



Infrastructure Delivery Plan (IDP) Addendum

LDF Evidence Base

March 2015

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1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) Addendum provides an update on the Council's IDP (September 2012) document, which delivers an overview of provision for physical, social and green infrastructure, and an assessment of future needs, based on the levels of growth in the Council's Core Strategy. At the time of the 2012 IDP, the Core Strategy was a Proposed Submission Document, but has since been adopted by the Council in July 2014. The Council has recently consulted on its Preliminary Draft Charging Schedule for the Community Infrastructure Levy (which ran to 12 January 2015). This Addendum has been prepared to support the Council's Draft Charging Schedule, publication of which is anticipated in April 2015.
- 1.2 The schedules at the end of the IDP 2012 document, which set out in detail the individual projects and items of infrastructure that are considered to be both realistic and necessary to support growth, have been updated as part of this Addendum to ensure that the latest information on the various schemes is presented, and to capture any new projects or needs which have arisen. Where appropriate, additional commentary has been provided in Section 2 of this Addendum Report to accompany the updates to the schedules.
- 1.3 This work has been carried out in consultation with various infrastructure providers, as well as consultation with relevant departments within Reigate & Banstead Borough Council and Surrey County Council. A list of those consulted can be found at Annex 1. It should be noted that not all consultees responded, and therefore the Council has had to make some assumptions in updating the schedules. These are explaining in section 2 of this report.
- 1.4 The schedules contain the currently identified infrastructure requirements for the plan period to 2027. They represent the best knowledge at the time of writing, although it is recognised that needs and infrastructure providers' plans are likely to change and evolve over the plan period. In particular, as the Council develops more specific proposals for site allocations (including sustainable urban extensions) through the Development Management Plan, specific infrastructure needs associated with these sites may arise. The IDP will therefore continue to be regularly updated as development and projects progress and evolve.

2. Updates to the IDP Schedules

Further commentary is provided in this section for the key updates to the infrastructure schedules since 2012.

SCHEDULE 1 – BOROUGH-WIDE INFRASTRUCTURE

General Physical & Social Infrastructure

Education

- 2.1 Surrey County Council as education authority maintains all public-sector schools in the borough. In order to monitor, anticipate and plan the educational requirements for each borough/district, SCC produces an annual School Organisations Plan, which covers a nine year forecasting period for each local authority area. Information has been taken from the latest report, dated April 2014, to provide progress on various schemes in Redhill East and Banstead/Tadworth.
- 2.2 Additional information has also been provided directly by SCC. This identifies the need for further school places to be provided in Horley, due to an increase in school pupil numbers related to new housing in the area, and in the Redhill/Reigate area, where schemes have already been progressed for additional primary forms of entry but additional provision will be required.
- 2.3 The funding gap figures provided for entries 1/2 – 1/5 in Schedule 1 are estimated amounts based on funds allocated to Surrey County Council from the Department of Education. SCC has an available allocation of £60M for the next 2 year financial period (i.e. 2015/16 and 2016/17), amounting to £30M per year. SCC has also been awarded an additional £41M in extra funding over the next two years from the DfE, due to a significant and unexpected increase in demand for school places, but a funding gap of more than £30M per year still remains (Surrey News website, 13th February 2015).
- 2.4 The additional funding of £41M has not been taken into account when calculating the funding gap column entries, as this amount is not guaranteed over the entire scheme delivery period. Thus it is estimated that SCC has a yearly funding gap of £50M (£41M divided by 2 (years) = approximately £20M plus existing funding gap of £30M) to £30M available funds. This ratio has been used against the cost for each education scheme to estimate the likely gaps in funding¹.

¹ The figures in the funding gap column therefore represent a discounted figure compared to the total identified cost. Whilst the funding gap figures are only an estimate, it is considered more realistic to take into account the fact that there is likely to be some base funding available to deliver the schools programme.

Flooding

- 2.5 Flood risk has been assessed on a comprehensive borough-wide basis through the Strategic Flood Risk Assessment prepared in December 2007 and updated in 2012. The Environment Agency has provided comments and information regarding the latest developments in the borough. Whilst the Environment Agency supports the SFRA approach adopted by RBBC, it highlights that the borough is also at significant risk from other sources of flooding; in particular, surface water flooding. The Agency has published maps of surface water flood risk.
- 2.6 For all other sources of flooding, Surrey County Council is the Lead Local Flood Authority. SCC has published a draft Surrey Local Flood Risk Management Strategy. The strategy seeks to provide an overview of the on-going flood risk management work underway across the county, and clarify the responsibilities of different organisations involved in flood risk management.
- 2.7 Localised flood events have occurred during the period since the 2012 IDP was produced. Horley suffered from flooding over winter 2013/14 in many locations, and from a number of different sources. Flooding also occurred in January 2015. The Environment Agency has made provision to address flood risk by making a number of bids for funding from Defra for Grant in Aid. Two related flood alleviation schemes are identified within the schedule for West Horley, and the Burstow River Catchment, to the south of Horley. The Environment Agency is working in conjunction with Surrey County Council and Reigate and Banstead Borough Council, to develop these schemes to provide further clarity over potential options and beneficiaries. As a consequence the Agency is currently advocating that no development should take place within flood zones 2 and 3 to ensure locations for potential flood risk interventions, i.e. flood storage areas are not compromised.
- 2.8 Redhill suffered from isolated surface water flooding during the winter 2013/14, and has historically suffered from fluvial flooding. The Redhill Brook is culverted through much of Redhill town centre and that, linked with the surface water drainage arrangements, presents the greatest risk to flooding. A scheme is presently being investigated to consider the potential to increase flood storage upstream of Redhill town centre, and further details of this project will be known by June 2015. This scheme is identified within the Redhill Regeneration Infrastructure Schedule No.5.

Transport

- 2.9 The entry updates in this particular section have been updated to take account of the Annex to the Reigate and Banstead Borough Draft Forward Programme, which accompanies the Surrey Transport Plan (Reigate and Banstead Local Transport Strategy), produced by Surrey County Council in September 2014. This programme was approved by the SCC Local Committee on 1 December 2014, subject to the prioritisation, feasibility assessment, and impact of measured, major schemes, and covers the period to around 2021. Surrey County Council has confirmed that there is no further information or progress on the schemes listed in the Draft Forward Programme, since its publication in September 2014.

- 2.10 Many of these schemes in the updated schedule were reported in the IDP 2012, however, they were in summary form, listed as 'local area package of measures', for each geographical area. In the current schedule, the previous summary entries have been broken down into detailed entries, for ease of identification for future progress updates on the IDP schedule.
- 2.11 A varied range of measures are proposed across the borough, along major routes comprising the A23 and A217, and in all of the borough town centres. These include highway improvements for traffic, improvements to pedestrian and cyclist routes and facilities, with improved safety for pedestrians at crossing points and some rail stations. Schemes to relieve traffic congestion are also required. The majority of these schemes are intended to be delivered over the short to medium term.
- 2.12 The funding gap figures provided for all schemes in the transport section (where the cost of the scheme is known) are estimated amounts taking into account funds allocated to Surrey County Council from the Integrated Transport Fund Scheme distributed by the Department for Transport. SCC is currently allocated approximately £4.78M per year to 2021. Thus over the delivery period of transport schemes in the schedule to 2021, amounting to around 7 years, the total amount of money received by SCC would be in the region of £33.5M.
- 2.13 There are a total of 11 local authority areas in Surrey (including Reigate & Banstead BC), and therefore taking the total of £33.5M, the average distribution to each authority area amounts to £3.04M. This figure has been divided by the total cost of transport schemes listed in the schedule (being £12,015,000) to obtain an average percentage figure of 25% that each scheme would receive from the allocated funding pot. Thus the funding gap for each scheme amounts to an estimated average of 75% of the cost².
- 2.14 Surrey County Council have identified that it may seek to secure LEP funding for a number of schemes, and this is reflected in our schedules. However note that LEP funding is most likely to be targeted toward schemes on strategic road corridors. It is therefore the Borough Council's view that the LEP is unlikely to prioritise the funding of many of the smaller-scale local improvements for which SCC have identified LEP funding as a potential source.

Emergency Services

- 2.15 At the time of the 2012 Infrastructure Delivery Plan, three police stations were located within the borough; in Reigate, Banstead, and Horley. Since this time Horley Police Station has closed, the decision being taken to sell both this site and Banstead Police Station in 2013, in response to budget cuts to the police service, who are seeking to rationalise their estate. Front counter services closed at Horley Police Station in 2011 but it was still the base for local officers. Police services to the public are now centralised at Reigate Police Station. At the time of writing, Horley Police Station is currently for sale, whilst Banstead Police Station was taken off the market in May 2014 in order to provide an operating base for both the local police and fire brigade, the latter due to the closure of Purley fire station in September 2014 for refurbishment.

² Whilst the funding gap figures are only an estimate, it is considered more realistic to take into account the fact that there is likely to be some base funding available to deliver the transport programme.

- 2.16 The Police Custody Centre granted on appeal in Salfords in 2011, has been completed to provide a 24 cell custody suite at a cost of £7.7 million. A number of new schemes are also identified in the schedule which have been identified by Surrey Police as being necessary to meet the policing and community safety needs of planned new development and strategic growth. This includes further accommodation, fleet vehicles, and the installation of cameras. A proportion of costs based on development coming forward within the borough will also be required for planned county wide custody provision.
- 2.17 Significant progress has also been made regarding 'Make Ready' ambulance sites. Planning permission has been granted for two centres in Polegate, Crawley, and Brighton. A further four centres are intended to be developed over the period to 2019, subject to finding suitable sites.

Health

- 2.18 The schedules have been updated to reflect the need for additional GPs within the borough, over the plan period, due to population growth arising from natural growth and new development, increasing the demand for services on the existing local network of GP surgeries, detailed below. NHS Surrey and the relevant local Clinical Commissioning Groups (CCGs) have been approached with a request to provide information about future GP provision requirements, based on estimated population growth in the borough over the plan period, but to date no response has been provided. The requirements for GP provision have therefore been estimated by the Borough Council.
- 2.19 The borough is currently served by a network of 16 GP practices which provide primary care services to residents³. These are shown in the table below alongside the size of the current patient list and number of GPs which operate at the practice.

³ Whilst some residents within the borough may be registered with GPs in adjoining areas, it is reasonable to assume the reverse is also true. As such, calculations of capacity and future needs are based on practices being located within the borough only.

Practice Name	Address	Registered Patients	Number of FTE GPs	Patients per GP
Area 1 – North Downs				
Heathcote Medical Centre	Heathcote, Tadworth	12,179	7	1,740
Tadworth Medical Centre	Troy Close, Tadworth	9,115	6	1,519
Dr Khan	Brighton Road, Coulsdon	3,547	2	1,773
Longcroft Clinic	Woodmansterne Lane, Banstead	11,725	8	1,466
Tattenham Health Centre	Tattenham Crescent, Banstead	6,178	5	1,236
Nork Clinic	Nork Way, Banstead	7,138	4	1,784
Area 2 – Wealden Greensand Ridge				
Holmhurst Surgery	12 Thorntonside, Redhill	9,616	5	1,923
Woodlands Surgery	5 Woodlands Road, Redhill	11,161	5	2,232
Moat House Surgery	Worsted Green, Merstham	10,717	6	1,786
Greystone Surgery	99 Station Road, Redhill	12,682	7	1,812
The Hawthorns Surgery	1 Oxford Road, Redhill	8,577	6	1,430
South Park Surgery	Prices Lane, Reigate	3,000	2	1,500
Wall House Surgery	Yorke Road, Reigate	15,462	9	1,718
Area 3 – Low Weald				
Clerklands Surgery	Vicarage Lane, Horley	15,093	8	1,887
Wayside Surgery	Kings Road, Horley	3,972	2	1,986
Horley Health Centre	Kings Road, Horley	14,863	10	1,486
		155,025	92	1,685

Source: NHS Choices

- 2.20 The NHS recommends no more than 1,750 people should be listed per full time equivalent GP in order to provide an appropriate and effective service – this is based on the average national list size.
- 2.21 The table above demonstrates that, across the borough, there is currently sufficient GP provision for the current population with the ratio of patients per GP (1:1,685) slightly below the recommended level. This borough-wide figure does however mask some localised pressures. These are particularly apparent in the Redhill area (where four of the five surgeries exceed the average). There is also some localised pressure in Horley and the north of the borough where a number of surgeries are operating at or above the recommended ratio.

Future growth

- 2.22 Taking ONS 2011 based population projections as a basis, natural growth (i.e. arising from birth exceeding deaths), will result in an increase of 7,900 requiring GP services. In addition to this, an additional 6,000 homes remain to be delivered in the borough over the period to 2027. Based on an assumption of 2.4 persons per household, this will generate a further demand for GP services of approximately 14,400 people. Total growth in the patient list could therefore be approximately 22,300 people, of which around two thirds is attributable to new development.

- 2.23 The total patient list for GP services in the borough by the end of the plan period could therefore be 177,300. Based on the current number of GPs operating in the borough (94) and assuming all practices operating at the recommended maximum of 1,750 people, current provision has a maximum capacity of 164,500 people, a shortfall of 12,800 compared to predicted total demand.
- 2.24 This shortfall necessitates additional GP provision in order to ensure adequate capacity, equivalent to space for an additional **8 FTE GPs** across the borough by 2027.

