street	RB47	50	36
Merstham High Street	RB20	43	34
Reigate Hill	RB125	43*	37
Redhill	RB140	30*	26
Hooley	RB136	61**	49

*data relates to 2011 figures

**data relates to 2012 figures

Carbon Dioxide Emissions

Surrey Climate Change Partnership aims for a 40% reduction in carbon emissions by 2020 (compared to 2005) in order for Surrey to become one of the lowest carbon areas in the UK. The table below shows that since 2005 Reigate & Banstead, Surrey and England have all reduced their carbon dioxide emissions (25%, 32% and 28% respectively).

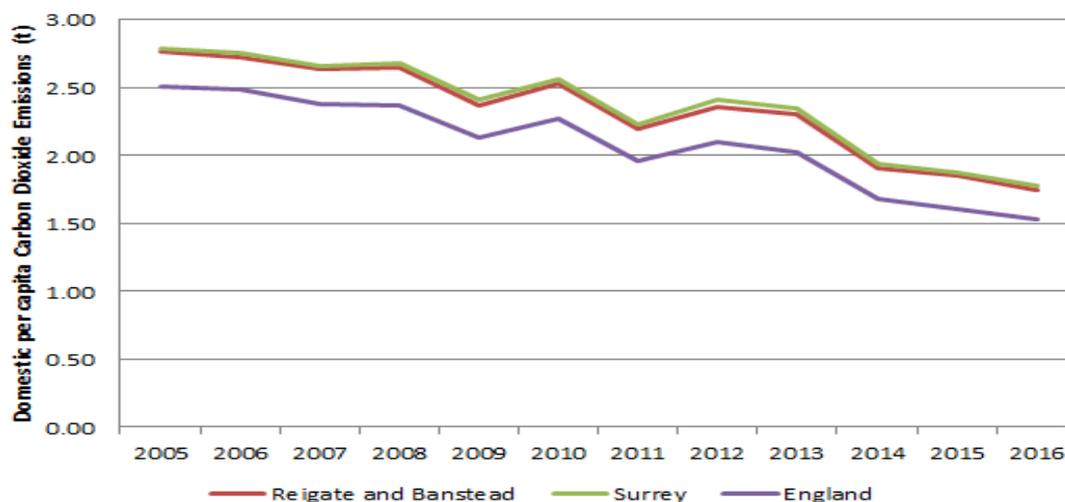
Table 4 Total Carbon Dioxide Emissions (kt)

	England	Surrey	RBBC
2005	432,212	8,817	1,054
2006	431,121	8,797	1,052
2007	423,705	8,704	1,037
2008	409,992	8,545	1,004
2009	370,428	7,942	930
2010	384,529	8,202	960
2011	353,354	7,697	902
2012	373,732	8,116	955
2013	361,360	7,724	939
2014	320,312	6,920	833
2015	308,179	6,790	819
2016	292,249	6,362	789

Specifically in terms of domestic carbon dioxide emissions per capita, the graph below shows that Reigate & Banstead has similar domestic carbon dioxide emissions per person to Surrey and that these are much higher than the average for England.

Whilst the graph shows a slight increase between 2011 and 2012, it shows that overall since 2005 Reigate & Banstead, Surrey and England have all seen falls in their domestic per capita carbon dioxide emissions.

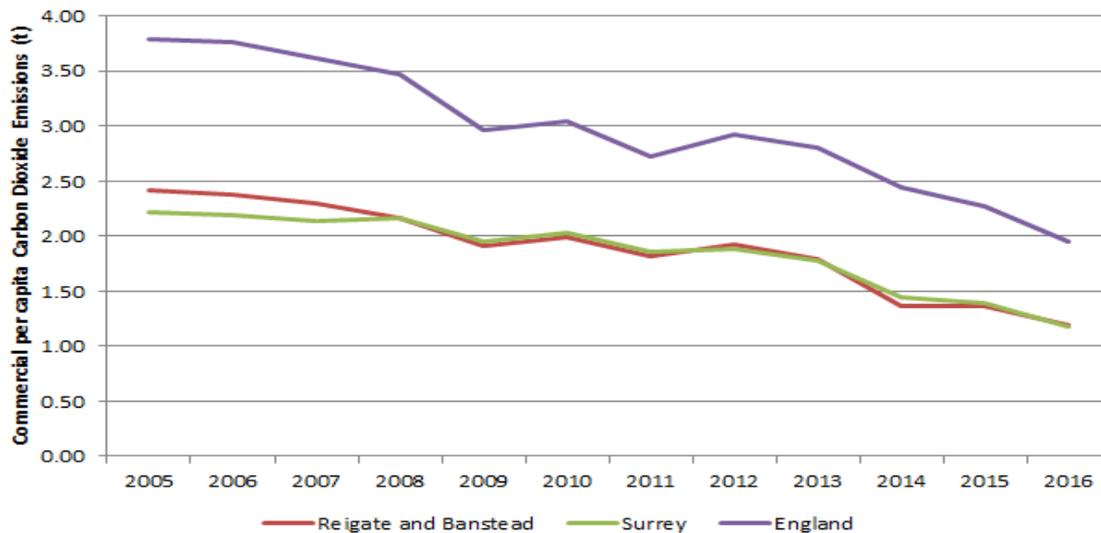
Figure 13 Domestic per capita Carbon Dioxide Emissions (t)



