



Infrastructure Delivery Plan (IDP)

LDF Evidence Base

Updated September 2012

Executive Summary

This Infrastructure Delivery Plan (IDP) seeks to give an overview of current provision for physical, social and green infrastructure and an assessment of future needs, based on the levels of growth anticipated in the Council's Proposed Submission Document of the Core Strategy. It has been developed in close co-operation and consultation with various infrastructure providers.

It examines each category of infrastructure in turn, reviewing current capacity and the response of the infrastructure provider to the Council's growth trajectory. Any projects or items of infrastructure that are anticipated, required, or considered to be both realistic and desirable are then summarised in the schedules at the end of the document.

The schedules contain 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 change over that period. The IDP is therefore intended to be regularly updated as development and projects progress and evolve.

Submission Document and Version Control

This document is published as supporting documentation for the Core Strategy. It follows on from a draft version in September 2011 which underwent public and stakeholder consultation, and a later version published in February 2012 as part of the Core Strategy submission consultation.

A May 2012 version was largely the same as the February 2012 version, but incorporated updated information for some transport and education infrastructure, to reflect the latest data available at the time of submission.

The current September 2012 version is the same as the May version, but for the purpose of assessing the infrastructure funding gap, assigned costs and funding have been assumed where no cost information exists or has been provided by the infrastructure providers.

Contents

<u>Section</u>	<u>Title</u>	<u>Page</u>
1	Introduction	4
	Aims & Scope	5
2	Borough-wide Policy Context & Scope	7
	Policy Context	7
	Core Strategy Growth Scenario	8
3	Methodology & Consultation	13
4	Physical Infrastructure	17
	Utilities & Flooding	17
	Transport	25
	Other Physical Infrastructure	31
	Green Infrastructure	34
5	Social & Community Infrastructure	37
	Education	37
	Health & Social	42
	Emergency Services	45
	Community & Leisure	48
6	Regeneration Areas	53
	Horley	53
	Merstham	57
	Preston	58
	Redhill	60
	Documents and References	68
Annex 1	Organisations Consulted	70
Annex 2	Consultation Responses	71
Schedule 1	Borough-wide Infrastructure	75
Schedule 2	Horley Infrastructure	79
Schedule 3	Merstham Infrastructure	81
Schedule 4	Preston Infrastructure	81
Schedule 5	Redhill Infrastructure	82

** Detailed table of contents for each separate item of infrastructure on page 6*

Reigate & Banstead Borough Council LDF

1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) seeks to establish the infrastructure necessary to support the borough-wide planned increases in housing, jobs and population over the Core Strategy plan period to 2027. It reviews the existing coverage and future requirements of physical infrastructure (e.g. utilities and transport), and social infrastructure (e.g. schools, emergency services, etc.). The IDP provides analysis of the nature of future requirements and how and when those requirements are expected to be funded and delivered.
- 1.2 The IDP supports the Reigate & Banstead Core Strategy to ensure that key infrastructure necessary for development is delivered in a timely and coordinated fashion. The overall levels of population, jobs and housing in the borough are all forecast to increase over the plan period, but within those increases lie more complex patterns and changes such as an ageing population, changes in the nature of the local economy and pockets of deprivation. Such changes can all potentially have significant impacts on the borough's infrastructure.
- 1.3 The spatial strategy for Reigate & Banstead is set out in the Core Strategy and seeks to enable growth in certain locations whilst protecting and enhancing the character of the borough. The Core Strategy expresses a preferential hierarchy of locations for growth and development:
 - i. Priority locations for growth & regeneration (all of equal priority)
 - Redhill Town Centre
 - Horley Town Centre
 - Horley North East & North West sectors
 - Preston regeneration area
 - Merstham regeneration area
 - ii. Built up areas of Redhill, Reigate, Horley and Banstead:
 - a) Town Centres first, then
 - b) Edge of centre locations within walking distance to town centres
 - iii. Other sustainable locations in the existing urban area according to the criteria for sustainability set out in policy CS9 "Sustainable Development"
 - iv. Sustainable urban extensions, the scale and location of which will be determined through future study and identified in subsequent local development documents
- 1.4 An Area Action Plan DPD is being produced for Redhill Town Centre and planning frameworks drawn up for Merstham and Preston, which will give specific context and guidance to development in these areas in addition to allocating sites for particular forms of development. Development planned for Horley is described in the Horley Master Plan.
- 1.5 The IDP has been developed by using information provided by both Reigate & Banstead Borough Council and Surrey County Council, and a range of infrastructure providers external to these councils (such as utility companies, emergency services, and neighbouring local authorities). Annex 1 contains a list of these bodies. Annex 2 provides a summary of comments received during the previous consultation, and the Council's response. On-going discussions with all providers will be necessary to plan

the delivery of infrastructure alongside the growth proposed in the Core Strategy in a coordinated manner.

Disclaimer

- 1.6 The IDP is not a policy document and any information within it does not override or supersede the Core Strategy, or any policies, statements or commitments contained within any DPDs or SPDs. The inclusion of any particular item or site in the IDP or its schedules is done so on a “without prejudice” basis and does not indicate that planning permission will be granted or that development on any given site will be suitable. At a site-specific level, only policies and site allocations within the various DPD documents can be held as material considerations to influence planning applications or pre-application discussions, although information contained within this IDP can form part of the background assessment. This IDP provides evidence to support the development of a future CIL charging schedule.

Monitoring

- 1.7 This IDP forms the baseline from which the progression and delivery of infrastructure can be assessed and monitored. Every attempt has been made to ensure that at the time of writing the document is as accurate as possible. However, plans and priorities change over time, along with funding and the nature of projects, particularly as more detailed interventions in our regeneration areas develop and the exact infrastructure requirements become clearer. It will need to be regularly updated. It is envisaged that this will form part of the LDF’s Annual Monitoring Report (AMR).

AIMS & SCOPE

- 1.8 The aims of the IDP are:
- To review the existing provision and coverage of infrastructure, including any gaps or deficiencies;
 - Identify the infrastructure required to serve the growth set out in the spatial strategy;
 - Ensure that infrastructure is provided in line with new development over the plan period to 2027;
 - Engage with the providers of infrastructure and keep those bodies informed of the scale and locations of the borough’s growth;
 - Provide information on the range of infrastructure providers and how their plans and programmes relate to the Council’s own strategy;
 - Establish responsibilities, funding and timescales for delivery.
- 1.9 The scope of the IDP is show in table 1 below, which summarises the various infrastructure systems that are covered:

Table 1: Contents & Scope of the IDP

Infrastructure Family	Sub-categories	Page
Physical Infrastructure		
UTILITIES	Water	17
	Drainage	18
	Flooding	18
	Electricity	19
	Gas	20
	Renewable Energy	20
	Telecommunications	22
	Broadband & Equivalents	23
TRANSPORT	Rail	25

	Highways & Traffic	26
	Motorways	29
	Bus Travel	29
	Cycling & Walking	30
OTHER	Heritage	31
	Public Realm	32
	Waste & Recycling	33
GREEN INFRASTRUCTRE	Parks & Gardens	35
	Natural & Semi-natural Green Space	35
	Green Corridors	35
	Outdoor Sport	35
	Amenity Space	36
	Children & Young People's Provision	36
	Allotments	36
Social & Community Infrastructure		
EDUCATION	Primary	37
	Secondary	39
	Further & Higher education	41
	Adult education	41
	Early Years	41
HEALTH & SOCIAL CARE	GP Surgeries	42
	Hospitals	43
	Adult social care	43
	Children's social care	45
EMERGENCY SERVICES	Fire	45
	Police	46
	Ambulances	47
COMMUNITY & LEISURE	Indoor Sport & Leisure Facilities	48
	Voluntary sector	48
	Cemeteries	48
	Libraries	50
	Theatre & Cinema	51
	Community centres	52
Regeneration		
REGENERATION AREAS	Horley	53
	Merstham	57
	Preston	58
	Redhill	60

2. Borough-wide Policy Context & Growth

POLICY CONTEXT

- 2.1 The planning system encourages joined-up working by all those involved in the planning and delivery of infrastructure. The Council is committed to the timely delivery of all necessary infrastructure alongside new development in such a way as to offer confidence to developers, local communities, businesses and other stakeholders. The planning system plays an important part in anticipating infrastructure needs, identifying risks to delivery where they are not met and providing mechanisms to monitor and mitigate these risks.
- 2.2 The Borough Council is aware of the need to plan for the needs of a growing population, ensuring the infrastructure necessary to support new residential and commercial development is delivered at the right time, and addressing existing shortfalls in provision using coordinated approaches. This IDP is intended to ensure that the level and distribution of development proposed by the Core Strategy can be delivered.
- 2.3 The Core Strategy identifies how growth in the borough will be accommodated – prioritising the regeneration areas and Horley new neighbourhoods, followed by the most sustainable locations in the urban areas. Beyond these areas, the Core Strategy identifies other options for further housing delivery, including a review to determine appropriate locations for sustainable urban extensions. This IDP identifies the type and level of infrastructure needed to deliver this pattern of development and the timescales for doing so. It also identifies projects for delivery of infrastructure (including timeframes, funding sources and defined roles and responsibilities). All projects listed are also assessed in terms of a ‘critical path’ analysis where risks and contingency measures are identified.

National Planning Policy Framework

- 2.4 The National Planning Policy Framework (NPPF) requires local plans, amongst other objectives, to (paragraph 157):
- *‘plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework*
 - *be drawn up over an appropriate time scale, preferably a 15-year time horizon, take account of longer term requirements, and be kept up to date’*
- 2.5 Specifically in relation to infrastructure planning, the NPPF advises that (paragraph 162):
- ‘Local planning authorities should work with other authorities and providers to:*
- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
 - *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas’*
- 2.6 In order to test the limits of the borough’s capacity for growth, the IDP seeks to assess the implications of development beyond the levels set out in the Core Strategy, particularly in respect of road traffic impacts, where a “high case”

development scenario was examined. This is prudent in order to allow a margin of safety within our infrastructure planning.

South East Plan

- 2.7 At the time of preparation, the South East Plan 2009 forms part of the Development Plan. However, it remains the coalition Government's intention to revoke RSSs and it is therefore reasonable for the Council to define its own housing target, in accordance with Government guidance.

CORE STRATEGY GROWTH SCENARIO

- 2.8 The Core Strategy not only contains the headline overall growth figures, but also directs where in the borough different types of development will be located, seeking both to plan for and manage future growth according to the hierarchy of locations set out in paragraph 1.3.

Population Projections

- 2.9 Population projections from the ONS have been used throughout the development of the Core Strategy to help inform the evidence base. Recently, these and other statistics such as skills levels, health, income, business growth, etc. have been captured in the 2011 Borough Profile. Results from the 2011 census are awaited later this year to confirm the latest population figure. Population estimates since the 2001 census are shown in table 2 below (all figures in thousands):

Table 2: Reigate & Banstead Population – Population Change (Past and Projected) Source: ONS 2008

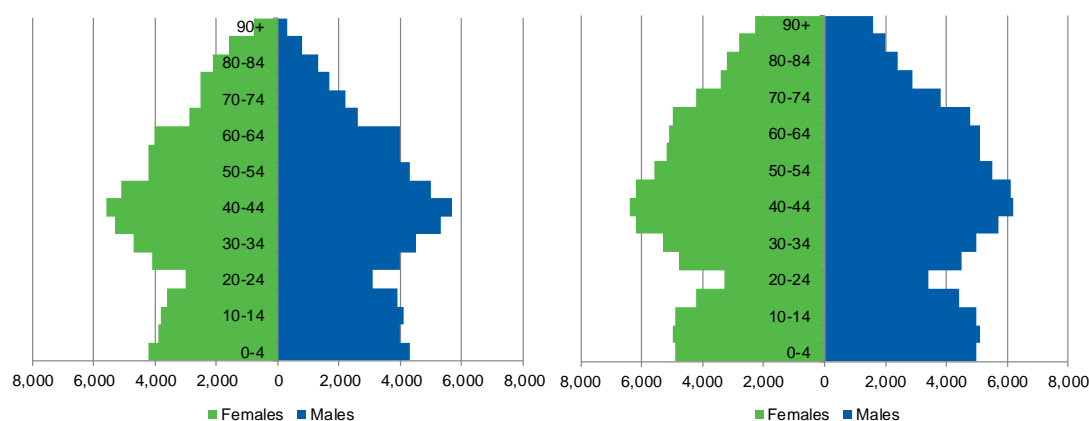
Year	Birth	Death	Natural Change	Net Migration	Total Change	Population 000's
2027	<i>* "long-term" period from 2021 to end of plan period *</i>					163.2
2021	<i>* "medium-term" period 2016-2021 *</i>					152.6
2016	<i>* "short term" period 2011-2015 *</i>					144.5
2009/10	1.8	1.3	0.6	2.0	2.5	138.6
2008/09	1.7	1.2	0.5	2.2	2.7	136.1
2007/08	1.8	1.2	0.5	1.8	2.3	133.4
2006/07	1.7	1.2	0.5	1.7	2.2	131.1
2005/06	1.6	1.3	0.2	1	1.2	128.9
2004/05	1.5	1.3	0.2	0.4	0.7	127.7
2003/04	1.6	1.3	0.2	0.4	0.7	127.2
2002/03	1.6	1.3	0.3	0.1	0.4	126.6
2001/02	1.4	1.4	0	-0.5	-0.5	126.2

- 2.10 Over the plan period, and based on past trends, the borough's population is projected to grow by approximately 17% between 2011 and 2027 (ONS). It should be noted that, in reality, the borough is likely to experience lower levels of growth than the latest projections suggest, as housing provision has been 'frontloaded' between 2006 and 2011 as part of the New Growth Points Initiative. This is a short term initiative and will not continue over the whole plan period – whereas the projections assume in-migration will continue at recent rates.
- 2.11 Within the overall projected growth lies other demographic change. For example, the average household size is predicted to fall from 2.43 at the 1991 census to 2.14 by 2026 (CLG), creating a pressure for housing in addition to that arising solely from the

increase in the total population. Understanding the forces behind these changes also carry implications for the type and size of housing necessary.