Future provision and cost

- 2.25 Based on more modern GP premises developed in the borough (such as Holmhurst, Redhill and South Park Surgery, Reigate), the average space provided per GP is approximately 145sqm per practitioner. Applying this figure to the additional GP provision identified above indicates that approximately 1,160sqm of additional GP space will be required in the borough over the plan period. A cost of £1,750 per square metre is attributed to this to reflect likely development costs but not land acquisition.
- 2.26 The Low Weald area is expected to accommodate relatively significant housing growth over the plan period, including 1,510 homes as part of the North West Sector in Horley. Taking account of this growth and the limited residual capacity in current practices in the area, it is estimated that space for a further 3 GPs could be required in the Horley area over the plan period. A site for a new medical centre of up to 1,000sqm is proposed to be provided by the developers of the North West Sector; however, construction would need to be funded by a relevant provider. Assuming a centre sufficient to accommodate 3 GPs is provided (435sqm), this is estimated to cost approximately £750,000. This scheme is identified in Schedule 2 for Horley.
- 2.27 Growth in the North Downs area is expected to be focussed largely in the Preston Regeneration area, although it is recognised that the cumulative impact of on-going smaller windfall developments will further increase demand for GP surgeries. Based on the planned pattern of growth and capacity of existing GP surgeries, it is estimated that space for 1 additional GP (145sqm) will be required in this area over the plan period, accommodated either through a new surgery or expansion of an existing surgery. This is estimated to cost approximately £250,000.
- 2.28 Significant growth is planned in the central Wealden Greensand Ridge area of the borough through both regeneration projects in Redhill town centre, other urban opportunities and in the longer term urban extensions. Given the existing pressure on surgery capacity in this area, it is anticipated that space to accommodate an additional 4 GPs will be required across this area over the plan period. This is likely to necessitate a combination of extensions and new practices to provide a total of 580sqm. This need is estimated to cost £1.00m.

Green Infrastructure

- 2.29 The majority of schemes within this category have not been progressed, however they remain an important aspect of infrastructure associated with the delivery of the Core Strategy. A Green Infrastructure Strategy is being prepared by the Council which will provide more detailed information about a number of the schemes identified in the schedule. This document is currently planned to be published alongside the Preferred Options DMP. Schemes in the schedule will be reviewed as the strategy is adopted, and updated accordingly.

REGENERATION INFRASTRUCTURE

- 2.30 The borough has four regeneration areas (Horley, Merstham, Preston, and Redhill) where intervention has been identified as being necessary to improve the economic, social and environmental wellbeing of residents. The regeneration areas of the borough are where the Council intends to direct most growth and therefore, special attention is required for infrastructure and services in these areas. The Core Strategy policies direct appropriate levels of growth to these areas, and the IDP seeks to define those infrastructure schemes that will be required to deliver the proposed growth and development in each of these locations.

Schedule 2: Horley Regeneration Infrastructure

- 2.31 Regeneration is primarily focused on the town centre and the North East and North West sectors, although there are also other stand alone projects. Considerable progress has been made towards the delivery of schemes listed in the schedule, as well as the addition of new schemes since the 2012 IDP. Further details, such as within the 'needs for scheme' column, have also been added to many of the previous entries. The majority of schemes are planned to be delivered over a medium to long term period. Infrastructure in the sectors relies on developer funding secured through Section 106 undertakings.
- 2.32 Within the Horley NE sector, the majority of SUDs and flood plain compensation works have been undertaken, and similar measures have been secured by planning condition on approved consents within the NW sector. Provisions towards a recycling centre in the NE sector, and CCTV in the NW sector have been secured through s106 agreements, and sites for a medical centre and faith centre in the NW have been secured by the same means. The first allotment site in the NE sector was completed and transferred to Horley Town Council in 2014, and a one form entry primary school was completed and opened in 2014 in the same sector.
- 2.33 Many of the schemes listed within the schedule have been secured through the s106 agreement for the North West Sector. However the IDP schedules recognise that this funding is not certain until the scheme is implemented; a potential funding gap figure of up to an estimated maximum amount has therefore been provided for all affected schemes, should the developer choose instead to meet infrastructure requirements via CIL payments, once CIL has been adopted by the Council. This affects schemes as diverse as transport related improvements across Horley, outdoor sports provision, the Riverside Green Chain, and the provision of a secondary school. Schemes for a new library and Young People's Centre within the town centre are also affected.

- 2.34 Additionally within the town centre, a potential funding gap not related to the adoption of CIL, has been identified for public realm improvements, the need for which was identified in 2005 in the Horley Master Plan. The intended improvements would benefit aspects such as streets, safety, environment, lighting, and crossings. The works are also dependent on detailed design and safety audit work, in addition to the need for securing additional funding.
- 2.35 A number of new schemes since the 2012 IDP document are identified at entries 2/28 to 2/37 of the schedule. These are situated mostly in the NE and NW sectors, and primarily involve improvements to the highway network for measures such as traffic calming.

Schedule 3: Merstham Regeneration Infrastructure

- 2.36 The Merstham estate was identified by the Surrey Strategic Partnership as one of its four Priority Places in Surrey. The Merstham Estate Regeneration Plan has been developed in conjunction with other partners including Raven Housing Trust and SCC. One of the main objectives of the plan is to improve housing, infrastructure, and the environment of the estate area to support the wider regeneration of Merstham.
- 2.37 Regarding the updates to previous entries, further details have been added to provide clarity on aspects such as the need for schemes and the contingencies/dependencies. For example, the community hub facilities on the Triangle site will include a library, youth centre, community rooms and an internet café, and the scheme for public realm improvements is dependent on the progression of developments at the Iron Horse, and Portland Drive sites. The provision of new retail units on both the Iron Horse and Triangle sites has been included at entry 3/4.
- 2.38 The community hub and retail/ housing schemes on the Triangle site and Iron Horse site have been progressed over the past two years. Funding is in place and the schemes have been tendered. It is anticipated that works will start on both sites in Spring 2015 and will be complete by Spring 2016. The public realm improvements for Portland Drive will take place as part of the above schemes and following the demolition of the existing shopping parade on Portland Drive.

Schedule 4: Preston Regeneration Infrastructure

- 2.39 The Preston Planning Framework was approved by the Council in April 2012 and seeks to address the challenges present in the Preston regeneration area. The area suffers with some of the highest deprivation in the borough, and is the fourth most deprived ward in Surrey. A number of issues affect Preston, most notably overcrowding, unsuitable housing, lack of access to public and private amenity spaces, and poor quality local services and facilities, with limited connectivity across and beyond the regeneration area.
- 2.40 One of the main regeneration schemes centres around the provision of leisure centre/community facilities; a new leisure and community centre (Tadworth Leisure and Community Centre), and replacement Phoenix Youth Centre are currently being built to replace the Banstead Leisure Centre, Tattenhams Community Centre, and Phoenix Youth Centre. Funding has come from a number of sources, and works began in June 2014, with completion of the scheme due in late summer 2015.

- 2.41 Some of the scheme entries have been updated to reflect revisions to the estimated cost, and the delivery phasing period. A new scheme has been added to the schedule involving the installation of a compacted gravel, lit, footpath, connecting Chetwode Road to the A240. This scheme will improve sustainable travel options, and works began in October 2014, with completion due in the early part of 2015.

Schedule 5: Redhill Regeneration Infrastructure

- 2.42 Redhill is the largest town in the borough and has long been recognised as an area of strategic importance with the potential to become a more well-connected and vibrant town centre. However, Redhill suffers with a poor public perception as a location in which to invest, and struggles to balance its role as a local transport destination with its strategic location as a through route at the intersection of the A23 and A25 arterial routes. In order to enable the potential for significant economic expansion and regeneration, the provision of infrastructure is essential. This includes the provision of schemes and measures for improvements to traffic and parking, the public realm, provision for flooding, and air quality monitoring and improvements.
- 2.43 The 2012 IDP reported that the Council was developing the Redhill Town Centre Area Action Plan (RTCAAP), which was a Development Plan Document (DPD), specifically designed to provide policies to help deliver regeneration in the town centre, and guide the significant amount of development proposed in the area. Since this time the Council has taken the decision to incorporate the main policies and remaining site allocations into the Development Management Plan (DMP) rather than continuing with a standalone document (the latest version, dated January 2012, was subject to extensive consultation). However, strong progress has been made since the original conception of the RTCAAP in terms of the bringing forward of a number of key sites within the town centre, and with the related infrastructure schemes listed in the previous IDP schedule.
- 2.44 Urban realm improvements have significantly progressed since the 2012 IDP. Works for Station Road (West End) were completed in Spring 2012, and to the east end, are due for completion in March 2015. Schemes at the Station Underpass/Noke Drive, and High Street/Marketfield Way, are also due for completion in March 2015. Demolition works for the extension of Sainsbury's at Warwick Quadrant North began in October 2014, whilst the environmental initiative (focused on improvements to highly localised problem areas) is almost complete, except for two specified areas due to current ownership issues. The Memorial Park improvement project was completed in October 2014, and features a new café, play area, and sports facilities.
- 2.45 Concerning schemes related to flood risk mitigation, as related in the flooding section above, a scheme is presently being investigated to consider the potential to increase flood storage upstream of Redhill town centre. Further details of this project will be known by June 2015 – this scheme is identified at entry 5/21. A scheme for flood attenuation works at Marketfield Way is also currently under negotiation, with a planning application anticipated to be submitted by June 2015.

- 2.46 The Environment Agency has been keen to support RBBC investigating other flood risk management approaches to reducing the risk and severity of flooding in the town centre, which has included a project for the use of flood storage in Memorial Park (at entry 5/16). However, since the 2012 IDP, a cost benefit analysis for this particular project demonstrated that it was more cost effective to undertake site by site attenuation, and therefore the project was closed and funding reallocated to the Park Improvement Project (at entry 5/15).
- 2.47 Air Quality monitoring work within the town centre is on-going, ensuring that pollution levels are not rising as a result of new development and are in line with forecast levels.
- 2.48 Regarding transport related schemes, Surrey County Council has confirmed significant progress on work related to the sustainable towns toolkit; schemes for bus corridor improvements, walking and cycling measures, and electric vehicles and associated infrastructure, have been largely completed, with the installation of electric charging points for vehicles at various locations under current consideration.
- 2.49 Schemes relating to the Balanced Network package of transport measures (which were formulated following detailed modelling and a test study in early 2012), which centre around the conversion of the one-way system west of the town centre to two-way working, are currently underway, and due to be completed in March 2015. Schemes include signal works, improvements to roundabout configuration and crossings, and measures for two-way working on the A25. A number of schemes for improvements to the rail station have also been completed; delivery of others is anticipated within the short term.

Annex 1 – Organisations Consulted

Environment Agency
Highways Agency
Surrey & Sussex Healthcare NHS Trust
Reigate & Banstead Borough Council (Drainage, Environmental Health, Housing Services, Regeneration)
Surrey County Council (Education, Flooding, Libraries, Transport)
Surrey Police
Sutton & East Surrey Water
Thames Water

RBBC Infrastructure Delivery Plan Schedules – 2014 Update

These schedules present an updated summary of the infrastructure requirements of the borough, and are discussed within the associated addendum report.