Conversely, in terms of commercial and industrial carbon dioxide emissions per capita, the graph below shows that both Surrey and Reigate & Banstead produced considerably less emissions compared to England on average.

Overall, all three indicators show a fall in their commercial per capita carbon dioxide emissions.

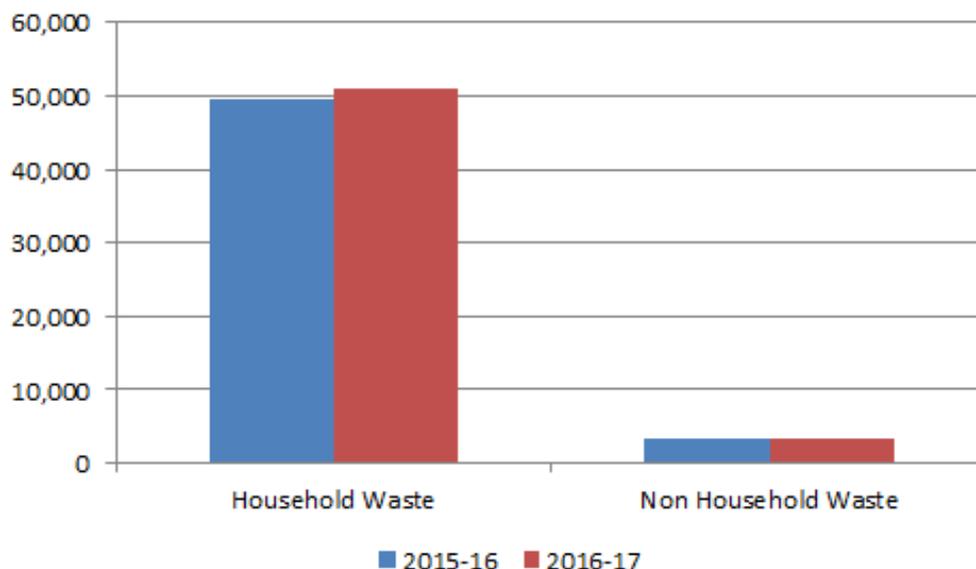
Figure 14 Commercial per capita Carbon Dioxide Emissions (t)



Household and Non Household Waste

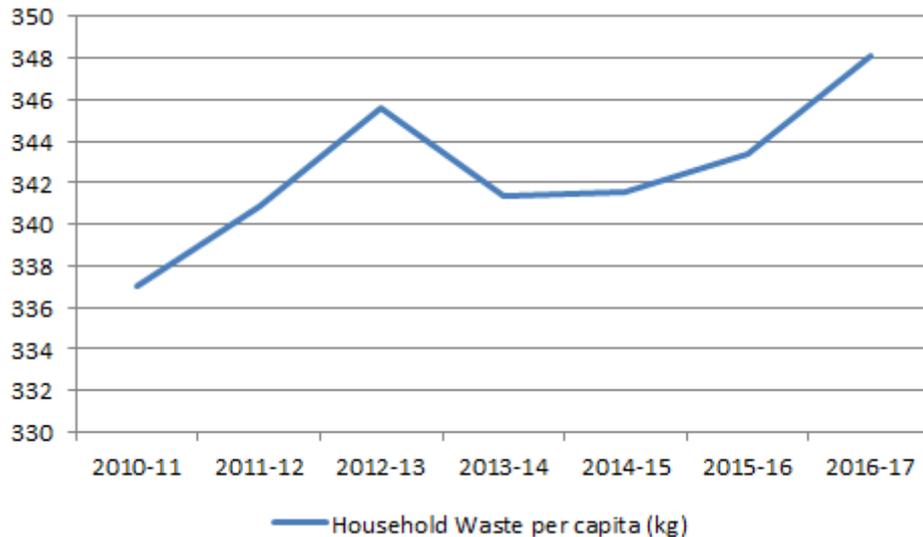
The latest data available from the Department for Environment, Food and Rural Affairs shows that within 2016/17 50,862 tonnes of domestic waste was collected and 3,285 tonnes of non-household waste was collected, representing a slight increase on previous year. Of the collected waste 55% of household waste and 7.6% of non-household waste was sent for recycling.