- 2.12 Furthermore, the age profile of the population is expected to change as people's life expectancy increases over time. Figure 1 shows the population pyramids for the borough by age band through to 2033:

Figure 1: Population pyramids for Reigate & Banstead (2011 left, 2033 right)



- 2.13 The 2033 pyramid shows proportionally a much higher number of residents in the upper age bands, symptomatic of better health and increasing life expectancies, particularly for men. This shifting demographic is likely to place particular demands on infrastructure, particularly the elderly housing and health sectors.

Economic Growth

- 2.14 Economic forecasts from Experian were used to anticipate employment growth in various industrial sectors. Full analysis is contained within the LDF Evidence Papers *Reigate & Banstead Core Strategy: Updating the Economic Evidence Base* (which includes Employment Floorspace Modelling methodology). Given the national and regional context and the nature of past trends, manufacturing industries are forecast to continue their historic decline whilst office and warehousing/ distribution are expected to experience modest increases over the plan period. The net effect is growth of approximately 37,000sqm of floorspace, some of which is expected to be provided from outworn B2 manufacturing premises. The breakdown of anticipated changes in B-class floorspace is as follows in Table 3:

Table 3: Borough-wide Employment Floorspace Requirements

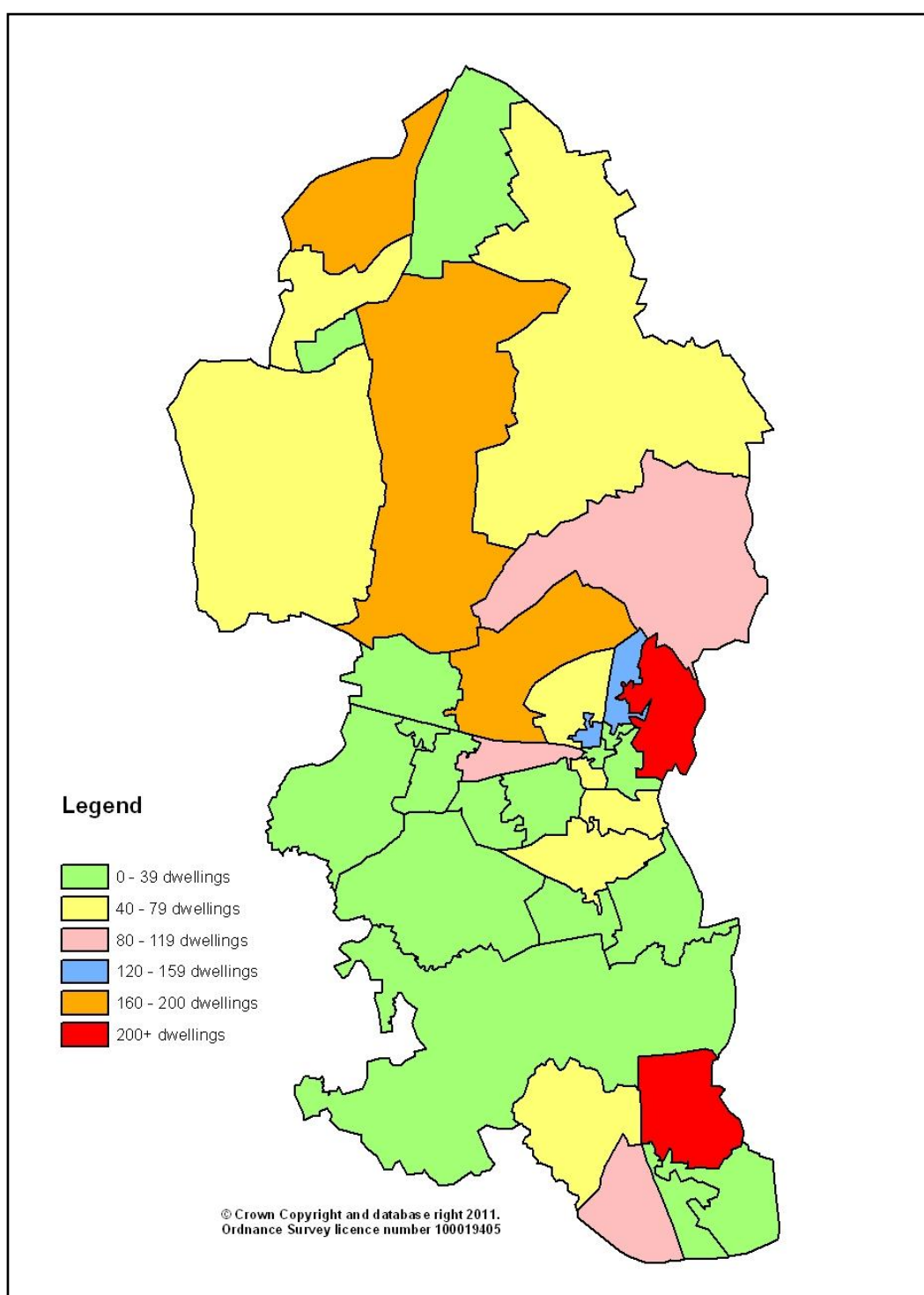
	Total predicted demand (sqm)	Total estimated supply 2010 (sqm)	Requirement: Net Balance (sqm)
B1 (a)	67,100	54,700	12,400
B1(b,c), B2	-6,400	4,300	-10,700
B8	50,600	26,000	24,600
Total	111,300	85,000	26,300

- 2.15 The balance of employment requirements is expected to be accommodated over the plan period by intensification or extension at existing employment sites. No new employment sites are envisaged within the borough over the plan period in order to meet this projected local growth.

Housing Growth

- 2.16 The Core Strategy includes a housing target of 460 homes per year, or a total of 6,900 between 2012 and 2027. With the previous delivery of over 3,000 dwellings between 2006 and 2011, this figure remains consistent with the level prescribed in the South East Plan, which remains legally in force but is anticipated to be withdrawn shortly.
- 2.17 Reigate & Banstead's SHLAA (Strategic Housing Land Availability Assessment) is a primary source of information and analysis about housing land supply. The SHLAA represents a comprehensive and detailed assessment of the availability of housing land, with individual site-by-site assessment drawn from engagement with a variety of developers and land owners. It also includes more speculative components based on past trends or analysis of sites that are not currently available, but which may become so in the future. It demonstrates how the Council can accommodate planned housing growth.
- 2.18 Figure 2 below shows a spatial representation of the number of housing units developed since 2009 or with planning permission for development. The principal locations for growth are the north west of Redhill (location for the large Park 25 and Watercolour developments) and the northern sectors of Horley. The Green Belt areas have seen relatively little development. The overall pattern of housing delivery over the next 10 years is expected to be similar, with growth focused on the priority regeneration areas and existing urban areas. In the longer term, sustainable urban extensions may be required adjoining existing urban areas. The zones correspond to ward (or sub-ward) areas used for transport modelling.

Figure 2: Distribution of completed and permitted development since 2009

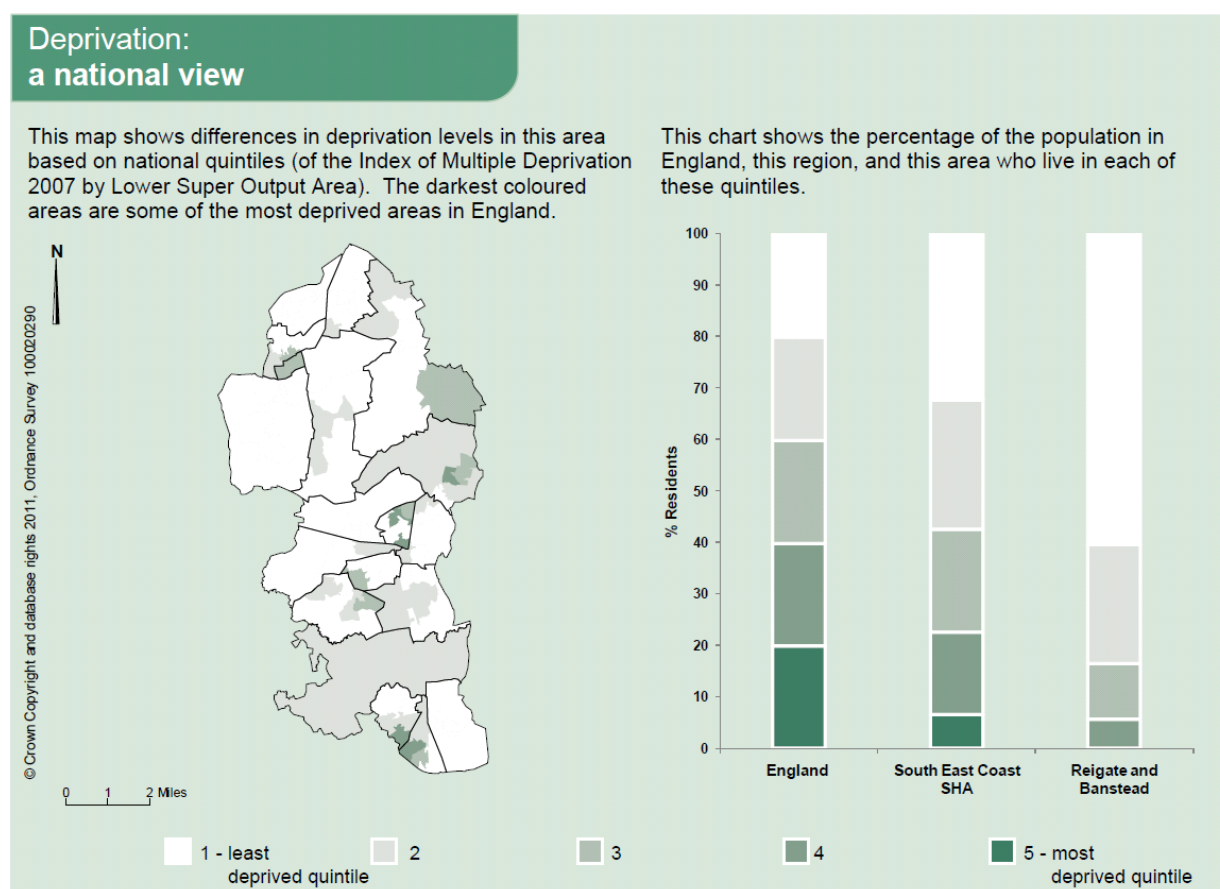


Indices of Deprivation

- 2.19 According to the Indices of Multiple Deprivation (IMD) 2010 statistics, Reigate & Banstead ranks overall as 296th out of 326 English local authority areas in terms of deprivation, where 1 is the most deprived. The ranking is taken from the average ranking of the constituent Super Output Areas (SOA), of which there are 32,482 within England. Whilst overall, the borough enjoys above-average standards of health, education and quality of life, there is considerable variation within the borough, with one of the Merstham SOAs being within the bottom quintile nationally.

Figure 3 below shows the relative performance of SOAs in our borough compared to the national view.

Figure 3: Deprivation in the borough relative to the national picture (source: Department for Health)



Methodology & Consultation

Methodology

- 2.20 The methodology for the study draws on advice from the Department of Communities and Local Government, the Planning Advisory Service and other best practice guidance. It followed a two stage process: first, to identify the current capacity and coverage of infrastructure and services; and secondly, to examine future requirements to accommodate planned growth. It also took into account work undertaken with the Surrey Infrastructure Capacity Project, where information has also been shared through joint working with other Eastern Surrey authorities to build up the strategic context. This includes coverage maps for services such as ambulances and colleges.
- 2.21 The study has been a combination of desk-based work looking at infrastructure and service providers' business plans and documents, and active engagement with their representatives. At all stages, the Council has sought to engage with a representative for each different type of infrastructure or service and corroborate the desk-top review and understanding of future needs to ensure that its information is accurate and up-to-date. The consultations in Autumn 2011 and Spring 2012 provided a more formal mechanism for infrastructure providers to comment.

Joint Working & Cross-Boundary Issues

- 2.22 The NPPF recognises that many issues of spatial planning and infrastructure capacity cross local planning authority boundaries. This may either be in the form of administrative boundaries for certain functions, the activity patterns of transport passengers, consumers and customers, or infrastructure based on geography and topology such as flood mitigation measures.
- 2.23 Many of the infrastructure systems within this IDP are the responsibility of Surrey County Council, which is able, when considering requirements for Reigate & Banstead, to take into account the effect and impact of/on other Surrey authorities, including, but not limited to, those sharing a boundary with our authority: Tandridge District Council, Mole Valley District Council and Epsom & Ewell Borough Council. Advice from Surrey County Council departments usually has consideration of cross-boundary issues inherently contained within it. A good example is the community recycling centre in Earlswood, which is proposed to be a waste transfer station for East Surrey, and advice has therefore included consideration of this item of infrastructure in a context which extends considerably beyond the borough boundaries.
- 2.24 Other strategies from which elements of this IDP have been derived, such as the emerging Redhill Town Centre Area Action Plan, contain analysis of the borough's requirements in a more specific context. Yet other infrastructure providers are national or regional level bodies who frame their advice according to their own scales of spatial analysis. This includes organisations such as Network Rail and the water companies.
- 2.25 The Borough Council recognises the importance of Gatwick Airport (located within Crawley Borough and West Sussex County) and is an active member of the Gatwick Diamond Initiative and Gatwick Consultative Committee. Whilst not located within our borough, Gatwick Airport has significant economic, social and environmental links with the borough, which have been recognised in the development of this IDP.
- 2.26 To the north, the borough shares a short boundary with both London Borough of Croydon and London Borough of Sutton. There are limited opportunities for joint working, although the Coast to Capital LEP is expected to produce closer working in the future. The most significant cross-boundary infrastructure issue identified with these authorities is that of water supply, where capacity issues have the potential to affect multiple local authority areas.