Schedule 1: Boroughwide Infrastructure (not within regeneration areas)

Schedule 2: Horley Regeneration Infrastructure

Schedule 3: Merstham Regeneration Infrastructure

Schedule 4: Preston Regeneration Infrastructure

Schedule 5: Redhill Regeneration Infrastructure

Acronyms: RBBC = Reigate & Banstead Borough Council, SCC = Surrey County Council, CIL = Community Infrastructure Levy, s106 = Section 106 obligations, FE = Forms of Entry, GPF = Growing Places Fund, LSTF = Local Sustainable Transport Fund, LTP = Local Transport Plan, NGP = New Growth Points, HLF = Heritage Lottery Fund, RHT = Raven Housing Trust, CCG – Clinical Commissioning Group

SCHEDULE 1: BOROUGHWIDE INFRASTRUCTURE NOT FALLING WITHIN ANY REGENERATION PROJECTS

Sch/ No	LOCATION	SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY/ MANAGEMENT ORGANISATION	COST	FUNDING ARRANGEMENTS	GAPS IN FUNDING	DELIVERY PHASING	RISKS TO DELIVERY	CONTINGENCIES/ DEPENDENCIES	CRITICALITY 1=priority 2=important 3=desirable	Comments	Progress Report 2014	SOURCE
GENERAL PHYSICAL & SOCIAL INFRASTRUCTURE														
1/1	Redhill/ Merstham	New 2 FE Primary School	Increase in school pupil numbers in this area due to recent completion of Watercolour and Park 25 developments	SCC	Circa £6m	SCC, funds allocated	0	3-5 years	Lack of site	Children go outside area for education, larger class sizes in existing schools	1		Lime Tree Primary School Opened in 2013 in temporary accommodation in Alexander Road. This will transfer to Battlebridge Lane in 2015/16.	SCC
1/2	Redhill East	New 6 FE Secondary School with space to expand to 10FE	Increase in school pupil numbers in this area due to forecast demographic changes	SCC	£30m	SCC, CIL, private sector partnership, other grant - non allocated	Estimated £18.7m	From 2017	Lack of site, funding issues	Need to find 6 acre site. Children go outside area for education, larger class sizes in existing schools	1		Site search to identify any suitable sites currently being conducted	SCC School Organisations Plan April 2014
1/3	Redhill/ Reigate	Expansion of existing primary schools – at least 3 forms of additional entry	Increase in school pupil numbers in this area due to recent completion of Watercolour and Park 25 developments and ongoing pressure on schools in Reigate due to high demand	SCC	Circa £6m	SCC, CIL, private sector partnership, other grant - non allocated	Estimated £3.7m	2-3 years	Funding issues	Children go outside area for education, larger class sizes in existing schools	1		Schools being identified and projects worked up	SCC
1/4	Redhill/ Reigate	Additional 2 forms of entry	Increase in school pupil numbers in this area over the long term period, due to sustainable urban extensions and other new residential developments	SCC	Circa £6M	SCC, CIL, private sector partnership, other grant - non allocated	Estimated £3.7m	5-10 years	Lack of sites, funding issues	Children go outside area for education, larger class sizes in existing schools	1			SCC

Sch/ No	LOCATION	SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY/ MANAGEMENT ORGANISATION	COST	FUNDING ARRANGEMENTS	GAPS IN FUNDING	DELIVERY PHASING	RISKS TO DELIVERY	CONTINGENCIES/ DEPENDENCIES	CRITICALITY 1=priority 2=important 3=desirable	Comments	Progress Report 2014	SOURCE
1/5	Banstead/ Tadworth	Additional primary form of entry	Small amount of surplus capacity in this part of the Borough currently, however additional 1FE may be required over the plan period.	SCC	£1m est	SCC, CIL, private sector partnership, other grant - non allocated	Estimated £625K	From 2015	Lack of site, funding issues	Depends on future housing delivery. Expansion of existing school or accept slight overcrowding	2		Banstead & Woodmansterne forecast to have small surplus of places, which may be reduced by demand from residents of Netherne-on-the- Hill.	SCC School Organisations Plan April 2014
1/6	Horley	Early years (pre-primary) education facility	Early years education capacity is likely to be exceeded in Horley with the development of the NE and NW sectors	SCC	Not known	Unknown	Not costed	Short term within 5 years	Lack of site, funding issues	Accept high use at existing facilities, investigate expansion of existing facilities	1	Need only recently identified, hence no prior appearance in Horley regeneration work.	Being provided as part of Trinity Oaks Primary School (see entry 1/7)	SCC
1/7	Horley	Expansion of Langshott Infant School by 1 FE	Increase in school pupil numbers in this area due to new housing	SCC	£2.5m	SCC – funds allocated	£0	2014-2017	None	Investigate expansion at existing facilities	1		Expansion has been approved. The school will expand by one form between 2014 and 2017, reaching a full capacity of 420 pupils.	SCC
1/8	Borough, particularly isolated and rural areas	Super-fast broadband infrastructure (pan Surrey)	To meet the government's intention for superfast broadband and SCC's ambition for 100% coverage in Surrey by 2013. Support rural enterprise and communications coverage. The project will serve at least 84,000 premises across Surrey and in Reigate & Banstead will cover almost 6,000 premises.	SCC	£2.5m est. (RBBC only)	Total cost of £35m across Surrey: SCC - £21.9m BT (private) - £11.8m BDUK - £1.3m	£0	2012-2014	None – £1.3m bid successful	None	2	Cost estimated based dividing total cost across Surrey into district level figures based on number of premises to be served (i.e. RBBC = 6,000 out of 84,000: 7.1% = £2.5m	As of August 2014, fibre broadband has been provided to 75% of the county (68,000 homes and businesses), including Tadworth and Walton on the Hill. By the end of 2014, the technology is expected to reach more than 99% of Surrey.	SCC Website
1/9	Borough	Water supply – expansion of treatment works capacity at Reservoir A, and associated new trunk mains	Sutton and East Surrey Water's baseline supply demand balance (Final Water Resources Management Plan 2014) shows supply deficits occurring between 2033 and 2036 at both peak and dry year average demands. The company proposes to meet these deficits through a combination of demand management (including water efficiency, metering and leakage reduction) and increased treatment capacity at its Reservoir A. This scheme together with associated new trunk mains also forms the major element of the company's project to increase resilience.	SESW	Not known	Customer revenues	£0	Uprating of treatment capacity to be delivered in three phases. Phase 2 completed in 2013 (works capacity 50 MI/d). Phase 3 to be undertaken in 2020 to 2023 (works capacity 70 MI/d). Associated new trunk main projects are planned for the period 2015 to 2025.	Low risk	In the event that Phase 3 is not forthcoming, there is a greater risk to customers of demand restrictions in periods of drought. In the event of drought, SESW will follow its drought plan. In the event that trunk main schemes are not delivered, there is a greater risk of supply failure in the event of a major treatment works outage.	1		Phase 2 of treatment works uprating completed 2013. Two major trunk mains schemes will have been completed by early 2015.	SESW

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1/10	Borough	Demand Management Measures	Water efficiency, metering and leakage reduction form part of the company's plan for meeting deficits in supply to meet rising demand.	SESW	Not known	Customer revenues	£0	In five-year periods set by OFWAT	Low risk	None	2	SESW uses a range of demand management initiatives and water efficiency measures. Meters are installed on change of occupancy and to meter optants, and to all new properties.	SESW has met its water efficiency target and meter penetration target for the period 2010 to 2015. New targets have been set for the period 2015 to 2020, including leakage reduction.	SESW
1/11	Merstham	Water treatment – planned upgrade to Merstham STW.	To accommodate growth in line with development as set out in the Core Strategy	Thames Water	£2m est	Funded through income. Projects determined by OFWAT in five-year rolling programmes	£0	Short-term	None	Funding is in place for the scheme, therefore, there are no contingencies	1		Completed May 2013	Thames Water
1/12	West Horley	Flood Alleviation Scheme	To reduce the risk of flooding to West Horley and the Middle Mole area.	Environment Agency/SCC/ RBBC	£3.1m	EA bid for funding to Defra / CIL	£800K	Next 5 years	Funding cost not identified / funding issues/ insufficient CIL funds collected	Localised flooding may reoccur in Horley if this scheme is not forthcoming.	2			Environment Agency
1/13	Burstow River Catchment	Flood Alleviation Scheme	To reduce the risk of flooding within the Burstow River catchment area, which will in turn benefit South Horley, the A23 link to Gatwick, and various commercial and residential buildings that chronically flood	Environment Agency/SCC/ RBBC	£600K	EA bid for funding to Defra / CIL	Estimated £156K	Next 5 years	Funding cost not identified / funding issues/ insufficient CIL funds collected	Localised flooding may reoccur in the Burstow River catchment and Horley if this scheme is not forthcoming.	2			Environment Agency, RBBC
1/14	Borough	Public Realm Improvements – Local Centres, Satellite sites, Parades & Shops (36 identified)	To improve the vitality and viability of Local Centres and “satellite sites” of shops and services through public realm improvements	RBBC	£15k - £40k per site £0.9m est	RBBC – non allocated	£0.9m	Phasing in line with prioritisation schedule and availability of funding	Lack of funding.	No contingencies other than to continue to seek and pool different sources of funding	2			
1/15	Various Locations	Air Quality Monitoring Areas	Action plan measures to address air quality issues, bringing NO2 to within acceptable levels in identified problem areas	RBBC	Not costed	RBBC, CIL – Measures tailored to available funds	Unknown	Ongoing	Lack of funds	Accept poorer air quality	2	RBBC currently developing AQMA Action Plans	Further assessment of Hooley AQMA carried out in Feb 2013. Microsimulation study of traffic at Drift Bridge, Banstead completed in August 2014. On-going work with Gatwick airport to minimise emissions to be completed April 2015 – with extension to April 2017 currently under consideration.	RBBC Website & Environmental Health, RBBC
1/16	Borough wide	Provision of cemetery space	Borough is experiencing an increasing shortage in burial space which is particularly acute in the north of the Borough	RBBC	£3m est	RBBC/private/CIL	£3m	Within 8 years	Suitable site(s) not found or not acquired	No contingency as this is a not a statutory function. Some reuse of existing cemeteries may provide small amount of additional capacity. Cremation only or burial outside of Borough would remain only options.	2		Options for delivery are to be considered as part of the Development Management Plan	RBBC

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1/17	Earlswood Depot	Expansion/re organisation of operations and facilities to cater for food waste and dry recyclables	Waste Strategy requires upgrade of processing facilities at Earlswood including construction of new loading building	SCC/SITA UK/ RBBC	£1m est	SCC – funded under ‘world class waste solutions’ programme	£0	Planning application Spring 2012	Planning permission	Accept a reduction in service delivery as growth continues	1		Planning application RE/P/13/01661/CO N, for development of materials bulking facility for solid waste, granted permission by SCC in February 2014, and implemented.	RBBC Website (planning section)
1/18	Various Locations	Recycling bring sites (10 additional)	To provide coverage of recycling facilities	RBBC	£0.2m est	RBBC/CIL	£0.2m	In line with development	Lack of suitable sites	Greater reliance on kerbside collection	2			
1/19	Various Locations	Improvement and rationalisation of library facilities to cater for increase in population	Retain modern and up-to-date library facilities, particularly IT services	SCC	Not costed	SCC/CIL	Unknown	In line with development	Funding issues	None	2			
1/20	Central area	Police Custody Centre	Existing facilities at Reigate police station are inadequate	Surrey Police	Unknown	Police Internal Budget	£0	Within 5 years	None	Planning permission granted on appeal	2		£7.7m 24 cell custody suite within the IO Industrial Estate at Salfords completed and opened on 4.11.2013.	Surrey Police Website & BBC News Surrey Website
1/21	Various Locations	Division based accommodation (through adaptation and extension of existing Police Stations and provision of other satellite sites)	To provide Neighbourhood, Response and Division based policing to address increase in incidents/crimes generated by new development	Surrey Police	£400K est	Police Internal Budget / CIL	Est £400K	Short to Medium term	Funding issues / insufficient CIL funds collected	None	2			Surrey Police
1/22	Various Locations	Central and shared accommodation (through provision, adaptation, and extension of central shared sites)	To provide county wide and specialist policing to support new development and address increase in incidents/crimes generated by development	Surrey Police	£690K est	Police Internal Budget / CIL	Est £690K	Unknown – dependent on building programme	Funding issues / insufficient CIL funds collected	None	2			Surrey Police
1/23	Borough wide	Provision of fleet vehicles for use by new/increased number of officers	To address increase in incidents/crimes that require increased patrols and on site responses and visit by police officers	Surrey Police	£100K	Police Internal Budget / CIL	Est £100K	Unknown – dependent on building programme	Funding issues / insufficient CIL funds collected	None	3			Surrey Police
1/24	Borough wide	Provision of fleet bicycles for use by new/increased number of officers	To address increase in incidents/crimes that require increased patrols and on site responses and visit by police officers	Surrey Police	£5K	Police Internal Budget / CIL	Est £5K	Unknown – dependent on building programme	Funding issues / insufficient CIL funds collected	None	3			Surrey Police
1/25	Borough wide	Installation of ANPR Cameras, located with regard to delivery of development, in travelling crime and peripheral locations, and main access routes into/out of the Borough	To accommodate growth in population and subsequent growth in crime, for investigation and detection of serious crime types.	Surrey Police	Unknown	Police Internal Budget / CIL	Unknown	Unknown – dependent on building programme	Funding cost not identified / funding issues/ insufficient CIL funds collected	None	3	The cost is dependant on specific locations of development, in relation to vulnerability		Surrey Police
1/26	Borough wide	Installation of CCTV Cameras	To provide crime detection equipment in areas of significant population growth, arising from planned development in the Borough	Surrey Police	Unknown	Police Internal Budget / CIL	Unknown	Unknown – dependent on building programme	Funding cost not identified / funding issues/ insufficient CIL funds collected	None	3	The cost is dependant on specific locations of development, in relation to vulnerability		Surrey Police
1/27	Surrey wide	Custody provision	To provide increased county wide custody provision, with the proportion of costs based on development coming forward in the Borough	Surrey Police	Unknown	Police Internal Budget / CIL	Unknown	Unknown – dependent on building programme	Funding cost not identified / funding issues/ insufficient CIL funds collected	None	2	The cost is dependant on specific locations of development, in relation to vulnerability		Surrey Police