Figure 15 Household and Non Household Waste (t)



Core Strategy Strategic Objectives SO1 and SO10 plan for a reduction in the amount of waste and carbon dioxide emissions produced by businesses and households over the plan period. The latest data shows that even though the borough has seen a continuous increase in household waste production per capita since 2010 to a current 348kg per person, it remains below the Core Strategy baseline figure of 362kg.

Figure 16 Household Waste per capita (kg)



Further Information

Further information is available on the [Air Quality](#), [Air Quality Monitoring](#), [Borough Quality of Life Profile](#), [Energy Efficiency and Renewable Energy in Development](#), [Strategic Flood Risk Assessment](#), [Strategic Housing Land Availability Assessment](#), [Sustainable Energy](#) webpages of the Council's website and the [Department for Environment, Food and Rural Affairs](#) website.

Transport

The Borough has excellent transport links to Central London, the wider South East and national and international destinations via the M25, M23/A23 corridor, London to Brighton railway line and nearby Gatwick Airport.

Core Strategy Policy CS17 plans for the Council to work with Surrey County Council, the Highways Agency, rail and bus operators, neighbouring local authorities and developers to ensure that new development is located within accessible locations; to improve the efficiency of the transport network; and to promote sustainable transport choices such as cycling.

Transport infrastructure varies between the different areas of the borough: the relatively low-density suburban nature of the north means that whilst the area is serviced by a number of major A roads there is relatively poor public transportation; the south benefits from good transportation links due to the A23, A217, London-Brighton rail corridor and being within close proximity to Gatwick Airport; and the centre benefits from the transportation links of the south, good access to the M25 and regular rail services to key transportation hubs in London and Reading.

New Developments

The Core Strategy focusses upon locating future development in areas of the borough that are already highly accessible to make best use of existing public transport services. Within the last twelve months 100% of completed non-residential floorspace and 99.4% of completed residential dwellings were located within 15 minutes of a public transport stop or walking distance to a town centre, these figures are significantly above the Core Strategy monitoring targets of 80%.

Strategic Objective 14 of the Core Strategy aims to tackle congestion, pollution and greenhouse gas emissions of private car use by promoting sustainable modes of transport to encourage healthier lifestyles. One of the ways that this will be achieved is through making new large developments commit to a travel plan. Within this monitoring period 1 residential development was required to provide travel plan.

Another way to tackle congestion, pollution and greenhouse gas emissions of private car use is through promoting alternative methods of transportation, for example the Core Strategy plans for 100% of new developments to provide cycle parking spaces in order to promote cycling as an alternative method of transportation. Within this monitoring period, 21% of new residential permissions and 11% of commercial permissions committed to providing cycle parking spaces.

In order to reduce congestion the borough has parking standards for new residential and commercial developments. The table below shows the borough parking standards on completed developments.

Table 5 Borough Parking Standards on Completed Developments

	2017/18	2016/17	2015/16	2014/15	Borough Average Parking Standard
Residential	1.8	1.2	1.3	1.5	1.6
Office	N/A	1 per 61sqm	1 per 36sqm	1 per 32sqm	1 per 30sqm
Retail	1 per 7sqm	1 per 16sqm	1 per 12sqm	1 per 9sqm	1 per 30sqm

Delivering Transport Improvements

Over the past year, the following transport plans and projects have been progressed to reduce congestion and widen options for sustainable transport in the borough.