Surrey Infrastructure Capacity Project

- 2.27 The Surrey Infrastructure Capacity Project (SICP) was set up to coordinate the infrastructure planning activities of all boroughs and districts within the county, share experience and knowledge, and avoid unnecessary duplication of effort. This involved general good practice, such as establishing a single coordinated dialogue with the education and health authorities and some specific analysis of county-wide infrastructure requirements, in particular the coverage and requirements of emergency services and the provision of maps and GIS.
- 2.28 The SICP also sought to ensure that authorities were following best practice in the development of infrastructure plans, which included assistance in coordinating consultation events and running seminars to discuss policy changes and development at the regional and national levels. The SICP group includes private-sector bodies to provide both an objective viewpoint and a balanced perspective from a non-local authority standpoint.

Consultation

- 2.29 In response to concerns expressed by the Inspector at the previous Core Strategy examination, the IDP has been completely re-written with new evidence base, expanded remit, more coherent infrastructure tables, and prioritisation. The work undertaken has sought to address the concerns raised, in addition to ensuring that the entries in the IDP are up-to-date.
- 2.30 A workshop was held in May 2010, to which all infrastructure and service providers were invited to discuss requirements face-to-face and identify current deficiencies and future needs, particularly with respect of the issues identified during examination. This workshop was coordinated as part of the SICP and included independent planning expertise from the private sector to help stimulate ideas and dialogue.
- 2.31 In addition to individual infrastructure providers, representatives from Surrey County Council (SCC) and adjoining boroughs were invited, to discuss any cross-boundary implications. Surveys were sent with the invitations and respondents were given the Council's latest understanding of the position and asked to provide any updates as necessary. Specifically, the workshop sought to:
- Strengthen the Council's links and dialogue with infrastructure and service providers;
 - Explain the progress of the LDF and the implications of the previous Core Strategy examination;
 - Outline the Council's growth strategy and development trajectory;
 - Find out from providers about the state of existing provision and coverage of infrastructure;
 - Assess the implications of the growth strategy for infrastructure in the future;
 - Help identify opportunities for joint working and sharing facilities.
- 2.32 The likely level and distribution of housing in terms of existing permissions and the emerging spatial strategy for future locations was illustrated, to give an idea of the potential pattern of development with particular emphasis on the consideration of needs in Redhill and the other regeneration areas of Horley, Preston and Merstham.
- 2.33 The communication stage was an on-going process following up on the workshop findings and involved written and verbal contact with infrastructure providers. This also involved more in-depth discussions where necessary. Communication has been ongoing throughout the development of this document.
- 2.34 A second workshop was held in March 2011 targeted at identifying transport infrastructure within Redhill and Reigate following the change of government and withdrawal of Major Projects funding. This workshop has assisted both the development of the Redhill Town Centre AAP and the Core Strategy IDP.
- 2.35 Figure 4 below shows a diagram of the development and production of the IDP, including consultation stages.

Limitations of the Study

- 2.36 It is acknowledged that many organisations providing services have been undergoing review and/or significant change during this study: in the early stages a Business

Development Review at Surrey County Council and reorganisation of boundaries of Primary Care Trusts, and in latter stages the effects of the cuts under the CSR, including the loss of the Transport Major Projects fund. This has sometimes restricted the ability of such organisations to engage and to consider their long-term plans or even in some cases, led to the closure of some organisations. In such circumstances, the Council can only present the information available at the time and acknowledge that in some cases there is considerable uncertainty.

Structure

- 2.37 The IDP comprises two parts: the IDP report and the accompanying schedules. The IDP report provides a discursive analysis of infrastructure requirements including provision within the regeneration areas of the borough. The schedules provide a summary of each piece of infrastructure identified in the IDP, along with information about costs, delivery and phasing.

Figure 4: IDP Development Process



Physical Infrastructure

- 2.38 The following section summarises the position for different types of physical and operational infrastructure and services in relation to existing provision and ability to accommodate future growth. It provides a discursive basis from which items in the accompanying Schedules are itemised.

UTILITIES & FLOODING

Water Supply

Existing Provision and Assessment of Future Needs

- 2.39 Water supply for the borough area is provided by Sutton and East Surrey Water. The company has confirmed that there is a deficit of water resources to meet peak demands at the beginning of the planning period (2006/07) which continues to 2017. The company's plan to overcome this deficit is to upgrade the treatment works at Reservoir A (not named for confidentiality reasons), and to reinforce the distribution system to enable water from Reservoir A to be transferred over a much wider area in sufficient volumes to meet peak demands. It is notable that the southern part of Croydon borough is also served by Sutton and East Surrey Water and therefore will jointly benefit from the treatment and distribution upgrades.
- 2.40 Sutton and East Surrey Water has confirmed that the increase in treatment capacity at Reservoir A, combined with associated distribution system improvements, and a proactive programme of demand management, will ensure that sufficient resources are allocated to meet demand over the next 25 years.
- 2.41 Furthermore, the company also has a range of water efficiency initiatives, covering leakage control, metering, promoting water efficiency, and the efficient use of water at treatment works. These initiatives help to manage demand.

Funding Sources, Timescales and Responsibility for Delivery

- 2.42 Sutton and East Surrey Water is funded solely by customer revenue. The amount that can be charged to customers is set by the Ofwat, the Water Services Regulation Authority.
- 2.43 The expansion of the treatment works capacity at Reservoir A is in three phases. Phase 1 was substantially completed in 2010 which allowed for a 9 million litres per day (MI/d) increase. Work on Phase 2 commenced in 2011 and involves a 5 MI/d upgrade.
- 2.44 Phase 3 will involve a 20 MI/d upgrade which will commence in the period 2015-2020. Until phase 3 is completed there is a slightly increased risk to customers of the need to apply restrictions in the event of a drought. The company has confirmed that that this is a very small increase in risk; in the event of a drought, a drought contingency plan is implemented.
- 2.45 For the water efficiency measures, annual targets are set to meet the required level of work. In the case of leakage control, some years require higher levels of spending to achieve the target, as it is weather dependant; for example, in the past two years, severe winters have resulted in additional leakage detection and repair work being needed. In any case, the company still met the target level.

- 2.46 The programme for metering is based on predicted levels of installations, although these are subject to external factors, such as the housing market. SESW are on track for this 5 year programme (2010-2015).
- 2.47 Finally, the company has confirmed that it has a programme of on-going maintenance and improvement works to ensure the efficient use of water at the treatment works.

Foul Water Drainage

Existing Provision and Assessment of Future Needs

- 2.48 Waste water treatment is managed by Thames Water. At present, there are several treatment works operating in the borough and in neighbouring authorities. The following serve Reigate & Banstead:
- Beddington
 - Earlswood
 - Hogsmill
 - Horley
 - Ironsbottom
 - Merstham
- 2.49 The above treatment works have been assessed as having capacity to meet future growth except Merstham where a quality and growth upgrade is planned. The proposed upgrade work will increase the STW's capacity from approximately 7,000 to 10,500 population equivalent while allowing compliance with the relevant quality consent. This upgrade will support the area's sewerage requirements until at least 2021. The upgrade is currently being implemented and the expected completion date is May 2012.
- 2.50 Thames Water confirms that an increase in proposed dwellings for the 2010-2015 capital programme period may necessitate capacity upgrades at affected treatment works and/or upgrades of the sewerage network. It takes 3-5 years to plan an upgrade of sewage treatment works and 7-10 years to build a new works if required. The company uses LDF information to plan for future upgrades and require engagement between local authorities as early as possible to ensure as much certainty and time for the delivery of infrastructure.

Funding Sources, Timescales and Responsibility for Delivery

- 2.51 Thames Water is funded in 5 year planning periods known as Asset Management Plans (AMP). The money available to spend on water services infrastructure during an AMP period is determined by the Office of Water Services (Ofwat) in consultation with Government, the Environment Agency and consumer organisations amongst others. The consultation process is known as the Periodic Review, and the most recent review took place in 2009, which determined how much money the company has to spend between 2010 and 2015 (AMP 5). AMP 6 will cover infrastructure spending between 2015 and 2020 and the periodic review will commence in 2013. AMP 7 will cover the period between 2020 and 2025 and so on.

Flooding

- 2.52 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. Flooding is an issue with significant cross-boundary implications and the SFRA has therefore been prepared in conjunction with similar assessments for Crawley and

Horsham Borough Councils to ensure a coordinated response to flooding issues within the catchment area of the upper River Mole.

- 2.53 More specifically flood risk has been examined at a finer grain of detail in Redhill through a separate report commissioned in 2010/2011. The implications and contents are discussed in section 6. Similarly the flood requirements for Horley were studied in the Horley Masterplan when development of the north east and north west sectors was being planned.
- 2.54 The borough lies within three separate river catchment areas. To the north-west of the borough, within the River Hogsmill catchment, and to the north-east within the River Wandle catchment area, flooding is less of an issue. However, flood management measures and SuDS are still required at large development sites to prevent flooding downstream in the lower-lying areas of Epsom & Ewell.
- 2.55 To the lower-lying south, within the River Mole catchment area, flooding is a more serious issue, with most of Horley lying within the 1 in 100 year flood event risk area. The SFRA recommends that the full sequential tests set out in PPG25 are applied, and where applicable, the exceptions test, with flood mitigation measures designed on site where development proposals in flood zones 3a and 3b (high probability and functional floodplain) can meet the exceptions test. Such measures should be designed in consultation with the Environment Agency. In all zones, development should consider the use of SuDS as a matter of course. Core Strategy policy reflects this.

Electricity

Existing Provision and Assessment of Future Needs

- 2.56 National Grid has a statutory duty to develop and maintain a coordinated electrical transmission system, providing electricity supplies from power stations to local distribution companies. They are obliged to offer a connection to any significant user, generator or distributor. In planning for future demand, National Grid is required to produce a seven year statement on an annual basis. The current statement covers the period 2010/11 – 2016/17 inclusive and does not foresee any particular problems in our area. Demand forecasts are provided through the Distribution Network Operator (DNO) for the area (UK Power Networks). Formerly, EDF Energy was the DNO.
- 2.57 At the time of preparation in 2010 EDF Energy as DNO clearly indicated that it had no current issues and anticipated no difficulty with power supply to new development within the Borough. The recent change of operation to UK Power Networks does not imply any change in the capacity of the infrastructure. UK Power Networks is currently running a trial project in Redhill for smaller sub stations in urban areas, thus potentially freeing-up additional land for development. The project is partially funded, but a funding gap remains following the failure of a bid to the European Regional Development Fund for the remainder. Surrey County Council is exploring options for funding assistance.

Funding Sources, Timescales and Responsibility for Delivery

- 2.58 Funding comes from charging for connections to the national transmission system to cover all reasonable costs plus a reasonable rate of return. Additionally separate Transmission Network Use of System (TNUoS) charge applies to cover the overall costs of installing and maintaining the network. The charges are set annually and based on an approved methodology.

- 2.59 UK Power Networks as DNO plans on a reactive basis and there is usually a 2 year lead-in period for major development requiring a new substation. Funding is derived through commercial contracts with customers and UK Power Networks therefore has responsibility for maintaining the system and accommodating 'natural growth' although it is entitled to charge for discrete works associated with 'step change' developments.
- 2.60 The previous DNO (EDF Energy) advised that due to recent investments of approximately £3m in high-voltage electrical infrastructure in Horley, there is significant surplus capacity. EDF informed the Council that capacity in this borough is not an issue and since UK Power Networks has become the new DNO for the South East, there has not been a change in message.

Gas

- 2.61 National Grid is responsible for the national gas transmission network which operates at high pressures of up to 94bar. The forecast of its needs is contained within the Long Term Development Plan 2010. No response was received from any gas infrastructure operators, but the Council is unaware of any gas supply issues within the borough.
- 2.62 Scotia Gas Networks (SGN) operates the Distribution Network in the borough. SGN's funding is derived through commercial contracts with customers and SGN therefore has responsibility for maintaining the system and accommodating 'natural growth'. Unlike electricity, not all parts of the country are supplied with gas.

Renewable Energy

Existing Provision and Assessment of Future Needs

- 2.63 The Council is supportive of alternative sources of energy to fossil fuels, and of the more efficient use of energy. There are currently no large-scale stand-alone renewable energy installations in the borough. The Council is aware that interest has been expressed in solar arrays in the south of the borough and these may prove viable and appropriate, subject to Green Belt considerations and the potential loss of agricultural land. Renewable energy generation may be run by a variety of organisations and individuals who may make use of "feed in tariffs" or the Renewable Heat Incentive (RHI) and sell their energy to the grid.
- 2.64 The recent Park25 development in Redhill of 500 houses incorporated a centralised boiler to serve a number of properties, which is a more efficient solution than houses having their own individual boilers. Whilst this particular scheme initially experienced technical problems, these have now been largely overcome. Moreover, the concept has been demonstrated to work well elsewhere such as in northern Europe, where communal heat and power schemes are commonplace.
- 2.65 As energy prices rise and addressing climate change becomes more imperative, the borough recognises it has a role to play in encouraging greener and more efficient use of energy. It supports incorporation of renewable energy generation into new development. At a larger scale, Community Cooling, Heat & Power (CCHP) systems are encouraged in large development schemes, which generally present the best opportunities for creating a viable system.
- 2.66 The Council has commissioned a study on the feasibility and viability of a district heating (DH) network for Redhill Town Centre (AECOM 2011). The regeneration of Redhill will involve a number of large individual sites being redeveloped around a similar time. This may present an opportunity for linking these sites together to form

a district heating system. Further consideration of this opportunity will be included in the Redhill Town Centre Area Action Plan.