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1/28	Various Locations	'Make Ready' ambulance sites	To improve operational efficiency, SECAmb are rolling out the 'make ready' concept	SEC Ambulance Service	Unknown	SEC Ambulance Service Internal Budgets	£0		Planning permission	Depends on finding suitable sites and securing planning permission for any works necessary to facilitate scheme	2		As of May 2014, planning permission has been granted for 'Make Ready' centres in Polegate, Crawley, and Brighton. A further 4 centres are intended to be developed, subject to finding suitable sites, over the period to 2019.	SEC Ambulance Service NHS Website
1/29	North Downs area	Provision of 1 additional GP through new surgery / expansion of existing surgery	To provide GP services to accommodate growing population due to planned growth	NHS Surrey / CCGs	Circa £250k	CIL / NHS Funding	£250k	Medium to Long term	Funding issues / insufficient CIL funds collected / issues with suitable new sites coming forward and/or expansion of existing sites	Patients would have to travel to surgeries outside of the borough / overcrowding and increased pressure on existing GP surgeries	2	This entry is an estimate provided by RBBC in the absence of information from NHS Surrey		
1/30	Wealden Greensand Ridge	Provision of 4 additional GPs through new surgeries / expansion of existing surgeries	To provide GP services to accommodate growing population due to planned growth	NHS Surrey / CCGs	Circa £1M	CIL / NHS Funding	£1M	Short to Medium term	Funding issues / insufficient CIL funds collected / issues with suitable new sites coming forward and/or expansion of existing sites	Patients would have to travel to surgeries outside of the borough / overcrowding and increased pressure on existing GP surgeries	2	This entry is an estimate provided by RBBC in the absence of information from NHS Surrey		
TRANSPORT⁴														
A23 Corridor Improvement Programme														
1/31	A23	A23 Redhill to Horley corridor improvements	Encourage the use of sustainable transport modes by improving accessibility for pedestrians and cyclists and address air quality issues	SCC	£775k	LEP/LTP/CIL – not allocated	Est £580k	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/32	A23	Convert footway on east side to shared use for pedestrians and cyclists – sections will need to be widened and resurfaced	There are no facilities for cyclists along this important corridor. Will link with existing cycling facilities at both ends.	SCC	£600k	LEP/LTP/CIL – not allocated	Est £450k	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/33	A23	A23 at and near junctions with Horley Lodge Lane and Lodge Lane, Salfords <ul style="list-style-type: none"> Widen and resurface footway to the nearest northbound and southbound bus stops Dropped crossings and tactile paving Provide pedestrian crossing, including dropped crossings and a central refuge, to enable pedestrians to safely cross the A23 	Improve accessibility to the bus service to Redhill/Reigate and Horley and to the rail service to encourage the use of sustainable transport modes	SCC	£25K	LEP/LTP/CIL/Road Safety – not allocated	Est £18K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014

⁴ Transport funding arrangements based on information provided from Surrey County Council; however note that that it is unlikely that LEP funding will be appropriate for the smaller local schemes.

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A23 Redhill to Horley Corridor Improvements														
1/34	Salfords	Salfords Railway station – security improvements, including lighting improvements	Improve safety at the rail station to encourage the use of sustainable transport modes	SCC	£5K	LEP/LTP/CIL – not allocated	Est £3K	Concept only	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/35	Earlswood	Maple Road/Three Arch Road junction, South Earlswood – junction operation and safety improvements	Improve capacity and safety for all road users	SCC	£100K	CIL	Est £75K	Short term: 0-2 years from 2014	Funding issues	None	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/36	Earlswood	Earlswood Railway station – improved access for pedestrians on approach roads	To improve safety for pedestrians crossing this point	SCC	£16K	LTP/CIL/LEP – not allocated	Est £12K	Short term: 0-2 years from 2014	Funding source not identified	None	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
A23 Redhill to Borough Boundary														
1/37	Redhill	A23 between Redhill and boundary with Croydon LB (Coulston) – conversion of footway (combination of east and west side) to shared use for pedestrians and cyclists	There are no facilities for cyclists along this important corridor. Will link with existing cycling facilities at both ends.	SCC	£350K	LEP/LTP/CIL – not allocated	Est £260K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/38	Merstham	A23 Junction with Quality Street, Merstham – improve pedestrian crossing facilities	To improve safety for pedestrians	SCC	£100K	LTP/CIL/LEP– not allocated	Est £75K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/39	Salfords	A23 Corridor in Salfords road safety scheme	To improve safety for all road users along this causality hot spot	SCC	£40K	LTP/CIL/Road Safety – not allocated	Est £30K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
A217 Banstead/Kingswood Corridor Improvements														
1/40	A217	A217 between the M25 junction and Fir Tree Road – conversion of footway on east side to shared use for pedestrians and cyclists	There are no facilities for cyclists along this important corridor	SCC	£1M	LTP/CIL/LEP – not allocated	Est £750K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/41	A217	A217/A2022 Banstead Crossroads. Fir Tree Road/Winkworth Road and junction with Banstead Road – install pedestrian facilities and improve capacity for vehicles	Improve vehicle capacity and pedestrian safety	SCC	£200K	LTP/CIL/LEP – not allocated	Est £150K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/42	A217	A217 Junction with Burgh Wood <ul style="list-style-type: none"> Toucan crossing New traffic signal controlled junction 	To improve safety especially for children going to local schools and vehicles turning out of side roads onto A217	SCC	£330K	LTP/CIL/LEP – not allocated	Est £245K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/43	A217	A217 Brighton Road junction with The Drive – Highway safety improvements	Improve safety for all highway users	SCC	£100K	LTP/CIL/LEP – not allocated	Est £75K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014

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1/44	A217	A217 between junction with Tadworth Street/Bonsor Drive and junction with A240 – bus stop facility and accessibility improvements	Improvement to accessibility for pedestrians to the bus service	SCC	£25K	LTP/CIL/LEP – not allocated	Est £18K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/45	A217	A217 junction with Waterhouse Lane – improved crossing facilities for pedestrians.	Improvement to pedestrian safety	SCC	£8K	LTP/CIL/LEP – not allocated	Est £6K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	None	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/46	A217	A217/Tadworth Street/Bonsor Drive/Dorking Road roundabout – provide a additional entry lane on the Tadworth Street approach	Improve peak hour traffic capacity on the Tadworth Street arm approach and improve pedestrian safety	SCC	£40K	LTP/CIL/LEP – not allocated	Est £30K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/47	A217	A217 junction with Smithy Lane and Buckland Road, Lower Kingswood	To reduce casualties and improve pedestrian safety	SCC	£625K	LTP/CIL/LEP – not allocated	Est £470K	Medium term: 3-6 years from 2016	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/48	A217	A217 Reigate Hill / Gatton Bottom safety improvements – signal junction to improve safety of right hand turn	To improve safety and reduce collisions	SCC	£200-300K	LTP/CIL/Road Safety – not allocated	Est £225K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/49	A217	Woodhatch crossroads – improved/controlled pedestrian crossing facilities on eastern arm of junction	To reduce casualties at this site and improve safety	SCC	£150K	LTP/CIL/Road Safety – not allocated	Est £110K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/50	Woodhatch	Slipsnatch Road ditch improvements	To improve safety and reduce incidents of vehicles leaving nearside carriageway into ditch	SCC	£80K	LTP/CIL/Road Safety – not allocated	Est £60K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
Redhill (Package of measures for Redhill Local Area not falling within Regeneration Areas)														
1/51	Redhill	A23 Frenches Road/Linkfield Lane/London Road junction – conversion to MOVA Signal control	Address congestion on London Road	SCC	£200k est	CIL/LTP – not allocated	Est £150K	Medium/long term: from 2016	Funding issues / Insufficient CIL funds collected	Depends on outcome of Redhill regeneration transport scheme and resulting traffic patterns, along with further detailed study	1		No further progress has been made	SCC
1/52	Redhill	Linkfield Lane/Gloucester Road Junction works	Accommodate forecast traffic flows more efficiently	SCC	£150k est	CIL/LTP – not allocated	Est £110K	Medium/long term: from 2016	Funding issues / Insufficient CIL funds collected	Depends on outcome of Redhill regeneration transport scheme and resulting traffic patterns, along with further detailed study	2		No further progress has been made	SCC
1/53	Redhill	A25 Linkfield Lane Station Road/Hatchlands Road junction works	Accommodate forecast traffic flows more efficiently	SCC	£100k est	CIL/LTP – not allocated	Est £75K	Medium/long term: from 2016	Funding issues / Insufficient CIL funds collected	Depends on outcome of Redhill regeneration transport scheme and resulting traffic patterns, along with further detailed study	2		No further progress has been made	SCC
1/54	Redhill	A25 Hatchlands Road/Fengates Road junction works	Accommodate forecast traffic flows more efficiently	SCC	£100k	CIL/LTP – not allocated	Est £75K	Medium/long term: from 2016	Funding issues / Insufficient CIL funds collected	Depends on outcome of Redhill regeneration transport scheme and resulting traffic patterns, along with further detailed study	2		No further progress has been made	SCC
1/55	Redhill	Other local scheme; Timperley Gardens, <ul style="list-style-type: none"> Improved waiting facilities including bus shelter Improve crossing facilities 	Improve accessibility to the bus service to encourage the use of sustainable transport modes	SCC	£18K	LTP/CIL	Est £13K	Site visit – no design	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014

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1/56	Redhill	Batts Hill: <ul style="list-style-type: none"> Cycle improvements Pedestrian crossing improvements at bottom of Batts Hill where footway ends 	More direct route for cyclists, improve safety for pedestrians crossing	SCC	£20K	LTP/CIL/LEP not allocated	Est £15K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
Reigate														
1/57	Reigate M25 J8	Remodelling of merge/diverge configuration of M25 motorway J8 (with A217)	Increase efficiency of the junction to accommodate forecast traffic flows	Highways Agency	£1m est	CIL/HA budget – not budgeted	Est £1M	Medium / Long term	Not a sufficiently high priority from the HA's perspective, insufficient funding	Depends on further detailed feasibility study and assessment	1			
1/58	A217	A217 Reigate Hill corridor improvements	Package of 3 separate projects comprising pedestrian safety and accessibility measures	SCC/RBBC/developers	Circa £86k	CIL/LTP/LEP – not allocated	Est £64K	Medium/long term: from 2016	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	1			
1/59	Reigate	Road Network Improvements, Reigate including: <ul style="list-style-type: none"> Relieving traffic congestion on the A25 and A217 by re-configuring the town's central road network Improving access and connectivity for pedestrians and cyclists to the main shopping areas Removal of non-essential traffic from Reigate High Street Improving public transport accessibility to the town 	To relieve congestion, improve accessibility and connectivity and improve the public realm	SCC	£5M	LTP/LEP/CIL – not allocated	Est £3.7M	Medium term: 3-6 years from 2016	Funding issues	None	2	Whilst this scheme is in the SCC Annex, pedestrianisation of the High Street does not have the formal support of RBBC		SCC Annex to Draft R&BB Forward Programme Sept 2014
1/60	Reigate	Reigate town centre – A25 West Street, Reigate; improve crossing facilities at junction with Upper West Street	To improve safety for pedestrians	SCC	£8K	LTP/CIL/LEP – not allocated	Est £6K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/61	Reigate	A25 High Street - improved crossing facilities at the Park Lane junction	To improve safety for pedestrians	SCC	Unknown	LTP/CIL/LEP – not allocated	Unknown	Short term: 0-2 years from 2014	Cost not identified / insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/62	Reigate	A25 West Street/High Street, High Street and Upper High Street, Reigate - Public Safety Improvement Scheme, improving street lighting and CCTV coverage.	To improve safety for pedestrians	SCC	£2K	LTP/CIL/LEP – not allocated	Est £1K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/63	Reigate	A25 Reigate, adjacent to High Street – Extension of UTC to include traffic signals, real time pollution monitoring		SCC	£10K	LTP/CIL/LEP – not allocated	Est £7K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014

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Merstham (Measures for Merstham Local Area not falling within Regeneration Areas)														
1/64	Merstham	Merstham Railway Station – secure and sheltered cycle storage facilities	Improve cycle parking facilities to encourage sustainable access to railway station	SCC	£10K	LTP/CIL/LEP – not allocated	Est £7K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
Preston (Measures for Preston Local Area not falling within Regeneration Areas)														
1/65	Preston	Pedestrian crossing in Merland Rise	To aid access to Epsom Downs School, and replace dangerous kerb build out	Unknown	Unknown	LTP/CIL/LEP	Unknown	Short term: 0-2 years from 2014	The lead delivery agency, cost, and funding arrangements have not been identified	None	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
Banstead and Nork														
1/66	Banstead	Banstead Railway Station including: <ul style="list-style-type: none"> Improve pedestrian and cycle links (including shared footpath/cycleways, resurfacing, signing and street lighting) Secure and sheltered cycle storage 	Improve pedestrian and cycling accessibility to Banstead railway station	SCC	£80K	CIL/LEP/Network Rail – not allocated	Est £60K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/67	Banstead	A240 Reigate Road/Fir Tree Road junction Crossroads – install pedestrian crossing facilities and capacity improvements for vehicles through the junction	Improve vehicle capacity and pedestrian safety. Improve air quality (this area is an AQMA)	SCC	£200K	LTP/CIL/LEP – not allocated	Est £150K	Short term: 0-2 years from 2014	Funding issues	None	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/68	Banstead	Improve cycle and pedestrian facilities	Improve safety and accessibility for cyclists and pedestrians	SCC	£250K	LTP/CIL/LEP – not allocated	Est £185K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/69	Nork	Nork Way, Cycling improvements – resurface BW 628 between Nork Way and The Drive	An important link for cyclists	SCC	£75K	LTP/CIL/LEP – not allocated	Est £55K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/70	Nork	Nork local shopping area – improve pedestrian crossing facilities, and pedestrian and cyclist link	To improve pedestrian crossing facilities and pedestrian accessibility to the local shops	SCC	£52K	LTP/CIL/LEP – not allocated	Est £39K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/71	Nork	Approaches to Warren Mead Junior/Infant School, Roundwood Way, Nork: <ul style="list-style-type: none"> Dropped crossings at junction of Roundwood Way and Shelly Close. Pedestrian crossing at junction of Roundwood Way and Roundwood View 	Improve pedestrian/child safety	SCC	£10K	LTP/CIL/LEP – not allocated	Est £7K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014