Surrey County Council Transport Plan

Adopted in July 2014 Surrey County Council's Transport Plan covers the period 2014-2026. Its objectives are to provide effective and reliable transport (maintaining the road network, delivering public transport services and where appropriate providing enhancements), improve road safety and provide an integrated sustainable transport system. It contains strategies for managing issues such as air quality, climate change, congestion, parking and rail usage. It was updated in 2017 to include Highways and Transport Asset Management Strategy.

Further information can be found on the [Surrey County Council](#) website.

Epsom Banstead Sustainable Transport Package

The Epsom Banstead Sustainable Transport Package is a set of proposals that include improvements to Banstead Railway Station; would make it easier and safer to walk and cycle between Epsom, Banstead, Nork, Burgh Heath and the Preston Estate; and would make it easier to travel between these places by bus.

Surrey County Council applied to the Coast to Capital Local Enterprise Partnership for Local Growth Funding on 6th January 2017 to fund the majority of the project in partnership with Reigate & Banstead Borough Council and Epsom & Ewell Borough Council. The funding decision was deferred to the next bidding round and a business case was re-submitted on 8th Sept 2017. A decision has been received at the end of 2017, but unfortunately, the bid was unsuccessful at this time.

Further information can be found on the [Surrey County Council](#) website.

Greater Redhill Sustainable Transport Package

The Greater Redhill Sustainable Transport Package is a series of improvements along sections of the A23, the A2044 and A217. The project aims to make it easier for people to use sustainable travel options between business areas, and to health, leisure and retail facilities.

Phase one, including improvements to the NCR21 between Redhill and Horley, has been completed in 2017 and phase two is currently underway, due to complete in the summer of 2018.

Further information can be found on the [Surrey County Council](#) website.

Redhill Balanced Network

The Local Pinch Point Fund awarded Redhill Balanced Network scheme (a joint partnership between Surrey County Council and Reigate & Banstead Borough Council) £4 million to improve access to, and ease congestion within, Redhill.

The project is now complete. The project has reduced traffic congestion, encouraged sustainable travel and enabled the unblocking of development sites which will enable economic regeneration.

The main features of the scheme have included conversion of traffic flow between the Belfry and Lombard roundabouts to two-way, improvements to walking and

cycling routes and improvements to the public realm in Station Road between the Station roundabout and Maple Square.

Further information can be found on the [Surrey County Council](#) website.

A217 Reigate to Horley Safer Roads scheme

Surrey County Council submitted a bid to the Department for Transport's 'Safer Roads Fund' in September 2017 for improvements to the A217 between Reigate and Horley, to include measures assisting in managing vehicle speeds and reducing the risk and severity of collisions.

Should the bid be successful, the scheme will be scheduled to complete by the end of March 2020.

Further information can be found on the [Surrey County Council](#) website.

Gatwick Airport

Gatwick Airport is located just to the south of the Borough; it is a single runway, two terminal airport. By 2025, with the existing infrastructure, it is expected to support up to 51.6 million passengers. However, the airport has ambitious plans for growth and along with Heathrow was one of the options shortlisted by the Davies Commission review of additional airport capacity in the South East. In July 2015 the Davies Commission recommended that additional growth should be delivered through a third runway at Heathrow. A formal decision by the Government has also favoured Heathrow.

Core Strategy Policy CS9 outlines how Reigate & Banstead Borough Council will work with neighbouring councils through the Gatwick Diamond Initiative to support expansion (within the limits set out in the current legal agreement) through encouraging sustainable economic growth, minimising environmental impacts and improving access to and from the airport through a range of modes of transport. As part of the Davies Commission's public consultation, the Council worked closely with partners and adjoining local authorities to set out a clear set of local requirements and infrastructure improvements which would be necessary if an additional runway was proposed for Gatwick.

Monitoring Publications

Regular Monitors:

Commercial Development

Contains the amounts, types and location of all commercial commitments i.e. premises with outstanding planning permissions or vacant floorspace

Industrial Estates

Contains an analysis of occupational trends in the Borough's nine main Industrial Estates including a schedule of occupiers

Local Centres

Provides information on retail provision in the Borough's eighteen local shopping centres

Town centres

Provides information on the occupiers, together with vacancies and shop type of all premises within the Borough's four Town and Village Centres

Population and Demographic Information

These publications are available on the Council website:

<http://www.reigate-banstead.gov.uk>

Search for: "*monitors*":

For further information on the content or other planning policy monitoring, please contact:

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