- 2.67 In addition to these initiatives, the Borough is also involved in the Gatwick Diamond Woodfuels Project which seeks to promote the use of locally produced biofuels. The woodfuel is in large part derived from managed woodland. The local woodfuels project therefore represents a local and sustainable source of fuel for any biomass boilers within CCHP projects.

Funding Sources, Timescales and Responsibility for Delivery

- 2.68 The Redhill District Heating feasibility study concludes that for the scheme to become a reality the Borough Council would need to take a strong lead and provide at least some of the initial capital funding. Various models of delivery are outlined and securing interest from an ESCO is seen as a critical step. At the present time, the Council has not yet decided whether it will commit the funds to pursue this project.

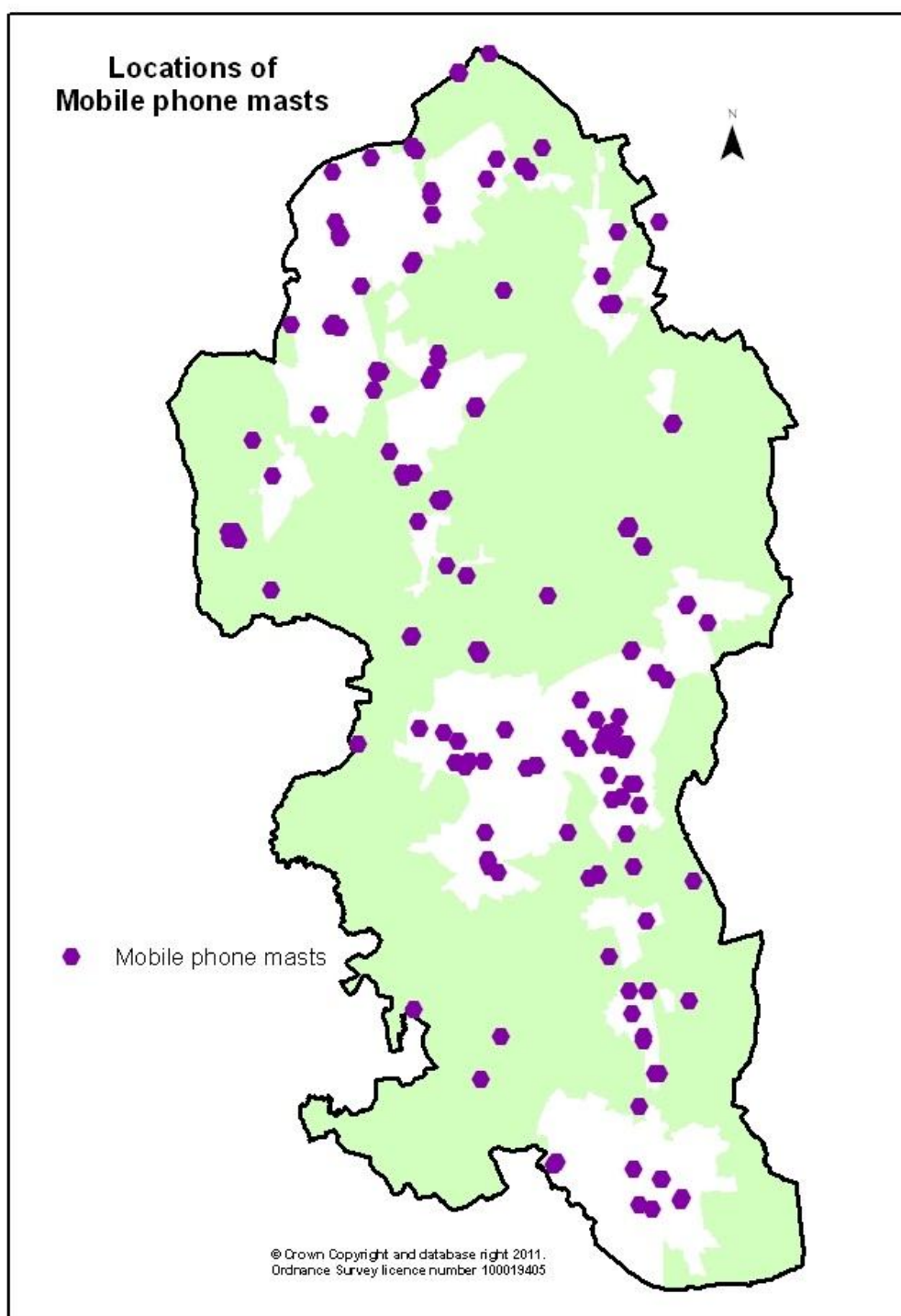
Identified Risks & Contingencies

- 2.69 Risks to the delivery of scheme are considerable as success depends on viability and support from private companies who own and/or operate from the larger development sites. Unforeseen problems in the ground (e.g. avoiding existing sewer, water, gas, electricity infrastructure) could also lead to viability issues. A further risk is the air quality implication from an Energy Centre sited in Redhill Town Centre, which has recently been designated an Air Quality Management Area.
- 2.70 On-going management and maintenance of a system once constructed is also an issue and a very long-term view needs to be taken. Recouping the capital outlay depends critically on successful long-term operation of the scheme to secure the RHI payments, which are to be made quarterly over a 20 year period.
- 2.71 Failure to deliver DH infrastructure will not render the Council's growth plans unviable, and mainstream sources of energy will remain available. However, the Council is committed to reduce carbon emissions and will therefore continue to investigate and promote opportunities for low-carbon energy solutions, and work with developers to secure coordinated provision where technically feasible and financially viable.

Telecommunications

- 2.72 The borough's location within the South East and on the edge of London means that it is well-served in terms of telecommunications coverage. Figure 5 shows the distribution of existing mobile phone masts in the borough. The Mobile Operators' Association has been consulted and has not raised any specific issues other than requesting a flexible policy approach towards the provision of masts. This is reinforced in the NPPF. Proposals for new masts will therefore be assessed in the normal manner and generally only permitted when options for sharing use of existing masts have been considered and shown to be not possible.

Figure 5: Mobile Phone Mast Distribution



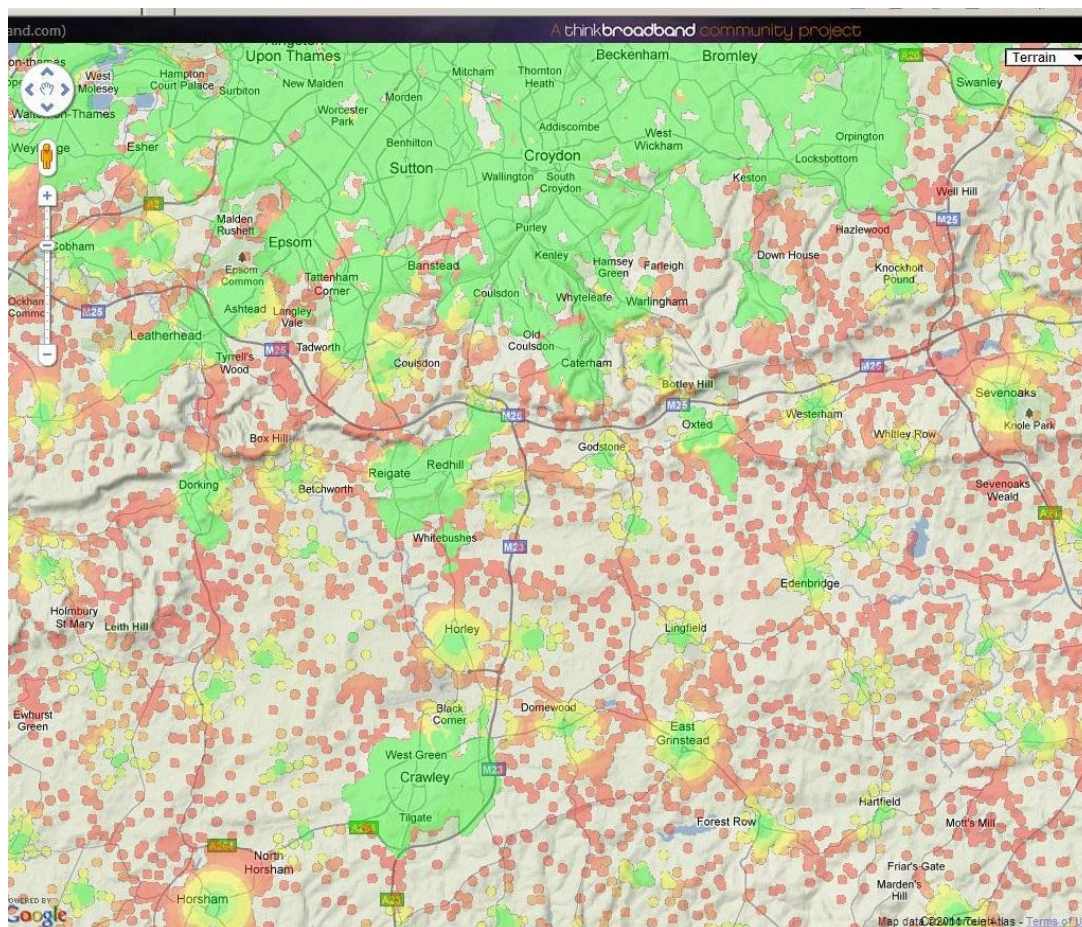
Broadband & Equivalents

Existing Provision and Assessment of Future Needs

- 2.73 Access to the internet is essential for those living and working in the borough and the South East region in general, where the economy is very much finance, service and knowledge-based and industry tends to be hi-tech. Broadband ubiquity allows flexible working which can in turn lead to significant improvements in road congestion, efficient use of commercial floorspace and social wellbeing in terms of work/life balance.

- 2.74 Surrey County Council through its LSP has recently launched a survey of all parish and town councils to determine the quality of local broadband coverage. This is in combination with internet based mapping, shown below:

Figure 6: Surrey Broadband Coverage (source: www.thinkbroadband.com)



- 2.75 The aim is to identify so-called 'not spots' and areas of slow speed in Surrey and provide encouragement and financial incentives to bridge the funding gap to encourage private-sector providers. Surrey County Council's aim is for 100% of Surrey to have superfast broadband (or equivalent) by 2013. Inspection of the map above shows that speeds are good in Horley and the Reigate/Redhill area, but poorer elsewhere, particularly the more rural parts of the borough.
- 2.76 Broadband provision is primarily a market-led activity and the Council plays no part in providing the infrastructure. Council intervention is therefore limited to a financial one. However, where above-ground equipment cabinets are required, planning permission is usually needed and the LDF can take a positive approach to the installation of necessary telecommunications equipment.

Funding Sources, Timescales and Responsibilities for Delivery

- 2.77 Surrey County Council has set aside £5m per year for the next four years for economic development purposes, which includes promoting broadband and equivalents. It has recently coordinated a successful funding bid to Broadband Delivery-UK (BD-UK), a delivery body within the Department for Culture, Media and Sport, for £1.3m additional gap funding. BD-UK was allocated a £570m fund announced under the Comprehensive Spending Review to roll-out superfast Broadband to the whole of the UK. The success of SCC's bid, in combination with

spending from its own £20m economic development fund is anticipated to achieve the aim of 100% broadband coverage of Surrey from 2013.

TRANSPORT

Rail

Existing Provision and Assessment of Future Needs

- 2.78 Network Rail is responsible for the network infrastructure in the borough which is covered by three strategic route sections: the Redhill to Tonbridge line (B.15), Windmill Bridge Jn – Brighton (B.02) and Redhill to Guildford line (C.08). Lines B.15 and B.02 are managed by Sussex Route and line C.08 by Wessex Route. Southern, First Capital Connect, First Great Western and Southern Rail operate passenger services in the borough and Southern Rail manages the stations. Sussex and London & South East Route Utilisation Strategies (RUS) detail the industry's wider plans for the borough whilst details of planned schemes can be found in the Route Specifications (which replace the former Route Plans).
- 2.79 The London to Brighton route was identified in the Sussex Route Utilisation Strategy (RUS), as having capacity issues. It was recommended in the RUS that the peak hour services be lengthened to 12-car from Redhill and that an additional platform (Platform 0) be constructed, to the west of the current station, to improve performance and capacity via Redhill. Beyond the borough, capacity on the line is also dependent on long-term upgrades at East Croydon station and Norwood Junction within Croydon borough. Redhill upgrades may also facilitate the extension of some First Great Western Reading - Redhill services to Gatwick Airport. The additional platform is expected to be constructed between 2014 and 2019. This would be likely to include other development, including development on the existing car park site, with station car parking potentially displaced to the rear of the station to the east of the rail line. Associated with the general ambition to increase network capacity are "potential works at Reigate", but no further details are given.
- 2.80 Longer-term aspirations for Redhill include a new station, which would be highly desirable in terms of improving access, customer experience, and the public realm. The cost has been estimated at approximately £8.6m, and is intended to be funded by a third party, to be carried out within a medium-term timeframe of between five and ten years. In the shorter term, renovations are needed to the existing station building, which may be carried out by the station's lessee – Southern Rail.
- 2.81 Related to, but somewhat separate from refurbishment plans is the need for a passenger lift between the platforms and the concourse, which at present is difficult for disabled and less mobile people as steps are the only option apart from entering the station from the rear.