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1/72	Nork	Picquets Way, Nork, near Beacon School – dropped crossings at junction of Beacon Way/Tumblewood Road and at junction of The Drive/Tumblewood Road	Improve pedestrian/child safety	SCC	£5K	LTP/CIL/LEP – not allocated	Est £3K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/73	Banstead	Garratts Lane/Holly Lane/Bolters Lane/Court Road, Banstead. Improve crossing facilities, including: <ul style="list-style-type: none"> Formal pedestrian crossing at the Garratts Lane/Bolters Lane/Holly Lane roundabout junction (£100,000) Dropped crossings 	Improvement to pedestrian crossing facilities	SCC	£105K	LTP/CIL/LEP – not allocated	Est £78K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
Kingswood														
1/74	Kingswood	Kingswood Railway Station – secure and sheltered cycle storage facilities	Improve cycle parking facilities to encourage sustainable access to railway station	SCC	£8K	LTP/CIL/LEP – not allocated	Est £6K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/75	Kingswood	Highway safety improvements	Improve safety and access for all users	SCC	£70K	LTP/CIL/LEP – not allocated	Est £52K	Short term: 0-2 years from 2014	Funding not identified	None	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/76	Kingswood	Waterhouse Lane, junction with Woodland Way/Kingswood: pedestrian crossing facilities – tactile	To improve safety for pedestrians crossing	SCC	£5K	LTP/CIL/LEP – not allocated	Est £3K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/77	Kingswood	Junction of St Monica's Road/Waterhouse Lane/Bonsor Drive, Kingswood – improve pedestrian crossing facilities and capacity improvements	Improve pedestrian safety	SCC	£100K	LTP/Developer contributions/CIL	Est £75K	Short term: 0-2 years from 2014	Funding issues	None	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
Tadworth & Tattenham Corner														
1/78	Tattenham Corner	Highway safety improvements	Improve safety and access for all users	SCC	£54K	LTP/CIL/LEP – not allocated	Est £40K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/79	Tadworth	Tadworth Primary School – tactile paving provision across Watts Lane junction with Tadworth Street	Improve pedestrian/child safety	SCC	£2K	LTP/CIL/LEP – not allocated	Est £1K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014

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1/80	Tadworth	Routes to Tadworth Railway Station – improved pedestrian crossing facilities (tactile pavement and dropped kerbs)	Improve pedestrian safety and facilities to access the railway station	SCC	£10K	LTP/CIL/LEP – not allocated	Est £7K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/81	Tadworth	Junction of Epsom Lane South (Ashurst Road) and Cross Road	Improve pedestrian safety and facilities to access the local shops and services	SCC	£2K	LTP/CIL/LEP – not allocated	Est £1K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/82	Tattenham Corner	Improve cycle pedestrian routes and facilities	Improve safety and accessibility for cyclists and pedestrians	SCC	£30K	LTP/CIL – not allocated	Est £22K	Short term: 0-2 years from 2014	Funding not identified	None	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/83	Tadworth	Tadworth Local Shopping Area – Provision of additional Sheffield cycle stands	Improve cycle parking facilities to encourage sustainable access to local shops and facilities	SCC	£8K	LTP/CIL/LEP – not allocated	Est £6K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/84	Tattenham Corner	Junction A240/B2221 Great Tattenhams/Tattenham Way: <ul style="list-style-type: none"> Cycle improvements including advanced stop lines and feeder cycle lanes – and improving links to National Cycle Route 22 Providing tactile paving on all arms of junction 	Improve cycling facilities to encourage cycling as a safe sustainable mode of transport	SCC	£20K	LTP/CIL/LEP – not allocated	Est £15K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/85	Tattenham Corner	Footpath Nos. 75 and 76 – Upgrading of to provide an unbound ‘all weather’ surface	Improve pedestrian safety and facilities to access local shops and facilities	SCC	£15K	LTP/CIL/LEP – not allocated	Est £11K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/86	Tattenham Corner	Highway safety improvements – improved crossing facilities including dropped crossings, tactile paving and pedestrian islands: <ul style="list-style-type: none"> Ruden Way (links to Nork) Junction Burgh Heath Road / Fir Tree Road / Yew Tree Bottom Road Shawley Way Downland Way Tattenham Way Junction Epsom Lane North and Kingswood Road 	Improve safety and improve access for pedestrians	SCC	£40K	LTP/CIL/LEP – not allocated	Est £30K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/87	Tattenham Corner	Improve cycle routes and facilities	Improve safety and accessibility for cyclists	SCC	£57K	LTP/CIL – not allocated	Est £42K		Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014

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1/88	Tattenham Corner	Improve bus facilities at Tattenham Way – upgrading of 2 bus flags on Tattenham Way to Bus Shelters	Improve accessibility to the bus service to encourage the use of sustainable transport modes	SCC	£20K	LTP/CIL/Developer Funding – not allocated	Est £15K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/89	Tattenham Corner	Improved pedestrian crossing facilities at Tattenham Corner	Improve safety and accessibility for pedestrians	SCC	Unknown	LTP/CIL – not allocated	Unknown	Short term: 0-2 years from 2014	Cost not identified / insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
Walton-on-the-Hill														
1/90	Walton-on- the-Hill	St Mere Way – resurface BW79 between St Mere Road and The Avenue	An important link for cyclists (and walkers) between Walton-on-the-Hill and Tadworth (for railway station)	SCC	£75K	LTP/CIL/LEP – not allocated	Est £56K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/91	Walton-on- the-Hill	Highway safety improvements including Chequers Lane / Heath Drive: <ul style="list-style-type: none"> Traffic calming feature – priority give way build out Footway from the junction to join up to the existing footway network towards Walton-on-the-Hill 	Improve highway safety for all users and slow vehicular speeds down as they approach the village	SCC	£30K	LTP/CIL/LEP – not allocated	Est £22K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/92	Walton-on- the-Hill	Highway safety improvements: Chequers Lane / Egmont Road / Walton-on-the-Hill – improved crossing facilities across the junction	To improve access to Walton-on-the-Hill for pedestrians and vulnerable road users	SCC	£2K	LTP/CIL/LEP – not allocated	Est £1K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	3			SCC Annex to Draft R&BB Forward Programme Sept 2014
Woodhatch														
1/93	Woodhatch	Prices Lane – cycle route to Sandcross Lane	To encourage cycling as a safe sustainable mode of transport	SCC	£40K	LTP/CIL/LEP – not allocated	Est £30K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/94	Woodhatch	Improvements to pedestrian crossing facilities at: <ul style="list-style-type: none"> Sandcross Lane, Woodhatch Pendleton Road / Fountain Road / Woodhatch Grovehill Road junction with Brighton Road 	To improve safety for pedestrians crossing	SCC	£32K	LTP/CIL/LEP – not allocated	Est £24K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014

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1/95	Woodhatch	Orchard Infant, St. John's Primary & Dovers Green Schools - Improvements to pedestrian access routes including: <ul style="list-style-type: none"> Tactile paving provision Dropped crossings, central refuges Improved crossing facilities 	To improve safety for pedestrians (especially school children)	SCC	£25K	LTP/CIL/LEP – not allocated	Est £18K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
1/96	Woodhatch	Improved access to bus services on Dovers Green Road – bus stop facility and accessibility improvements	Improve accessibility to the bus service to encourage the use of sustainable transport modes	SCC	£20K	LTP/CIL/LEP – not allocated	Est £15K	Short term: 0-2 years from 2014	Funding issues / Insufficient CIL funds collected	To be delivered/prioritised on a rolling basis as/where CIL funds are available and relevant development sites come forward	2			SCC Annex to Draft R&BB Forward Programme Sept 2014
GREEN INFRASTRUCTURE														
1/97	Borough wide	Allotment provision	High waiting lists for allotment facilities will be exacerbated by new development. The PPG17 study identifies a current shortfall or 4.10 ha based on 10 ha/1,000 people standard	RBBC/Horley Town Council	£250k	RBBC, CIL	£250k	Unknown	Suitable sites not found	No contingency as this is a not a statutory function. Waiting lists may continue to grow.	2		No additional sites have been found. Waiting lists remain high, and as of 2014, RBBC policy is to only offer half plots, due to the high demand.	RBBC Website
1/98	Mole Gap to Reigate Escarpment SAC	Mitigation of effects of population growth on the SAC	Habitats regulation assessment of Core Strategy identifies measures required to avoid effects on SAC – this approach is agreed with Natural England	RBBC/Surrey Wildlife Trust/National Trust/Downland s Countryside Management Project	£60k	CIL/C'side funding – not allocated	£60k	Throughout plan period	Insufficient funding	C'side funding from revenue	1	Schemes will be finalised through the Green Infrastructure Strategy Action Plan	The Green Infrastructure Strategy is in the process of being drafted and is due to be published alongside the Preferred Options DMP. Schemes will be reviewed as the strategy is developed.	
1/99	Borough wide	Parks and Gardens	There is an identified need for 1.5 ha in the north of the Borough	RBBC	£450k	CIL	£450k	Unknown	Insufficient funding	None	2	Green Infrastructure Strategy Action Plan will explore detailed options	The Green Infrastructure Strategy is in the process of being drafted and is due to be published alongside the Preferred Options DMP. Schemes will be reviewed as the strategy is developed.	
1/100	Borough wide	Natural/semi-natural green space	The PPG17 identifies that ANGST standards are not met in the Borough. In particular, the need for space close to housing developments	RBBC/Surrey Wildlife Trust/Downland s Countryside Management Project/Gatwick Green Space Partnership	£70k	CIL	£70k	Unknown	insufficient funding Need to consider minimising risk of bird strike in proximity to Gatwick Airport	None	2	Green Infrastructure Strategy Action Plan will explore detailed options	The Green Infrastructure Strategy is in the process of being drafted and is due to be published alongside the Preferred Options DMP. Schemes will be reviewed as the strategy is developed.	

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1/101	Borough wide	Green Corridors (wildlife)	Due to an increase in fragmentation of habitats in Surrey there exists opportunities to improve connectivity	RBBC/SCC	£50k	CIL/C'side funding – not allocated	£50k	Unknown	Insufficient funding	None	2	Schemes will be finalised through the Green Infrastructure Strategy Action Plan	The Green Infrastructure Strategy is in the process of being drafted and is due to be published alongside the Preferred Options DMP. Schemes will be reviewed as the strategy is developed.	
1/102	Borough wide	Green Corridors (accessibility)	The PPG17 identifies the need to maximise accessibility to open spaces especially in Redhill	RBBC/SCC	£50k	CIL/C'side funding – not allocated	£50k	Unknown	Insufficient funding Need to consider minimising risk of bird strike in proximity to Gatwick Airport	None	2	Schemes will be finalised through the Green Infrastructure Strategy Action Plan	The Green Infrastructure Strategy is in the process of being drafted and is due to be published alongside the Preferred Options DMP. Schemes will be reviewed as the strategy is developed.	
1/103	Borough wide	Outdoor sports (multi-functional provision)	There is a current deficit of outdoor sport, particularly accessible sport. There is a need for 28 ha by 2027	RBBC	£6m	CIL	£6m	Unknown	Suitable sites not found, insufficient funding	None	2			
1/104	Borough wide	Indoor sport	Sport England standard means that there is a need for more indoor sport facilities, particularly health and fitness stations in the south of the Borough	RBBC/commercial operator	£1m	CIL/Revenue funding/private development – non allocated	£1m	Unknown	Not commercially viable/insufficient funding	None	2	Review of leisure facilities	On-going	
1/105	Borough wide	Amenity space	To meet the increase in population to 2027 there is need for a further 10 ha of amenity space	RBBC	£900k	CIL	£0.9m	Unknown	Insufficient funding Need to consider minimising risk of bird strike in proximity to Gatwick Airport	None	2	Green Infrastructure Strategy Action Plan will explore detailed options	The Green Infrastructure Strategy is in the process of being drafted and is due to be published alongside the Preferred Options DMP. Schemes will be reviewed as the strategy is developed.	
1/106	Borough wide	Children's and young people provision	Based on FIT standard, there is a need for 5 ha to meet growth to 2027; particularly the provision of 0.25/1,000 people of formal/equipped areas	RBBC	£2m	CIL	£2m	Unknown	Suitable sites not found, insufficient funding	None	2			

SCHEDULE 2: HORLEY REGENERATION INFRASTRUCTURE

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2/1	Horley NE and NW sectors	Flood and drainage measures (Sustainable Urban Drainage Systems)	Meet national and local planning policy guidance to reduce on and off site flood risk	Sector developers to deliver	Unknown	Developer funded (s106) as part of North East and North West Sector schemes	£0	Surface water drainage strategies have been developed as part of the outline planning application process. The detailed design of measures will be approved through Reserved Matters. The respective Development Consortia will implement measures on site as part of their build programme.	Low risk	Implementation overseen by both the Borough Council, the lead local flood authority (Surrey County Council) and the Environment Agency.	1	SuDS implementation has begun in the NE sector	The majority of the SUDs in the NES have now been delivered. SUDs in the NWS has been secured by planning condition of outline consent.
2/2	Horley NE and NW sectors	Flood plain compensation	Meet national and local planning policy guidance to provide floodplain compensation	Sector developers to deliver	Unknown	Developer funded (s106) as part of North East and North West Sector schemes	£0	Implementation as part of build	Low risk	Overseen and approved by Environment Agency and Borough Council	1	Flood plain compensation has been carried out for the NES.	The floodplain compensation works have been undertaken in the NES. Floodplain compensation works in the NWS has been secured by planning condition of outline consent.
2/3	Horley Town Centre	Town centre public realm improvements (improvements to streets, safety, environment, lighting, crossings etc.)	Identified in 2005 adopted Local Plan and Horley Town Centre Regeneration SPD to support the regeneration of the town centre	Delivery by a partnership of RBBC and SCC	Approx £3m	CIL and NGP funding	Potential £2m funding gap	Two phases of public realm works have been implemented to date	Low risk	Works dependent on detailed design, safety audit and securing additional funding	2		This entry has been updated to identify a potential funding gap and the need for securing additional funding.
2/4	Horley NE and NW sectors	Delivery of recycling centres (NW x 1; NE x 1) (capital costs)	Identified in adopted Horley Infrastructure SPD to provide dedicated on-site recycling facilities for the Horley sectors	Sector developers to deliver RBBC to manage	Unknown	Developer funded (s106) as part of North East and North West Sector schemes	£0	To be implemented as new neighbourhood centres are built out in the NES and NWS	Low risk	Dependent on rate of build out	2		Recycling centre in the NES has now been set out. Recycling centre provision secured in completed NWS S106.
2/5	Horley NE and NW sectors	Delivery of on-site CCTV (capital/revenue costs)	Identified in adopted Horley Infrastructure SPD to provide CCTV in neighbourhood centres	RBBC to deliver and to manage	Circa £200,000	Developer funded (s106) as part of North East and North West Sector schemes	£0	Delivery at NE sector in short term; delivery at NW sector in longer-term as the neighbourhood is built out.	Low risk	Dependent on rate of build out and RBBC procuring works	2		RBBC to deliver instead of developers. Financial contributions towards CCTV provision secured in completed NWS S106.
2/6	Horley	Real time passenger transport information terminals (capital/revenue costs)	Identified in the Horley Infrastructure SPD to support the additional bus services linking the town centre with the NE/NW sectors.	SCC to deliver and to manage	Circa £1m	Developer contributions through S106 obligations/Horley Tariff/CIL to pay for capital works and maintenance	Potential funding gap of up to £560,000 ¹	RTPI to facilitate the Fastway 20 service from the NES to the town centre has been installed. RTPI to facilitate high quality bus service to NWS to be delivered in short to medium term	Low risk	Dependent on: rate of build, SCC procuring works and sufficient funding being available	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/7	Horley	Bus priority route (core route) (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to facilitate the bus services linking the town centre with the NE/NW sectors, including Longbridge roundabout and A23/Massetts Road	SCC delivered in partnership with West Sussex	Circa £4.3m forward funded	50% of capital and revenue costs to be paid by developer contributions through S106 obligations/Horley Tariff/CIL	Potential funding gap of up to £1.5m ¹	Schemes delivered	Low risk	None as delivered	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/8	Horley	NWS bus route works (non-core route) (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to facilitate the new bus service to the NW sector to support modal shift	SCC to deliver	Circa £700,000	Developer contributions through North West Sector S106 obligations to pay for capital works and maintenance	£0	Dependent on build out of sector	Low risk	The exact work will be dependent on the route of bus service, SCC procurement, and built out rates	2		NWS S106 agreement is completed

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2/9	Horley	NES bus service (running costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide high quality bus services for the residents of the new neighbourhood to support modal shift	SCC in partnership with bus operator are currently delivering service	Circa £2m	Developer contributions through North East Sector S106 obligations to pay for running costs	None unless the bus service does not become a commercial service	Fastway 20 service commenced in 2005	Low risk		2		Ongoing provision of Fastway 20 service
2/10	Horley	NWS bus service (running costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide high quality bus services for the residents of the new neighbourhood to support modal shift	SCC in partnership with bus operator to deliver	Circa £3m	Developer contributions through North West Sector S106 obligations to pay for running costs	None unless the bus service does not become a commercial service	Implementation dependent on build out of sector and procurement process	Low risk	Successful procurement and build out rates will determine when service is required	2		NWS S106 agreement is completed
2/11	Horley	Community transport services (running costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide transport services for those in need sport to support modal shift	SCC/RBBC in partnership with bus operator to deliver	Circa £600,000	Developer contributions through S106 obligations/Horley Tariff/CIL	Potential funding gap of up to £30,000 ¹	Medium to long-term delivery	Low risk	Successful procurement and build out rates will determine when service is required	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/12	Horley	Horley interchange and station (capital costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide improved rail/bus interchange at Horley station to support modal shift	SCC/Network Rail/Southern Rail delivered	Circa £3.1m forward funded	Network Rail/ Southern and developer contributions through S106 obligations/Horley Tariff/CIL	Potential funding gap of up to £1m ¹	Major works already complete; minor works outstanding. Expected completion in medium-term	Low risk		2	Rail Business Award for Station Excellence	NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/13	Horley	Off site cycle and pedestrian facilities (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to improve the cycle and pedestrian network to connect the town centre and the new neighbourhoods with the wider Horley area to support modal shift	SCC	£1m	Developer contributions through S106 obligations/Horley Tariff/CIL	Potential funding gap of up to £630,000 ¹	From short to long-term	Low risk	Dependent on S106 and the exact design/layout of the network.	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/14	Horley	Outdoor sports provision (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide dedicated outdoor sports provision to meet the needs of an expanded population	RBBC to deliver	£4.5m	Developer contributions through S106 obligations/Horley Tariff/CIL	Potential funding gap of up to £3M ¹	Medium to long-term	Medium risk	Local Plan identified proposed Town Park site, however if this cannot be acquired, site may delivered in NW sector Riverside Green Chain	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/15	Horley NW	Allotments x 3 (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide one allotment site in the NE and two in the NWS	Sector developers to deliver HTC to manage	Unknown	Developer funded (s106) as part of North West Sector scheme	£0	Short to medium-term	Low risk		2		First allotment site in the NES was completed and transferred to Horley Town Council in 2014
2/16	Horley	Riverside Green Chain (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD/Horley Design Guide to provide informal recreation space and to safeguard and enhance the riverine environment	Sector developers to deliver RBBC to manage	£4m	Developer provision through S106 to lay out land as public amenity space contributions from development towards site acquisition and build through S106/Tariff/CIL	Potential funding gap of up to circa £2m ¹	Medium to long-term	Low risk	Dependent on build out programme for both sectors	2	Detailed design underway for the NES	NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/17	Horley NE and NW	Local retail provision (NE/NW)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide local shops and services for residents in the NE and NW sectors	Sector developers to deliver	Unknown	Developer provided (s106) as part of North East and North West Sector schemes	£0	Medium to long-term	Low risk	Market conditions will determine build-out rates and thus when retail units are constructed	2		Commercial floorspace now built in the NES and currently being marketed. NWS S106 secures retail provision in sector

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2/18	Horley NE and NW	Provision of two primary schools (capital costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide additional primary places to cater for need generated from new development	SCC to deliver School promoter to manage	Approx £12m	Developer provision through S106 for two sites and contributions from development towards site acquisition and build through S106/Tariff/CIL	Potential funding gap of up to circa £2m ¹	Medium to long-term	Low risk	Dependent on design, build-out programmes and securing promoter for each school as well as SCC accepting land offered in S106 agreements, procurement	1		A one form entry primary school was completed and opened on a site in the NES in 2014.
2/19	Horley NE and NW	Provision of two community halls (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide community facilities for NE and NW sectors	Sector developers to deliver Management to be agreed	Circa £2m	Developer provision through North East and North West Sector S106 agreements and some contributions towards management/maintena nce	£0	Medium to long-term	Low risk	Provision dependent on when developer contributions come forward, (build out rates/ S106 triggers), planning approvals	2		Reserved matters approval and listed building consent granted for new community hall in the NES
2/20	Horley	Secondary School provision (capital costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide more secondary/post 16 school places to cater for need generated from new development	SCC to deliver	£6.8m	Developer contributions from development: S106/Tariff/CIL	Potential funding gap of up to £4.7m ¹	Medium to long-term	Low risk	Provision dependent on the need generated locally, when funding comes forward (build out rates/ S106 triggers), planning approvals and procurement	1		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/21	Horley NE and NW	Delivery of play space including a LAP, LEAP, MUGA/NEAP and additional play space (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide play space for NE and NW sectors	Delivery by Development Consortiums To be managed by RBBC	Circa £3m (includin g maintena nce)	Developer funded (s106) as part of North East and North West Sector schemes	£0	NE in the short to medium-term and NW in the medium to long-term	Low risk	Provision dependent on: build out rates, S106 triggers; and planning approvals	2		Many play areas in NES have now been built
2/22	Horley	New leisure centre (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide new indoor sports provision for residents of Horley	RBBC delivered (RBBC/GLL manage currently)	Circa £9m	71% funding from SCC and 29% funding from development: S106/Tariff/CIL	Potential funding gap of up to £2.9m ¹	Completed 2012	Low risk	Facility built but developer contributions dependent on build out rates; S106 triggers; planning approvals	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/23	Horley NE/NW	Day provision (capital/revenue costs)	Identified in adopted Local Plan / Horley Infrastructure SPD to provide enhanced day centre provision in Horley for the over 50s	Delivery by RBBC To be managed by RBBC	Circa £200,000	71% funding from SCC and 29% funding from development: S106/Tariff/CIL	Potential funding gap of up to £150,000 ¹	Medium to long-term	Low risk	Provision dependent on when funding comes forward (build out rates/ S106 triggers) and internal RBBC resources	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/24	Horley NW	New medical centre in NW sector (capital costs)	Identified in adopted Local Plan/Horley Infrastructure SPD to provide improved healthcare facilities in Horley	Clinical Commissioning Group to deliver	Circa £750,000	Site to be secured through North West Sector S106 and marketed to health providers to take up and build	Unknown	Long-term	Medium risk	Dependent on Clinical Commissioning Group need and take up of site	2		Site for a medical centre secured through NWS S106 agreement
2/25	Horley NW	Delivery of a faith centre (capital costs)	Identified in adopted Local Plan/Horley Infrastructure SPD to provide a site for local community based religious groups	Faith sector to deliver	Unknown	Site to be secured through North West Sector S106 and marketed to faith sector. Faith Sector to take up and build	Unknown	Long-term	Medium risk	Dependent on take up of site and the ability of faith sectors to raise funds to acquire site and build centre	2		Site for a faith centre secured through NWS S106 agreement
2/26	Horley town centre	New library (capital costs)	Identified in 2005 adopted Local Plan/Horley Infrastructure SPD to improve community facilities in Horley	SCC to deliver	£3m	71% funding from SCC and 29% funding from development: S106/Tariff/CIL	Potential funding gap of up to £750,000 ¹	Medium to long-term	Medium	Provision dependent on when developer contributions come forward, (build out rates/ S106 triggers), securing a site, SCC resources, planning approvals	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap
2/27	Horley town centre	Horley Young People's Centre (capital costs)	Identified in 2005 adopted Local Plan/Horley Infrastructure SPD to provide a facility for young people in Horley	SCC to deliver Raven Housing Association to manage	£1.4m	71% funding from SCC and 29% funding from development: S106/Tariff/CIL	Potential funding gap of up to £250,000 ¹	Facility complete	Low risk	N/a	2		NWS S106 agreement is completed but the introduction of CIL could result in a funding gap