Funding Sources, Timescales and Responsibilities for Delivery

- 2.82 Delivery lies with Network Rail, although planning permission is needed from the Borough Council for any works outside those permitted under its capacity as statutory undertaker. Network Rail's funding comes largely from Government grant. Work on Redhill's Platform 0 is anticipated to commence by 2014. Whilst the project is not crucial to the Council's growth strategy, it will greatly assist by increasing the capacity of Redhill station and improving this public transport link. This is therefore seen as an important part of Redhill's development.

- 2.83 Funding for replacement of the station building itself would also drawn from within Network Rail's own business plans, although this would be carried out in conjunction with Southern Rail, the station's lessee and operator. In any event, Southern Rail has a programme of refurbishment projects to be carried out by 2013 which are necessary to improve the customer experience. Funding for the lift has been awarded through a separate bid to the Department for Transport's *Access for All* fund for circa £700k.

Identified Risks & Contingencies

- 2.84 Power lies mostly with Network Rail and therefore from the Council's perspective, a change to the RUS, or failure to secure funds within the relevant control period represents a potential risk. However there is no evidence at the current time to suggest this is likely and plans and discussions continue to develop regarding a new platform at Redhill station. A new station building would be linked to redevelopment of the station car-park site, through Solum Regeneration: Network Rail's regeneration vehicle, which would also require planning permission.

Highways & Traffic

Existing Provision and Assessment of Future Needs

- 2.85 Like many places, the borough experiences periodic traffic problems on its local road network particularly during morning and evening rush-hours and school term time. In order to determine the general borough-wide transport impacts arising from both the national/regional background growth in traffic, and the Council's own growth trajectory, strategic modelling was carried out by Surrey County Council. This modelling was carried out using SINTRAM (the Surrey Integrated Transport Model) software, on the basis of estimated additional highway trips associated with growth trajectories representing low, mid and high-case interpretations of the development implicit in the Core Strategy.
- 2.86 Outputs from the modelling include schedules of junctions and roads most affected in passenger-car-units per hour, and tables of junction delays, measured in vehicle hours. Many of these increased flows and delays are still within the roads' capacities and are therefore not problematic. Unsurprisingly, given the extent of regeneration plans, most of the worst-affected roads and junctions are within Redhill town centre.
- 2.87 More specific transport modelling work at a finer grain of spatial analysis has been carried out separately in Redhill and Preston, using the S-Paramics software. These separate studies in Redhill and Preston assess the impacts of different types of growth and tests the effectiveness of different interventions to the road system, leading to a set of recommended solutions in each case. Transport measures specific to Redhill and Preston are dealt with in the respective Schedules for those areas.
- 2.88 The most striking result is that the biggest effect by far on the borough's road network in general will be from general background growth in traffic to 2026, and not directly attributable to development within the borough. Locations identified where capacity will be particularly impacted *primarily* as a result of background growth are:
- M25 J8
 - Banstead: A240 near Burgh Heath;
 - Horley: A23 Brighton Road near Meath Green, B2026 Balcombe Road
 - Reigate: A217 between Woodhatch and town centre, A25 near Reigate Heath and Raglan Road;

- Redhill: A23 between town centre and Merstham, A25 Reigate Road, and B2034 Blackborough Road.

2.89 However, modelling work does also isolate locations that are directly affected by the growth scenarios tested and which may therefore require attention. They are mostly in or near Redhill town centre, which is unsurprising given Redhill's status as the borough's primary focus for growth:

- A23 London Road/Frenches Road (Redhill)
- A25/A23 Queensway Roundabout (Redhill)
- Linkfield Lane/Gloucester Road (Redhill)
- A23 Princess Way/Marketfield Way/A25 Redstone Hill (Redhill)
- A23 Marketfield Way/High Street/Brighton Road (Redhill)
- A25 Linkfield Lane/Station Road/Hatchlands Road (Redhill)
- A25 Hatchlands Road/Fengates Road (Redhill)
- A217 Reigate Hill/M25 J8/Brighton Road (Reigate/Burgh Heath)
- A23 Brighton Road/Horley town centre (Horley)

2.90 Many of the above locations are considered in further detail within more in-depth modelling carried out for Redhill town centre and Preston, and solutions are proposed in these studies which address the problems of delay and congestion. Remaining locations will require further detailed study to establish what, if any, intervention is appropriate and any subsequent works that are identified as being necessary or desirable will be included within the IDP as it is periodically updated. As the modelling carried out is at a Borough wide level (and hence at a fairly coarse grain of spatial analysis) this study cannot be authoritative on the extent of problems and the appropriate solutions; rather it is indicative of where further attention needs to be directed.

2.91 Outside of modelling work, transport interventions have been identified at both county and local levels at corresponding scales based on collaborative work between the two councils. A schedule is maintained between Reigate & Banstead and Surrey County Council for these (relatively) minor works which mostly relate to safety or improving pedestrian/cycle links. These are captured within a technical note, prepared by Surrey County Council, which groups the measures into transport corridors and local areas. Packages of small-scale measures have been identified as desirable for the following corridors and locations, including the borough's regeneration sites:

- Transport Corridor 1 – A23
- Transport Corridor 2 – A25
- Transport Corridor 3 – A217
- Redhill AAP area
- Redhill/Merstham (not within AAP and regeneration areas)
- Reigate
- Horley regeneration area
- Merstham regeneration area
- Preston regeneration area
- Banstead & Nork
- Kingswood
- Tadworth
- Tattenham Corner
- Walton-on-the-Hill

- 2.92 Many of the measures within each of the non-regeneration areas are simply proposed concepts, without any detailed safety or feasibility work having yet been carried out. They all relate to growth within the borough either through road capacity improvements, the need to promote walking and cycling as part of the 'soft' strategy to reduce road traffic, or through heightened safety concerns from traffic and pedestrian growth. Whilst detailed individually within the background technical note, they are aggregated into "packages" of separate projects in the above areas for the sake of conciseness within the IDP schedule.

Funding Sources, Timescales and Responsibility for Delivery

- 2.93 The most significant set of transport measures required to accommodate growth in the Core Strategy are those within Redhill town centre, and funding and delivery of those specific elements are discussed in section 6 (Redhill). The highway works at the A240/Great Tattenhams are similarly discussed in section 6 (Preston). Remaining works on the local road network would be funded through CIL, which is the most appropriate mechanism for dealing with the cumulative effects of multiple development, and delivered by Surrey County Council in its capacity as highway authority. Any specific and localised work required that is directly related to individual developments can continue to be addressed through s.106 obligations.

Identified Risks & Contingencies

- 2.94 The locations highlighted above which potentially suffer traffic problems in the future have been identified at a fairly coarse level of spatial analysis. In all cases, progression of any interventions is contingent upon the completion of further detailed studies to examine the traffic impacts in more detail and propose (and test) appropriate solutions. Such detailed studies have already been completed in Redhill and Preston and solutions are proposed (detailed in section 6) that directly address the identified traffic issues. As regeneration sites and the focus of growth, these locations have been prioritised as the need to address increased traffic as a result of development is a precursor to development. Within the remainder of the borough, impacts are more "creeping" and the solutions are therefore medium/long term projects: details on the nature of intervention, costs and plans for delivery are accordingly less well defined.
- 2.95 Funding for highways schemes represents a considerable risk, and the county highways budget is largely committed to repairs and upkeep rather than new works. CIL contributions from development within the borough is therefore the most appropriate and likely mechanism to fund both the necessary studies, and the infrastructure works themselves. Whilst 'soft' measures to encourage transport by means other than the private car can help alleviate traffic congestion there are few other contingency options other than to suffer the effect of increased traffic congestion at these locations.
- 2.96 Within Redhill, bids have been made to both the Local Sustainable Transport Fund (LSTF) and Growing Places Fund (GPF) to cover the costs of both "hard" engineering measures on the highway, and softer measures to manage demand, provide better information and effect modal shift.
- 2.97 All interventions on the local road network are within the purview of Surrey County council as highways authority, with whom the Borough Council has close partnership working agreements. These have been formalised through a signed Memorandum of Understanding between the two councils.

Motorways

Existing Provision and Assessment of Future Needs

- 2.98 There are two motorways within the borough: the M25 and the M23. There are no plans by the Highways Agency for significant alterations to either. The Highways Agency has advised that the borough's growth plans will not have significant implications for the motorway network and there are no items of infrastructure in relation to motorways that will be directly required as a result. However the identified issue at J8 on the M25 would need to be addressed by the Highways Agency, which retains responsibility for the strategic road network. The study does go some way however to identifying M25 J8 on the Strategic Road Network; where regardless of the exact level of growth, remodelling has been identified as being potentially beneficial.
- 2.99 In the past, the prospect of an M23/A23 interchange at Hooley has been suggested; however a viable business case does not exist to support this and the Highways Agency does not intend to progress this project. Similarly, a link eastwards from Redhill to connect to the M23 has been mooted but no plans or business case exist for this at the current time.

Funding Sources, Timescales and Responsibility for Delivery

- 2.100 Delivery of motorway works can only be through the Highways Agency, where funding and resources for a project such as remodelling the merge configurations at M25 J8 will be in direct competition with other works and junctions across the entire motorway network. This represents a risk to delivery as the outcome is not within the direct control of either the Borough or County Councils, which can only act in a lobbyist capacity to encourage the Highways Agency to act.

Bus Travel

Existing Provision and Assessment of Future Needs

- 2.101 The borough is served by a number of bus routes, some of which are subsidised by Surrey County Council as "socially necessary" services (approximately a third of all routes county-wide) where not wholly viable on a purely commercial basis. The bus strategy is therefore developed at a County level and forms a separate chapter of the Local Transport Plan (LTP3), focusing on eight areas:
- Low cost measures to improve bus punctuality/reliability;
 - Encouraging commercial bus services, and commercially driven initiatives from bus operators;
 - Providing supported services using prioritisation methodology;
 - continuation and development of partnership arrangements between the county council and bus operators;
 - Continued support for Guildford Park and Ride
 - Support for the development and provision of Demand Responsive Transport, Community Transport and coach services;
 - Continuation and development of passenger transport information provision;
 - Continuation of physical works to improve bus stops and enhance integration with other modes.
- 2.102 In order to improve not only the bus reliability and punctuality, but also the general passenger experience of using buses, Surrey County Council commissioned a feasibility study in March 2010 for bus prioritisation measures to support a bid to the then Major Schemes fund. Whilst the fund has since been abolished, the work within

the report remains relevant and has the explicit support of Metrobus, one of the borough's main bus operators. The report groups measures over seven key bus routes and identifies highway design schemes in 13 locations for bus priority measures. These are currently unfunded.

- 2.103 Within the borough there is already demand-responsive transport in the form of the "BUSES4U" scheme and LTP3 seeks to expand use of this service through development of a separate "Community Transport/Demand-Responsive Transport Strategy" within LTP3. Membership of the scheme costs £15 per annum and entitles members to book a bespoke bus trip at times to suit them, at relatively low cost and the introduction of integrated Bus-Rail tickets.
- 2.104 Regarding integrated bus-rail tickets, passengers can purchase a bus ticket for unlimited travel around the Redhill/Reigate conurbation from the rail station (operated through the "PlusBus" scheme). The Transport Strategy seeks to extend this by encouraging ITSO standard (a DfT-mandated national standard) smartcard acceptance onto local buses.

Funding Sources, Timescales and Responsibility for Delivery

- 2.105 Bus provision is generally a commercial activity; albeit one that is in part publically subsidised in order to ensure geographical coverage that benefits as many residents as possible. Surrey County Council as highway authority therefore has a particularly important role in reviewing and managing bus routes, and acting in a regulatory capacity. LTP3 proposes the formation of three Bus Punctuality Partnership groups in the county covering three regions, one of which is Redhill and Reigate. Such groups constitute a formal joint working arrangement between the County Council and bus operators, including a commitment to data-sharing.
- 2.106 There is no central funding source for bus measures; however within Redhill the extant LSTF bid seeks funds for bus corridor improvements. The Borough and County Councils will continue to investigate other potential sources of funding. Where considered necessary, CIL funds can also be used for bus measures.