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2/28	Horley NE	NES Link Road – Langshott to Cross Oak Lane (capital costs)	Identified in 2005 adopted Local Plan/Horley Infrastructure SPD to provide a link road from Cross Oak Lane to the new neighbourhood	Sector developers to deliver SCC to adopt	Circa £1.9m	Developer provision through North East Sector S106/278 agreement	£0	Road built	Low risk	Controlled by planning condition and dependent on build out rates	1	Link road completed and in the process of being adopted by SCC	
2/29	Horley NE	A23 /Cross Oak Lane junction (capital costs)	Identified in Horley Infrastructure SPD to provide a new junction	Sector developers to deliver SCC to adopt	Circa £125,000	Developer provision through North East Sector S106/38 agreement	£0	Improvements built	Low risk	Controlled by S106 trigger and dependent on build out rates	1	Junction works completed	
2/30	Horley NW	NWS Link Road to A217 (capital costs)	Identified in 2005 adopted Local Plan/Horley Infrastructure SPD to provide a link road from A217 to the new neighbourhood	Sector developers to deliver SCC to adopt	Circa £3m	Developer provision through North West Sector S106/278 agreement	£0	Short term	Low risk	Controlled by planning condition and to be substantially completed prior to any occupations on site. Depends on build out and consents	1	Secured by planning condition of outline consent for NWS. Planning consent for temporary haul road.	
2/31	Horley NW	A217/new link road junction (capital costs)	Identified in 2005 adopted Local Plan/Horley Infrastructure SPD to provide a new junction	Sector developers to deliver SCC to adopt	Circa £700,000	Developer provision through North West Sector S106/38 agreement	£0	Short term	Low risk	Controlled by planning condition and to be substantially completed prior to any occupations on site. Depends on build out and consents	1	Secured by planning condition of outline consent for NWS	
2/32	Horley NW	A23/new link road junction (capital costs)	Identified in 2005 adopted Local Plan/Horley Infrastructure SPD to provide a new junction	Sector developers to deliver SCC to adopt	Circa £500,000	Developer provision through North West Sector S106/38 agreement	£0	Medium term	Low risk	Controlled by planning condition and to be substantially completed prior to 600 th occupation. Depends on build out and consents	1	Secured by planning condition of outline consent for NWS	
2/33	Horley NW	NWS Link Road to A23 (capital costs)	Identified in 2005 adopted Local Plan/Horley Infrastructure SPD to provide a link road from A23 to the new neighbourhood	Sector developers to deliver SCC to adopt	Circa £3m	Developer provision through North West Sector S106/278 agreement	£0	Medium term	Low risk	Controlled by planning condition and to be substantially completed prior to 600 th occupation. Depends on build out and consents	1	Secured by planning condition of outline consent for NWS	
2/34	Horley NE	NES traffic calming (capital costs)	Identified in Horley Infrastructure SPD to provide traffic calming on residential roads	SCC to deliver	£44,000	Developer contributions through North West Sector S106 obligations	£0	Medium term	Low risk	Depends on scheme design/procuring works.	2		
2/35	Horley NW	NWS traffic calming (capital costs)	Identified in Horley Infrastructure SPD to provide traffic calming on residential roads	SCC to deliver	£185,000	Developer contributions through North West Sector S106 obligations	£0	Long term	Low risk	Depends on scheme design.	2	Contributions have been secured through completed S106	
2/36	Horley	Off site junction works (capital costs)	Identified in Horley Infrastructure SPD to provide off site junction works on A23/Three Arch Rd and A217/A2044 Woodhatch	SCC to deliver	£790,000	North East & North West Sector s106 agreements/Horley Tariff/CIL	Potential funding gap of up to £600,000 ¹	Medium to Long term	Low risk	Depends on scheme design/procuring works/sufficient funding	1	NWS S106 agreement is completed but the introduction of CIL could result in a funding gap	
2/37	Horley	Subway works (capital costs)	Identified in Horley Infrastructure SPD and Horley Town Centre Regeneration SPD to undertake improvements in town centre to improve pedestrian and cycle links	SCC to deliver in partnership with RBBC/Network Rail/Southern	£660,000	North East & North West Sector s106 agreements/Horley Tariff/CIL	Potential funding gap of up to £440,000 ¹	Medium term	Low risk	Depends on scheme design/agreement with Network Rail and Southern procuring works/sufficient funding	2	NWS S106 agreement is completed but the introduction of CIL could result in a funding gap. Some works have been undertaken including drainage and resurfacing.	

¹ A potential funding gap figure of up to an estimated maximum amount, has been provided for this entry, in order to take account of the possibility that the currently completed North West Sector S106 agreement securing funding is not implemented, should the case be that the developer chooses to meet infrastructure requirements via the newly introduced Community Infrastructure Levy, rather than the S106 Agreement.

SCHEDULE 3: MERSTHAM REGENERATION INFRASTRUCTURE

No.	LOCATION	SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY/ MANAGEMENT ORGANISATION	COST	FUNDING ARRANGEMENTS	GAPS IN FUNDING	DELIVERY PHASING	RISKS	CONTINGENCIES/ DEPENDENCIES	CRITICALITY 1=priority 2=important 3=desirable	Comments	Progress Report 2014
3/1	Merstham	Community hub (on Triangle site)	To provide improved community facilities for the residents of Merstham estate. Facilities to include a library, youth centre, community rooms and internet café.	SCC – ownership and management RBBC – constructing hub	£3m	NGP (£520,000) s106 (£180,000) RBBC (£50,000) SCC – £2.5m (pending approval)	£0	Funding approval December 2014; Delivery on site complete by the end of 2015 / 16	Potential for partner organisation to pull out of development	Site forms part of the wider Merstham regeneration and is linked to developments on the Iron Horse, Portland Drive, and Library sites.	1		Project put out to tender in Summer 2014. Seeking approval to let tender December 2014. Anticipated start on site early 2015 with completion end of 2015/16.
3/2	Merstham	Public realm improvements (e.g. highway improvements, traffic calming, access routes)	To support the regeneration of the Merstham estate area	Raven Housing Trust / RBBC/ SCC / Private developer	Circa £100k	To be provided as part of Iron Horse and Portland Drive development schemes	£0	Initial work to begin in 2015; completion by the end of 2015/2016	Works form part of the development of the Iron Horse, Triangle and Portland Drive sites.	The scheme is an integral part of the development of the Iron Horse, Triangle, and Portland Drive sites, and therefore dependent on these sites progressing.	1	Planning condition for Iron Horse and Triangle sites.	Iron Horse and Triangle sites due to be complete by end of 2015/16. Portland Drive to be developed post 2016, subject to sale and private developer.
3/3	Merstham	Conservation work to improve green spaces, protect woodland and increase biodiversity	To provide improved green spaces for the Merstham area	The People and Wildlife Service of Surrey Wildlife Trust	£50k	HLF bid – non allocated	£50k	Works are completed on a five year strategic plan basis	None	None	2		
3/4	Merstham	New retail units on Iron Horse and Triangle sites	To improve the retail provision in Merstham estate, in particular, to provide better access to fresh food.	RBBC	£1.4m	RBBC capital	£0	Tender 2014. Start on site early 2015; completion by end of 2015/2016	Retail tenants drop out	Pre-lets in place for all units prior to construction commencing. Delivery of new retail units critical to allow demolition of Portland Drive parade	1	Tenders returned. Approved at Executive Committee in December 2014.	

SCHEDULE 4: PRESTON REGENERATION INFRASTRUCTURE

No.	LOCATION	SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY/ MANAGEMENT ORGANISATION	COST	FUNDING ARRANGEMENTS	GAPS IN FUNDING	DELIVERY PHASING	RISKS	CONTINGENCIES/ DEPENDENCIES	CRITICALITY 1=priority 2=important 3=desirable	Comments	Progress Report 2014
4/1	Merland Rise Recreation Ground	Recreation ground enhancements including NEAP	To improve the quality of the open space and youth/play facilities to improve social and health outcomes	RBBC	£400K	£106 from Croudace (Merland Rise housing development)	£0	Before completion of new Leisure and Community Centre	None	Contingencies: reduce scope of improvements; seek additional external funding. Reprioritise other Preston regeneration programme funding.	1		This entry has been updated to reflect the increase in cost, and that funding has been secured from the developer via a £106. There are no longer any risks to delivery since the price has already been agreed for the sale of development sites.
4/2	Banstead Leisure Centre/ Community Centre/ Youth Centre	New Leisure and Community Centre and Youth Centre to replace Banstead Leisure Centre, Tattenhams Community Centre, and Phoenix Youth Centre	Improved leisure facilities serving the north of the borough important to ensure successful community and health outcomes	RBBC (GLL managed site)	£11m	RBBC budget allocated (asset sale funds)/Surrey County Council/Sport England/£106 of Merland Rise and De Burgh schemes	£0	Due to complete August 2015	Cost overruns / delivery delays	Budget and programme managed by RBBC	1		Instead of the rebuild/refurbishment of the Leisure Centre previously planned, the local facilities will be replaced by a new centre funded from a number of sources.
4/3	De Burgh site	Local Area for Play (LAP)	Play area needed to cater for young children in new development	RBBC, developer	Circa £50k	CIL	£0	In line with site development	Developer distress	Requires inclusion in Planning Framework to enforce at application/build stage	2		The Preston Planning Framework approved in April 2012 requires the provision of outdoor play areas within the De Burgh site and surrounding area, or a contribution in relation to the development proposed will be sought.
4/4	Preston	Improvements to parking, pedestrian access and public realm	Identified in Masterplan to accommodate housing growth and improve quality of life for residents	RBBC/SCC	Circa £2m	RBBC/SCC asset sales / capital reserves /Developer funded (£106) as part of Merland Rise and De Burgh schemes	£0	From 2013/14 for 3 + years	Subject to planning Property market conditions	Agree Planning Framework, including prioritization of schemes	2		The Preston Planning Framework approved in April 2012, will address the improvements required. This entry has been updated to reflect the reduction in cost and revised delivery phasing.
4/5	B2221/ A240 Junction	Junction modifications – re-aligning and signal rephrasing	Traffic modeling shows that this junction is nearing capacity and will not be able to accommodate new growth without alteration	SCC	£90k	Asset sale funds/ CIL	£0	Following capital receipt from sale of site	Subject to planning Property market conditions	Development conditional on delivery of scheme	1		This entry has been updated to reflect the reduction in cost, and that the Preston Planning Framework has been agreed.
4/6	General	Travel Strategy for new development	Package of 'soft' measures to mitigate traffic impact from development	Developer	Not costed	Developer funded (£106) as part of planning permission/ conditions	£0	In line with occupation of new development	Developer distress	CIL funding	2		A £106 agreement is already in place with Croudace.
4/7	Burgh Heath / Chetwode Road / A240	Installation of a compacted gravel lit footpath connecting Chetwode Road to A240. Footway improvements along A240 to pedestrian crossing by ASDA	To improve sustainable travel options to secondary school, retail, public transport.	RBBC	Circa £200k	SCC capital / RBBC capital / £106 as part of Merland Rise and De Burgh schemes	£0	Winter 2014/15	Ecological constraints	Ecological surveys undertaken. Method statements prepared.	2		

SCHEDULE 5: REDHILL REGENERATION INFRASTRUCTURE

Sch/ No.	LOCATION	SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY/ MANAGEMENT ORGANISATION	COST	FUNDING ARRANGEMENTS	GAPS IN FUNDING	DELIVERY PHASING	RISKS	CONTINGENCIES/ DEPENDENCIES	CRITICALITY 1=priority 2=important 3=desirable	Comments	Progress Report 2014
5/1	Various possibilities	District Heating Network Energy Centre	Allow the Council to contribute to creating a low-carbon future, taking advantage of opportunities within Redhill Town Centre.	RBBC, Regeneration Forum, Private Sector, ESCO	Not costed	ESCO to provide, Site host needed	0	2 years	Lack of interest or viability from ESCO and/or site owners, Air Quality issues with stack	No contingencies other than installation of biomass boilers for individual sites with modular capacity to allow future connection	3	Preferred option is for an anchor site to host and construct in modular fashion to allow for expansion	
5/2	Redhill Town Centre	Air Quality Monitoring Area Management Plan	Action Plan of works is being developed in response to Redhill's recent designation as an AQMA	RBBC	Not costed	RBBC funds/ CIL	0	5+ years	Conflict with Regeneration strategy development	Action plan developed in consultation with Redhill Regeneration team	2	Currently developing this	Monitoring work on-going, to ensure that pollution levels are not rising as a result of development and are in line with forecast levels.
5/3	Station Road (West End)	Urban Realm Improvements	Improvements to the public realm to attract businesses and shoppers	Developers, RBBC	Circa £335k	Developer funded (£106) as part of completed Nobel House scheme	0	Spring 2012	None	Underway	2		The scheme was completed on time in Spring 2012.
5/4	Station Road (East End)	Urban Realm Improvements, new paving, better pedestrian access	Improvements to the public realm to attract businesses and shoppers and improve pedestrian accessibility	RBBC	Up to £1m	NGP funding already committed / £106 (already secured)	0	2-3 years	None	None	2		The cost has increased – previously it was £800k. The scheme is currently underway and due for completion in March 2015.
5/5	Warwick Quadrant South	Move shopfronts forward along London Road and Station Road elevations	Improvement to public realm and increase retail floorspace	Aviva (head lessee)	Unknown	As part of private redevelopment	0	Long term 5+ years	Aviva do not progress project	Planning permission.	3		
5/6	Warwick Quadrant North	Urban Realm Improvements – Harlequin canopy and London Road declutter	Supermarket expansion/development	Aviva/ Sainsbury's	850k	Developer funded (£106) as part of Warwick Quadrant (Sainsbury's) scheme	0	2 years	Supermarket does not progress plans.	None	2		Demolition works began in October 2014 to enable the extension of Sainsbury's.
5/7	Between Reading Arch Rd and High Street	Urban Realm Improvements	Need to improve the connectivity under the railway bridge to connect the important Reading Arch Road site to the shopping area of the Town Centre	SCC	£0.5m est	CIL	£0.5m	Long term – 5+ years	Development on Reading Arch Road does not progress at sufficient scale	Depends on development at Reading Arch Road. Cooperation from rail bridge owner. No contingencies.	2		SCC is now the sole lead delivery agency. Some small improvements have been made by the Balanced Network on the Belfry roundabout.
5/8	Various town centre locations	"Grot Spots" initiative to improve physical appearance and function of 12 specified sites within the town centre area	Series of small and medium scale measures which together can make a large difference to the quality of the environment	RBBC, SCC, private sector partners	Up to circa £250k	Small scale operations absorbed mostly within revenue-funded activities by RBBC & SCC. Private sector voluntary contributions.	0	Short/mid term 1-5 years	Availability of funding, securing agreement over sites in multiple ownership	None	2		These are complete in the most part, with only 2 specified sites outstanding, due to ownership issues.
5/9	Station Underpass/ Noke Drive	Urban realm improvements: reduction from 3 highway lanes to 2.	Important 'entrance' to town centre but currently unsightly, as part of the Balanced Network scheme.	SCC/RBBC	£50k+	DfT/LSTF funding	0	From 2013	Safety audit and detailed feasibility study yet to be carried out	Depends on progression of 5/27 & 5/28 below to release highway capacity	1		This scheme is currently underway and due for completion in March 2015.
5/10	High St/ Marketfield Way	Urban realm improvements: footway upgrade.	Improve pedestrian connectivity as part of the Balanced Network scheme	SCC/RBBC	£100k est	DfT/LSTF funding	0	Short/mid term 1-5 years	Cost and viability		1		This scheme is currently underway and due for completion in March 2015.
5/11	Redstone Hill/ Marketfield Way	Urban realm improvements: footpath upgrade	Improve pedestrian/cycle connectivity from potential new car park to town centre as part of the Balanced Network scheme	SCC/RBBC/ Network Rail	£100k est	DfT/LSTF funding	0	Short/mid term 1-5 years	Cost and viability		1		
5/12	Marketfield Way	Flood attenuation works	To mitigate surface water flood risk to enable delivery of a scheme on site	Developer	£300k	To be provided by developer as part of Marketfield Way scheme	Unknown	Short-mid term following approval of a viable scheme and willing developer	Cost and viability	Redevelopment of Marketfield Way cannot go ahead without this	1		A scheme at the site is currently under negotiation, and a planning application is anticipated to be submitted by June 2015.
5/13	Gloucester Road	Flood attenuation works	To mitigate surface water flood risk to enable delivery of a scheme on site and improve the flood resilience of the wider town centre	RBBC/ Developer	Unknown	To be provided by developer as part of Gloucester Road scheme	Unknown	Following site sale to developer and approval of a viable scheme	Cost and viability	Redevelopment of Gloucester Road site cannot go ahead without this	1		