Cycling and Walking

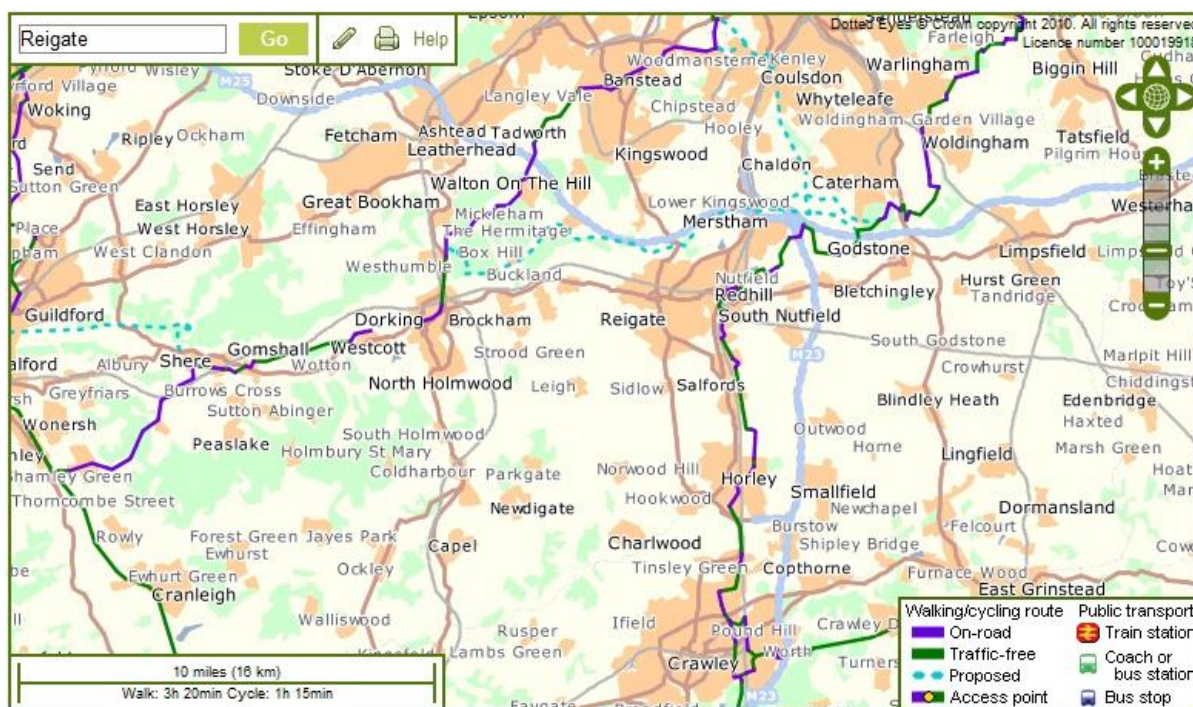
Existing Provision and Assessment of Future Needs

- 2.107 The borough has part of the N21 national cycle network route (as defined by *Sustrans*) running from north to south passing through Redhill and Horley, and part of the N22 national cycle network route running through the borough from Woodmansterne to Walton-on-the-Hill. Both routes are shown in figure 7 below. The national cycle network is not a statutory designation, but one that has become accepted through recognition of *Sustrans* as a credible national-level organisation. Sub-national networks may be identified by Unitary, County or Borough/District councils and often seek in particular to link large new developments to town centre areas. In Horley, radial cycle routes from the new sectors to the town centre have been defined as part of the Horley Masterplan. These routes however require advertising, signage and maintenance.
- 2.108 The small-scale transport measures discussed in the technical note (SCC 2012) and para. 4.57 include a significant number of measures to improve cycle and pedestrian linkages in the borough, including development of cycle lanes along roads not forming part of national cycle routes, and measures to improve safety. Other cycle routes serving new development tend to be more reactively planned. However as a general principle new development should seek wherever possible to provide a cycle link from to nearby urban areas or to connect to the established network.

Funding Sources, Timescales and Responsibility for Delivery

- 2.109 Projects for cycle and walking initiatives tend to be small-scale but can make a big difference. Recent schemes have part funded additional cycle storage at schools and train stations. Part of the LSTF bid for the regeneration of Redhill is a component for development of cycle infrastructure and signage of cycle routes to encourage their increased use in and around Redhill in order to reduce vehicle congestion. Additionally, CIL funding may be used to develop the rest of the borough's cycle infrastructure to maximise opportunities arising from new development - this is expected to constitute the principal mechanism for enhancing the borough-wide cycle network.

Figure 7: National Cycle Routes in Surrey (source: Sustrans)



OTHER PHYSICAL INFRASTRUCTURE

Historic Infrastructure/Heritage Assets

Existing Provision and Assessment of Future Needs

- 2.110 The borough has a wealth of historic buildings and features ranging from fine examples of early 20th century architecture to Roman remains and prehistoric monuments. In addition to the statutory list of buildings of architectural or historic interest, the Council maintains a local list of such buildings and a list of archaeological sites, and has 20 designated conservation areas.
- 2.111 The borough has 20 designated conservation areas (the most recent being designation in 2010, along with extensions to existing ones). The Core Strategy places importance on preserving the borough's heritage assets and of maintaining and enhancing the character of the borough in order to encourage more people to visit and set up businesses here.

Funding Sources, Timescales and Responsibility for Delivery

- 2.112 The Borough Council is responsible for the cost and delivery of Conservation Area Appraisals. 20 appraisals will be produced by May 2013 (the current date of adoption of the DMP) and these documents may then be adopted as SPDs in their own right (although that is not essential). The financial cost is not expected to be significant although there is a significant time resource for this project.

Public Realm

- 2.113 The public realm consists of roads, parks, streets, tunnels, bridges and both hard and soft landscaping. It is where people walk, drive, cycle, meet and interact and plays an important part in the legibility of urban areas and the connectivity of spaces. Areas are often judged as much on the merits of the public realm as they are on their architecture and function.

Existing Provision and Assessment of Future Needs

- 2.114 High quality public realm can help to facilitate an area's regeneration and growth. All four regeneration areas contain specific proposals for public realm improvements and these are covered in section 6. Outside of the regeneration areas the Council maintains a schedule of improvement works, which mostly centre on Local Centres and smaller "satellite sites" – clusters of shops and/or services which are not formally designated as Local Centres. This "Village Enhancement Schemes" programme began in 2005 and was authorised by the Council's Executive.
- 2.115 In total 36 locations were identified and surveyed according to the accessibility, parking, physical condition, provision of litter bins, street lighting, paving & other street furniture. They were scored on each of these according to the condition and scores were weighted and analysed to rank the 36 locations in order of priority. The poorer areas scored on their total weighted criteria, the higher their priority for improvement.

Funding Sources, Timescales and Responsibility for Delivery

- 2.116 The Village Enhancement Schemes programme began in 2005, with funding drawn from a variety of sources, but mostly within RBBC's own budgets. Councillors' "awards" (a small budget for each ward member to spend on projects of their choice) were often used. Since the financial difficulties from 2008 funding has been much more scarce and the programme is currently stalled due to lack of funding, with 16 schemes having been completed, and 20 remaining.
- 2.117 Responsibility for delivery lies within RBBC, in consultation with SCC as Highways Authority. There is no set timetable for delivery, but progression of schemes will be as per the prioritisation schedule and when funding is available. Private sector funding has also contributed in the past, essentially through corporate sponsorship, and this may prove a valuable funding stream in the future as the outlook for public finances remains highly uncertain. CIL funding may also be directed towards these schemes in the future. The progression of these schemes greatly assists the aims of the Corporate Plan and the Core Strategy, but is not critical to the delivery of the Council's growth objectives.

Waste Management

Existing Provision and Assessment of Future Needs

- 2.118 The overarching strategy is the Joint Municipal Waste Management Strategy (JMWMS), produced by Surrey County Council in partnership with the 11 borough and district authorities. At the borough level, Reigate & Banstead Borough Council is

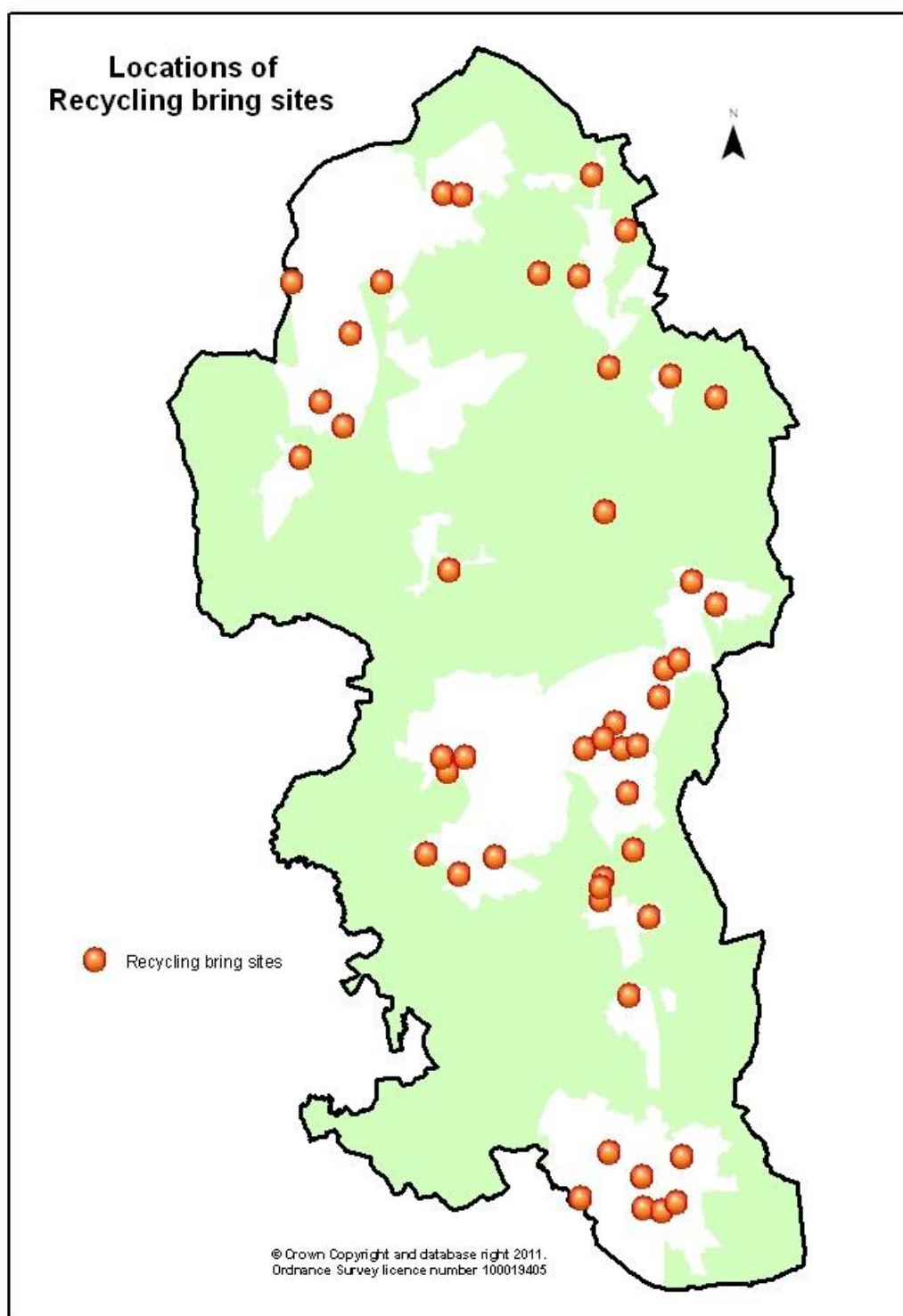
in the process of adopting its own “Recycling Blueprint” which aims to increase the amount of materials recycled.

- 2.119 Refuse and recycling collection rounds are planned to achieve consistent collection standards as efficiently as possible. Existing routes are amended and altered to accommodate new development as it is completed. There are over 100 “bring sites” within the borough for residents to drop off recyclable waste, as well as community recycling centres at Earlswood and in the neighbouring borough at Epsom.
- 2.120 Waste disposal is a function of Surrey County Council as waste authority for the area. Earlswood Community Recycling Centre is to be expanded to also act as a waste transfer station, with bulked waste being transported off-site to the most suitable form of disposal. To accommodate the planned operational changes, the Council may seek to expand the boundaries of the site in addition to carrying out operational development within the existing perimeter.

Funding Sources, Timescales and Responsibility for Delivery

- 2.121 A planning application for works at the Earlswood Centre is expected to be submitted in summer 2012.
- 2.122 A new kerbside collection service has recently been approved by Reigate & Banstead Borough Council and will be funded from internal Council budgets. This has been developed with knowledge of the Core Strategy’s growth trajectory. The Council’s refuse service has indicated that gated developments pose problems for collection rounds, and that good design of refuse/recycling storage and collection areas is important to the efficient collection of refuse.
- 2.123 Recycling “bring sites” will also be developed alongside new housing, depending on site availability and whether the new development would over-burden existing facilities. It is anticipated that CIL funding would be directed towards this. Figure 8 below shows the locations of existing stand-alone bring sites within the borough (there are others located in facilities such as schools). Generally there is good coverage in urban areas, but some facilities are more stressed than others. The Council aims by observation and experience to balance the different types of recycling bins in different locations to meet demand.

Figure 8: Recycling Bring Sites



GREEN INFRASTRUCTURE

- 2.124 The Council has undertaken an open space audit in line with the PPG17 guidance (Planning for Open Space, Sport & Recreation) to identify the borough's open space and recreation provision, and to recognise the current deficiencies and likely future requirements of open space. The study will be used to inform the development of the Council's detailed Green Infrastructure (GI) Strategy.

- 2.125 The GI Strategy will be a strategic plan which will aim to develop and enhance a network of multi-functional green spaces such as sites of nature conservation, parks and sports fields providing green links between housing and the wider countryside.
- 2.126 It will help to identify specific green infrastructure needs for the borough. Until the strategy is complete, the open space audit provides an indication as to the deficiencies in open space and recreation in the borough, and the standards to be met in future open space and recreation provision.
- 2.127 The conclusions and deficiencies in the different categories of green infrastructure arising from the open space audit are outlined below.

Parks and gardens

- 2.128 The audit demonstrates the need for a park in the south of the borough as this area is outside the recommended travel distance of other parks, and there is a low provision of other types of open space in the vicinity. This need could be met by securing a Town Park as described in the Horley Regeneration section. However other options are also being explored.
- 2.129 In the north of the borough, the audit recommends increasing the recreational value of the existing park (Lady Neville Memorial Park) and seeking opportunities to increase multi-functional use of other existing open spaces to make up for a shortage of parks and gardens. A recent community initiative to enhance a green space at Jubilee Wood also contributes to local recreational facilities in Tadworth.

Natural/semi-natural green space

- 2.130 The audit recognises the value of the current coverage which comprises SSSI (Sites of Special Scientific Interest), urban woodland and commons. However, ANGST (Accessible Natural Greenspace Standard) standards are not currently being met in all parts of the borough. The focus therefore should be on retaining the quantity and quality of existing sites, and increasing (where possible) provision close to homes, especially in the south of the borough.

Green corridors

- 2.131 Green corridors consist of land that provides access for urban populations and wildlife between the urban areas and areas of open countryside. They can include footpaths, cycleways, rivers and hedgerows. There is an extensive network of public rights of way throughout the borough, passing through Metropolitan Green Belt, the Surrey Hills Area of Outstanding Natural Beauty and Area of Great Landscape Value. However, the audit identifies that there is a need to maximise accessibility to open spaces in the borough, particularly Redhill, where a significant proportion of new development is proposed. With regard to wildlife corridors, opportunities exist to improve connectivity due to an increase in fragmentation of habitats Surrey-wide.

Outdoor sports (multi-functional provision)

- 2.132 Current provision of publicly accessible outdoor sport is low in comparison with local and national standards. A high percentage of the publicly accessible provision is available only on a restricted basis - for example some school sites are available for clubs to use after school hours. Having regard to current deficiencies and future growth requirements, there is a need for an additional 28 ha of formal play space over the period up to 2027. Consideration will be given to a playing fields strategy as part of the Green Infrastructure Strategy to address such provision.

Amenity space

- 2.133 The audit recognises that there are considerable opportunities to improve the value of these sites by enhancing their quality and accessibility. At present there is an uneven distribution of amenity green space across the borough. However, with population growth, there will be a deficiency against the local standard by 2027 were new space not provided. There will be a need for a further 10 ha to meet the projected population growth.

Children's and young people's play equipment

- 2.134 The study highlights a shortfall in children's and young people's play provision against national guidelines and recommends that deficiencies are considered at a local level, consistent with the aspirations of local residents to have locally accessible play facilities. This study recommends that to meet the housing growth to 2027, there will be approximately 5 ha of play space needed. This is particularly relevant to the provision of formal/equipped play areas.

Allotments

- 2.135 At the time of study, there are approximately 400 people on the waiting list for an allotment. The shortage of allotments is greatest in the south of the borough. The open space audit recommends a standard of 10 allotments per 1,000 people, which would satisfy two thirds of the current waiting list.

3. Social & Community Infrastructure

- 3.1 In contrast to physical infrastructure which is primarily engineering-led and which enables land development, social and community infrastructure refers to those things that contribute to the wellbeing of society and the environment. These range from the obvious "big ticket" items such as schools and hospitals through to measures such as adequate support for the voluntary sector and provision of theatre.

EDUCATION

- 3.2 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 education organisation plan, called "School Organisation in Surrey" (SOiS) (formerly called the "Surrey Schools Organisation Plan") which covers a nine year forecasting period for each local authority area. It contains a detailed analysis of education needs based on local population trends by age cohort and is derived from the borough's own housing trajectory.

Primary Education

Existing Provision and Assessment of Future Needs

- 3.3 There are 33 primary schools within the borough, shown in figure 9 below. The SOiS forecasts primary requirements for the next nine years, showing the borough was in deficit in reception places from 2011, and will be in deficit in total primary places from 2013. The rise in anticipated pupil numbers comes in part from an increase in the birth rate since 2001, and in part from significant new housing in Redhill and the future completion of the Horley sectors. The deficit in reception places has been addressed through expansion in capacity of some primary schools by adding

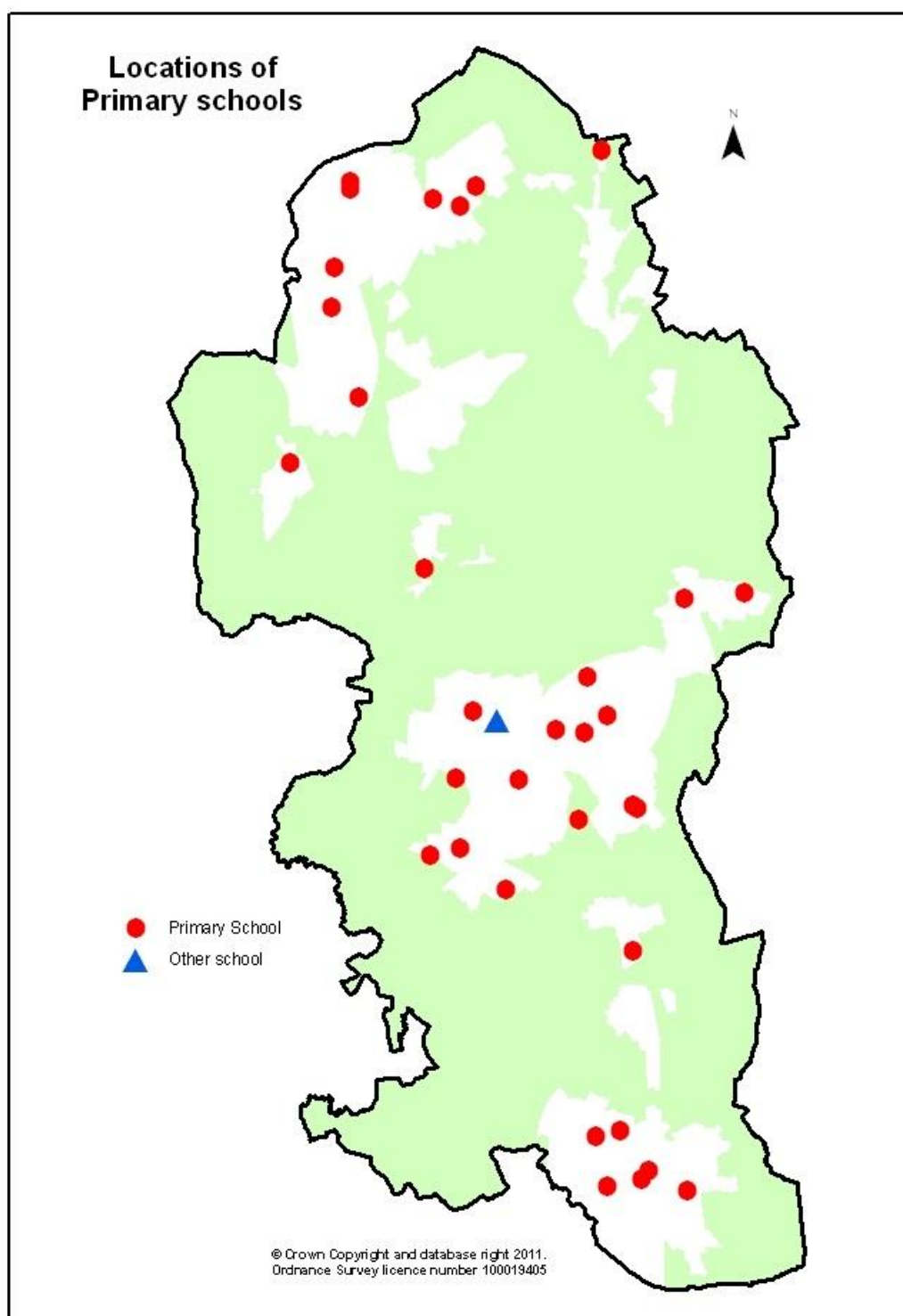
demountable classrooms. However, it is recognised this is not a desirable long term solution to growing school rolls.

- 3.4 Figure 9 shows that there are few schools immediately to the east of Redhill, despite this being the location for significant population growth. Table 4 below shows the School Organisation in Surrey (RBBC) April 2011 forecast:

Table 4: Primary School Capacity Forecast (PAN = Published Admission Number, NOR = Number on Roll)

Year	PAN	Pupils in Reception Year	Spare Reception Places	Total Places	Total NOR	Surplus Places	% Surplus Places
2011	1428	1507	-79	10058	9776	282	2.8
2012	1428	1487	-59	10108	9999	109	1.1
2013	1428	1475	-47	10108	10155	-47	-0.5
2014	1428	1475	-47	10108	10238	-130	-1.3
2015	1428	1478	-50	10108	10340	-232	-2.3
2016	1428	1493	-65	10108	10519	-411	-4.1
2017	1428	1513	-85	10108	10601	-493	-4.9
2018	1428	1544	-116	10108	10673	-565	-5.6
2019	1428	1563	-135	10108	10770	-662	-6.5
2020	1428	1574	-146	10108	10877	-769	-7.6

Figure 9: Primary Schools



- 3.5 The SOiS concludes that a new 2 form entry (FE) primary school is needed in the Redhill area with expansion of capacity within existing schools within the Redhill and Reigate conurbation. In Horley, two new 1FE schools will be needed as the two sectors are developed. The County Council has announced that it is currently seeking a suitable site in Redhill for the new 2FE school. In the north of the borough demands are expected to be accommodated without the need to build new schools.

Funding Sources, Timescales and Responsibility for Delivery

- 3.6 Surrey County Council's estates department has been instructed to enter into negotiations to secure a site at Battlebridge Lane in the Redhill/Merstham area for a new school for approximately 420 new pupils. A viability study has been completed and the project is being developed and scheduled for completion in summer 2014.

Secondary Education

Existing Provision and Assessment of Future Needs

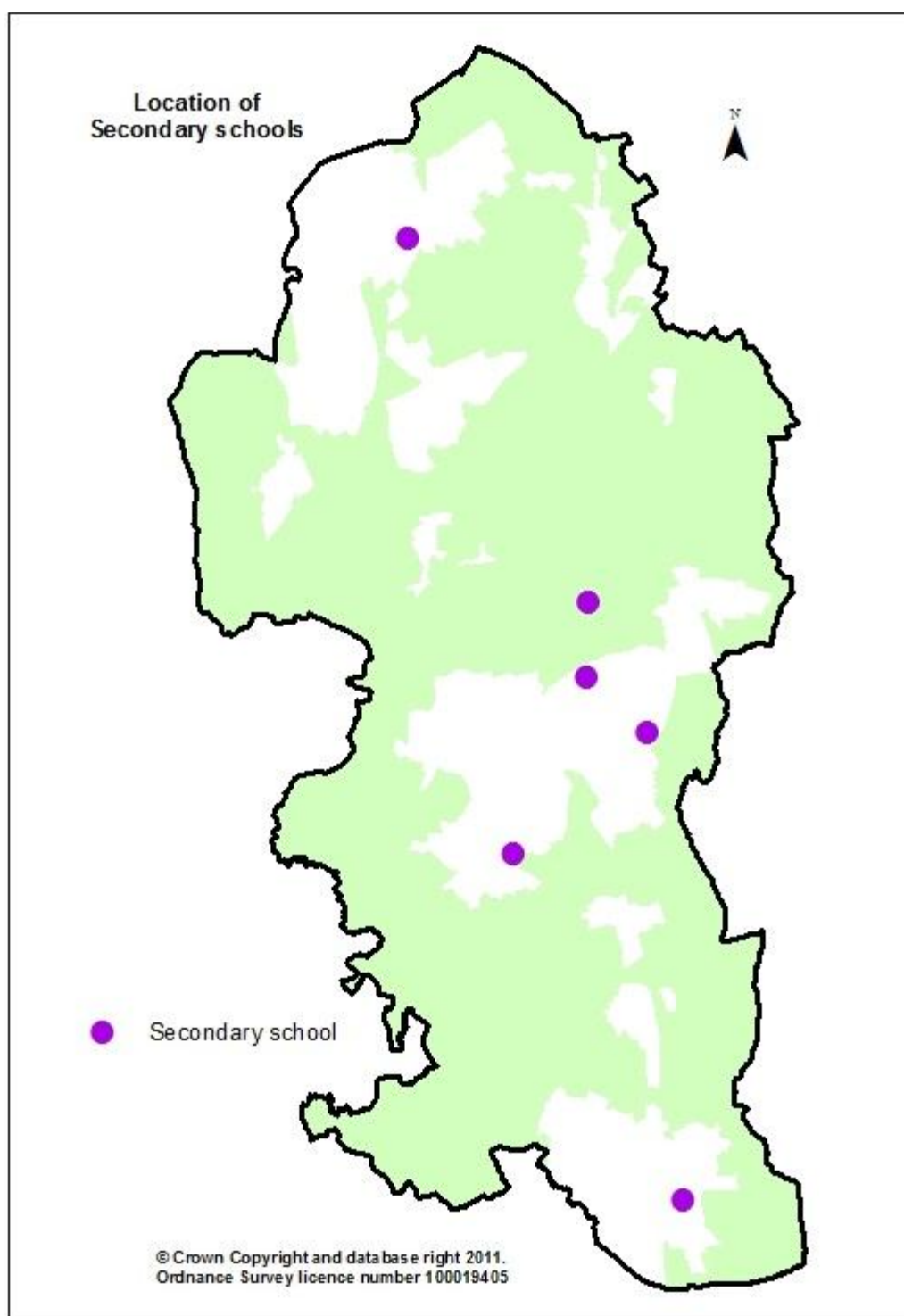
- 3.7 There are six state-run secondary schools in the borough including a state boarding school, plus one school catering solely for special needs. The SOiS presents a better picture for the numbers of pupils, where there is currently capacity within the borough. Eventually however, a deficit in Year 7 places is expected to be entered around 2017 despite there being a healthy surplus of school places over the early part of the plan period. Table 5 below shows the forecast to 2020:

Table 5: Secondary School Capacity Forecast

Year	PAN	Pupils in Year 7	Spare Year 7 Places	Total NOR	11-16 Places	Surplus Places	% Surplus Places
2011	1387	1243	144	6357	6935	578	8.3
2012	1387	1166	221	6210	6935	725	10.5
2013	1387	1216	171	6124	6935	811	11.7
2014	1387	1299	88	6144	6935	791	11.4
2015	1387	1310	77	6183	6935	752	10.8
2016	1387	1295	92	6256	6935	679	9.8
2017	1387	1392	-5	6516	6935	419	6
2018	1387	1446	-59	6767	6935	168	2.4
2019	1387	1438	-51	6917	6935	18	0.3
2020	1387	1439	-52	7047	6935	-112	-1.6

- 3.8 The later bulge in expected pupil numbers in excess of the Published Admissions Number (PAN) is symptomatic of the earlier bulge in numbers of younger children entering the primary school system earlier in the plan period "graduating" to secondary school.
- 3.9 The SOiS does not indicate that any new secondary schools are needed in the immediate future but does recommend close monitoring of secondary capacity. In the north of the borough capacity is expected to remain in the system; in Reigate/Redhill and Horley, capacity issues are expected to begin to manifest themselves around 2017/2018 and become relatively severe thereafter. A new secondary school in the Redhill area of 5/6 FE with potential for expansion to 10FE may be required from 2017 onwards.