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5/14	Colebrook Site	Flood attenuation works	To mitigate flood risk from Redhill Brook to enable delivery of a scheme on site and improve the flood resilience of the wider town centre.	SCC/Developer	Unknown	To be provided by developer as part of Colebrook scheme	Unknown	Following site sale to developer and approval of a viable scheme	Cost and viability	Redevelopment of site cannot go ahead without this	1		
5/15	Memorial Park	Park improvement project	Limited run down facilities. Improvements to the Toilets, Café, Replanting	RBBC	£1.6m	NGP/s106/Travel SMART/Sport England	0	3 years	HLF bid fails	Depends on completion of Phase 1 flood works & success of HLF bid	1		Project completed October 2014 with a higher cost than previously estimated. New café, play area and sports facilities in place.
5/16	Memorial Park	Drainage and Flood Attenuation	Flood storage and attenuation works within Park are an opportunity to help mitigate flooding within the Town Centre	RBBC, Environment Agency	N/A	NGP	0	Decision by Spring 2012, completion by Spring 2013	Low risk – funding already committed	Depends on cost/benefit analysis. Non progression requires individual site-by-site flood attenuation works	2		CBA showed more cost effective to undertake site by site attenuation. Project closed and funding reallocated to Park Improvement Project 5/15.
5/17	Memorial Park	Park and Green Space Improvements	Rehabilitation of the park environment following flood attenuation works	RBBC	N/A	NGP/RBBC	0	Immediately following completion of 12 above.	Low risk – funding already committed	Depends on completion of Phase 1 flood works	2		CBA showed more cost effective to undertake site by site attenuation. Project closed and funding reallocated to Park Improvement Project 5/15.
5/18	Redhill	Parking Management Measures	Package of measures to manage parking within the town as a whole.	RBBC, SCC, private sector partners	£200k	LSTF bid/NGP/ S106 (already secured)	0	2-3 years	LSTF bid unsuccessful and funds are prioritised elsewhere	Political support for measures chosen/adopted.	2	RBBC currently consulting on measures	This scheme is currently under development.
5/19	Town Centre	New style urban substations	Smaller, sleeker substations in urban areas with less land-take and maintenance	UK Power Networks	£90k	UK Power Networks/ SCC	0	1 year	Insufficient funding	Success of pilot project with shell in place	3		
5/20	Marketfield Way	Move electricity substation	Substation is currently located within developable part of site	UK Power Networks	£400k+	To be provided by developer as part of Marketfield Way scheme	0	Short/mid term 1-5 years	Low risk	May not be necessary to replace if 5/19 above is progressed. Removal necessary to enable Marketfield Way development	2	Necessary to enable development at Marketfield Way	A scheme at the site is currently under negotiation, and a planning application is anticipated to be submitted by June 2015.
5/21	Redhill	Flood Alleviation Scheme	To reduce the likelihood and consequences of flooding to Redhill town centre	Environment Agency/SCC/ RBBC	£875K	Defra (Grant in Aid)/CIL	Circa £400K	1-5 years	Cost and viability		1	A scheme is presently being investigated to consider the potential to increase flood storage upstream of Redhill town centre – further details of this project will be known by June 2015 (info provided by EA)	
TRANSPORT													
5/22	Various	Electric charging points	Will promote greater use of electric vehicles and also address air quality issues	SCC/RBBC/UK Power Networks	Up to £50k per station	Unknown	£50k	In line with development of regeneration sites	Unviable due to existing electricity infrastructure	Early work with developers and power providers to build EV charging points into redevelopment proposals	3		SCC are currently considering sites for the installation of EV charge points in Redhill, Consort House, East Surrey College, and Donyngs this financial year.

Sch/ No.	LOCATION	SCHEME	NEED FOR SCHEME	LEAD DELIVERY AGENCY/ MANAGEMENT ORGANISATION	COST	FUNDING ARRANGEMENTS	GAPS IN FUNDING	DELIVERY PHASING	RISKS	CONTINGENCIES/ DEPENDENCIES	CRITICALITY 1=priority 2=important 3=desirable	Comments	Progress Report 2014
5/23	Redhill	Roll out of sustainable towns toolkit: Bus corridor improvements	Measures to encourage modal shift and decrease car reliance. Complementary to “hard” highway schemes	SCC/RBBC	£2.4m	LSTF funding	0	Within 5 years	Bid unsuccessful in whole or in part	Funds may alternatively be drawn from CIL/s.106 contributions, other Council budgets if LSTF bid is unsuccessful, although this would significantly reduce the scope of the package of measures.	1		LSTF funding largely complete, c. 100 bus stops upgraded. Designs completed for a further 50 stops. Possible LEP funding for 2015/16 to complete upgrade.
5/24	Redhill	Roll out of sustainable towns toolkit: Walking & Cycling measures, Multi-modal transport access hub	Measures to encourage modal shift and decrease car reliance. Complementary to “hard” highway schemes	SCC/RBBC	£550k	LSTF funding	0	Within 5 years	Bid unsuccessful in whole or in part	Funds may alternatively be drawn from CIL/s.106 contributions, other Council budgets if LSTF bid is unsuccessful, although this would significantly reduce the scope of the package of measures.	1		Largely completed – capital improvements likely to be completed by June 2015.
5/25	Redhill	Roll out of sustainable towns toolkit: EVs & associated infrastructure, Community transport measures, Community hub (cycling)	Measures to encourage modal shift and decrease car reliance. Complementary to “hard” highway schemes	SCC/RBBC	£3.13m	LSTF funding	0	Within 5 years	Bid unsuccessful in whole or in part	Funds may alternatively be drawn from CIL/s.106 contributions, other Council budgets if LSTF bid is unsuccessful, although this would significantly reduce the scope of the package of measures.	1		Largely completed – no further funding beyond 2014/15 at this stage.
5/26	Princess Way	Signalised exit from Sainsbury’s	Signals regulating flow along will enable easier egress from Sainsbury’s car park and reduce problems at the Lombard roundabout	Sainsbury’s	£100k	Developer funded (s106) as part of Warwick Quadrant (Sainsbury’s) scheme	0	1-2 years	Sainsburys does not progress scheme	.	1	This forms part of the Balanced Network package of transport measures	This scheme is currently underway and is expected to be completed by March 2015.
5/27	Lombard Roundabout	Balanced Network: Lombard Roundabout reconfiguration	Package of measures to provide a comprehensive solution to Redhill’s traffic issues whilst providing cycle, pedestrian & urban realm improvements	SCC/RBBC	Circa £200k	RBBC/SCC	0	Commence 2013	Bid failure. Absence of traffic measures is a constraint to growth	Linked to 5/28 below. Investigate subsequent bidding opportunities and/or use of alternative resources for funding in event of GPF bid failure.	1	This forms part of the Balanced Network package of transport measures	This scheme is currently underway and is expected to be completed by March 2015.
5/28	A25 in town centre	Balanced Network: A25 two-way working	Package of measures to provide a comprehensive solution to Redhill’s traffic issues whilst providing cycle, pedestrian & urban realm improvements	SCC/RBBC	Circa £750k	RBBC/SCC	0	Commence 2013	Bid failure. Absence of traffic measures is a constraint to growth	Linked to 5/27 above. Investigate subsequent bidding opportunities and/or use of alternative resources for funding in event of GPF bid failure. Requires cooperation from Belfry Centre.	1	This forms part of the Balanced Network package of transport measures	This scheme is currently underway and is expected to be completed by March 2015.
5/29	Station Roundabout	Balanced Network: Reconfiguration of pedestrian crossings, reduction of diameter from 33m to 15m	Reduction in road/vehicle dominance and improvement of linkages/desire lines between rail station and town centre	SCC/RBBC	Circa £700k	RBBC/SCC	0	Commence 2013	Bid failure. Absence of traffic measures is a constraint to growth	Depends on schemes above to release sufficient highway capacity to carry out this scheme.	1	This forms part of the Balanced Network package of transport measures	This scheme is currently underway and is expected to be completed by March 2015.
5/30	Marketfield Way	Toucan Crossing	Improvement of pedestrian linkage from Redstone Hill to town centre	SCC/RBBC	Circa £60k	RBBC/SCC	0	By 2016	Bid failure	Depends on schemes above to release sufficient highway capacity to carry out this scheme.	1	This forms part of the Balanced Network package of transport measures	This scheme is currently underway and is expected to be completed by March 2015.
5/31	Redstone Hill	Installation of a small roundabout & Cavendish Road made one-way towards Redstone Hill	Improve traffic flow and safety at junction	SCC/RBBC	Circa £75k	RBBC/SCC	0				1	This forms part of the Balanced Network package of transport measures	This scheme is currently underway and is expected to be completed by March 2015.
5/32	Warwick Quadrant South	Refurbishment of the Harlequin Theatre and Cinema	Works needed to maintain town centre entertainment facility and attract more visitors	RBBC	£300k	RBBC (funding allocated)	0	1-2 years	None	No contingencies/dependencies	3		This scheme was completed in 2013.
5/33	Rail Station	New “Platform 0” on west side of line	Improve service capacity and address current bottleneck at Redhill. Allow 12+ car trains to stop	Network Rail	£8m	Network Rail	0	Expected to commence 2014 or earlier	Low risk – within NW’s business plan and funding already partially committed	No contingencies	1		This scheme is on-going and programmed for delivery in the current Network Rail control period (no. 5)

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5/34	Rail Station	New station, or substantial remodeling of the existing and additional station car parking.	Create a more appropriate gateway to Redhill, improving capacity and customer experience at this rail network node. Provide additional commuter parking to serve station and meet increasing demand.	Network Rail	£7m	To be provided by developer of Redhill station site (Network Rail/Solum)	0	Medium term circa 5 years	Medium Risk	No contingencies	2	Would be linked to redevelopment of station car park site	Solum Regeneration has obtained planning permission (reference 13/00848/F, granted in January 2014) for redevelopment of the existing station buildings.
5/35	Rail Station	Station refurbishment	Package of improvements needed to enhance customer experience at the station	Southern Rail	Circa £1.45m	Southern Rail	0	All projects complete by December 2013	Low risk	No contingencies – project prioritization will take place according to level of funding	2		This scheme has been substantially completed, including subway re-decoration, platform works, and new welcome signs.
5/36	Rail Station	Lift from entrance level to platforms	Installation of lift for less mobile passengers, or those with heavy luggage	Southern Rail	£700k	DfT (via access for all funds)	0	2012/13	Engineering difficulties	.	2	Access for All funding bid was successful	This scheme was completed in August 2014.