Figure 10: Secondary Schools



Funding Sources, Timescales and Responsibility for Delivery

- 3.10 Whilst Surrey County Council has indicated that a new secondary school will be needed in the Redhill area, no details regarding location of a suitable site or funding are yet apparent. Failure to deliver will result in above-average class sizes in all other nearby schools, or more pupils having to attend school outside their catchment area. The cost for a new 5/6FE secondary school is estimated at circa £25m-£30m and a site of approximately 6 hectares is believed to be required. Funding arrangements will need to be secured and planning permission would be required

from the Borough Council for any new school. It is unlikely that all the necessary funding would be drawn from SCC's internal budgets, but no further details are known at this stage.

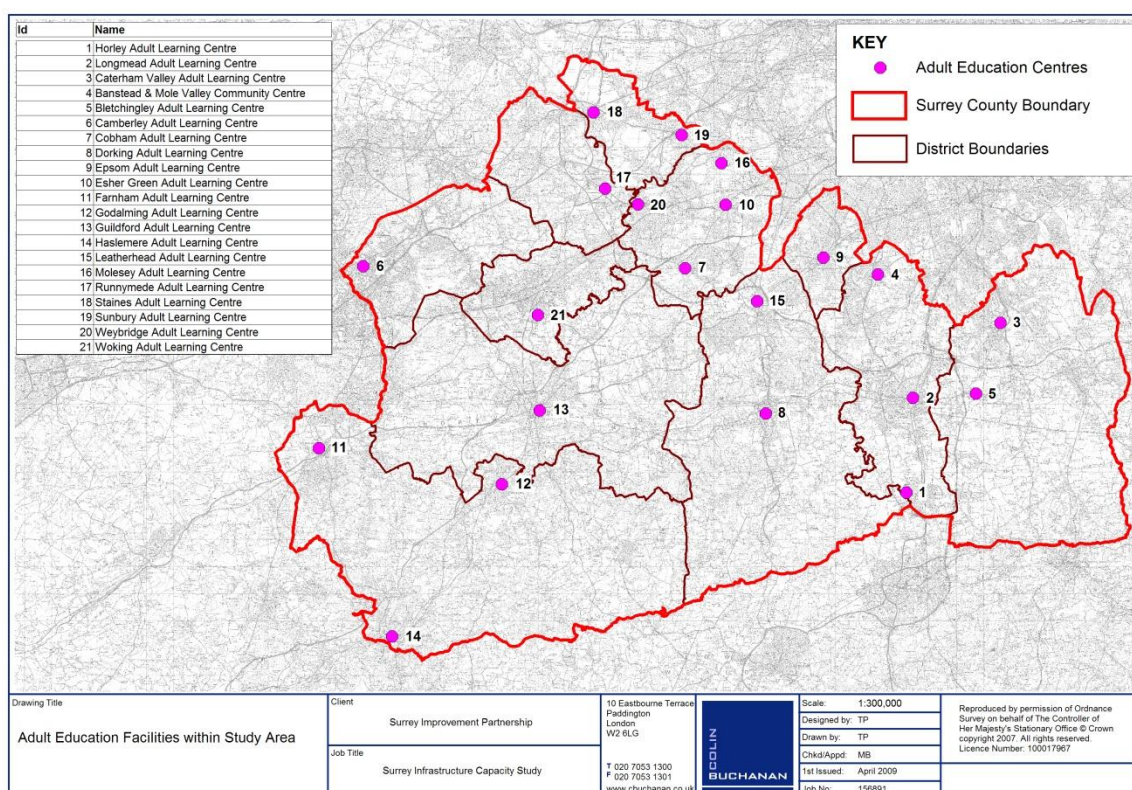
Further & Higher Education

- 3.11 There are two FE colleges in the borough: East Surrey College and Reigate College. The Education Authority's 14-19 Strategy (draft 2010) sets out how further education is to be managed. The FE colleges are not anticipated to experience significant capacity issues and East Surrey College has recently undertaken significant rebuilding at its Gatton Point campus. The Education Authority advises that there are no further estate expansion plans within this borough. There are no higher education establishments in the borough, although the Gatwick Diamond Initiative raises the possibility of links between East Surrey College and expansion plans at the University of Brighton.

Adult Education

- 3.12 Figure 11 below shows the location of adult education centres within Surrey. The borough has good coverage with one centre in each of the three towns and nearby facilities in Tandridge, Epsom & Ewell, and Mole Valley districts. East Surrey College in Redhill administers the Adult Community Learning service for the east of the County and does not have a particular focus on the borough boundaries, serving residents of the borough's adjoining neighbours. There is no evidence to suggest that the borough's growth trajectory will present a problem to these centres.

Figure 11: Adult Education



Early Years

- 3.13 The Childcare Act 2006 (Chapter 21, s.7) stipulates that early years educational provision must be offered free of charge for every child between 3 years and

schooling age. Responsibility for provision lies with Surrey County Council although facilities themselves are largely run on a contractual basis by the private, voluntary and independent sectors. Forward planning and demographic change are accounted for in future programming which takes place through a rolling 3-yearly review - the Childcare Sufficiency Assessment, which involves consultation with parents and employers. It reviews which type of service parents are currently accessing and which they would wish to access. Funding for places is provided to SCC by the Department for Education.

- 3.14 The Childcare Sufficiency Assessment identifies a number of pressure spots in the County, one of which lies in Horley. SCC wishes to establish an additional facility in Horley, but discussions are at an early stage and neither a site nor suitable funding have yet been identified.
- 3.15 Children's centres offer families a wide range of support and services. Currently there are 67 Sure Start children's centres across the County, from March 2012 this will be reduced to 59. There are nine children's centres in Reigate and Banstead. As part of the rationalisation of the children's centre programme it is proposed that where joint governance arrangements are in place, catchment areas will be amalgamated. In Reigate and Banstead it is proposed that the two reach areas covered by Stepping Stone children's centre, which includes Earlswood and Reigate will be merged. Activities will continue to be run from both sites and this will not impact on the services provided for families. Funding for Sure Start children's centres is through the Early Intervention Grant (EIG) from the Department of Education and is not guaranteed beyond 2014.

HEALTH & SOCIAL CARE

GP Surgeries

- 3.16 The Borough has a good coverage of GP surgeries, with a new surgery having been developed as part of the recent Watercolour development. The national average for GP coverage is 1 GP per 1,800 head of population (Tym 2005). Data provided by the Primary Care Trust (PCT) show that there are 92 GPs within the borough, which equates to a nominal capacity for up 165,000 residents. There is therefore capacity within the existing GP surgery infrastructure to accommodate the borough's projected population increase over the plan period, which by the end of the plan period is expected to stand at 163,000.
- 3.17 By the end of the plan period there would be virtually no remaining capacity although expansion (either physically through extending/rationalising buildings, or in the number of GPs employed) across the borough's existing GP surgery infrastructure would be capable of creating significant surplus capacity. New premises may be also be developed over the plan period and there is no particular policy impediment to this which requires any specific intervention or site designation. Table 6 below shows the distribution of GPs across 15 surgeries:

Table 6: GP Surgeries within the Borough

Practice	No. of GPs	Patients
Ahmad M & Partners	7	6,440
Birchwood Medical Practice	8	13,520
Dr A T Earlswood Park	3	2,103
Dr D L E Bullock And Partner	5	8,777
Dr D Tompkin And Partners	5	9,345

Dr H J Verity And Partners	8	11,713
Dr J K Dormer And Partners	2	4,284
Dr M J Baldwin And Partners	4	5,901
Dr P D Kerr And Partners	8	13,373
Dr P C Stott And Partners	6	9,185
Greystone House Practice	11	12,501
Holmhurst Medical Centre	5	7,878
South Park Surgery	4	4,441
The Longcroft Surgery	8	11,966
The Moat House Surgery	8	10,445
Total	92	131,872

Hospitals

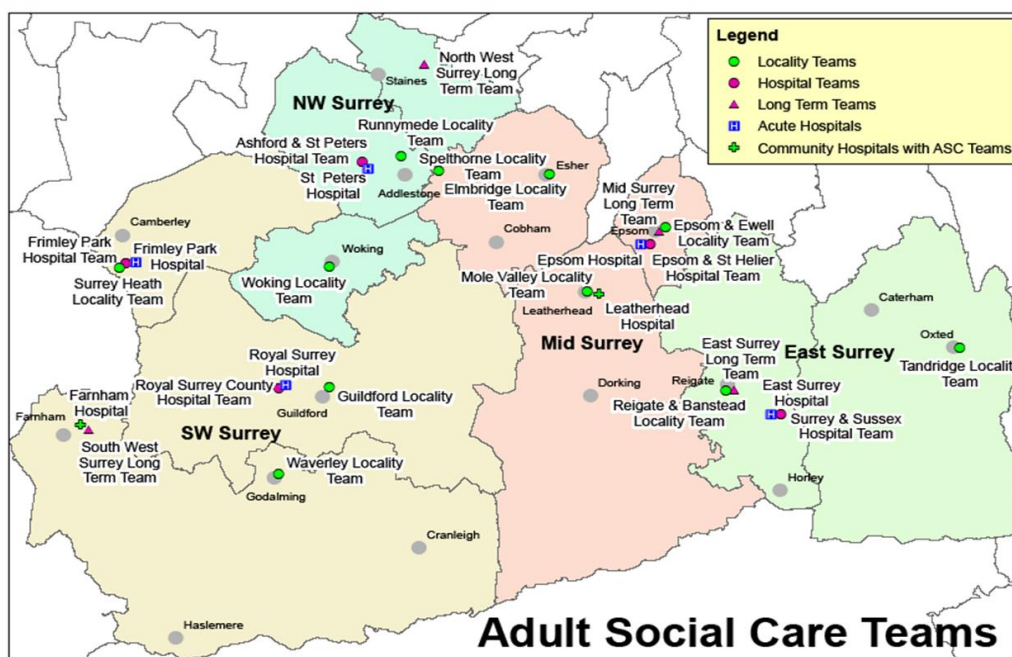
- 3.18 There is one acute hospital within the borough – East Surrey Hospital in Earlswood and one just beyond the borough boundary (Epsom General) which serves residents in the northern area. Figure 12 below shows the locations of these hospitals. Planning for healthcare is entering a period of change, with GP consortia taking over responsibilities for planning and provision of healthcare. A transfer is underway to move approximately 30% of clinical activity from acute care into the community which will create additional capacity at East Surrey Hospital. A recent extension has also increased capacity. Repeated efforts have been made to seek further input from the relevant health authorities but to date little has been forthcoming.

Adult Social Care

Existing Provision and Assessment of Future Needs

- 3.19 Adult Social Care relates to looking after vulnerable members of society over the age of 18. This can include the elderly, adults with learning difficulties, or those with mental health problems. Services are provided either by Surrey County Council or privately and through the charitable sector. Figure 12 shows the distribution of social care teams throughout the county:

Figure 12: Adult Social Care in Surrey

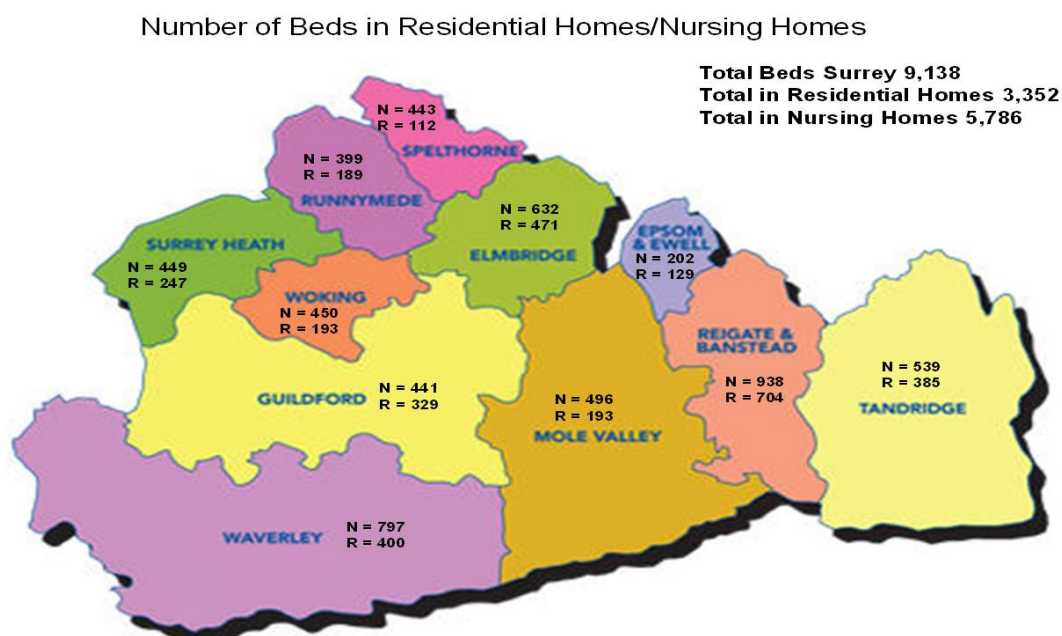


3.20 The following schemes are recent, or on-going within the borough:

- Scheme in Devon Crescent between Redhill and Reigate for young people with Autism with Mount Green Housing Association – a shared flat for 3 people and 2 x individual flats;
- A scheme developed by SeeAbility in Massetts Road, Horley for people with complex support needs. The scheme is suitable for wheelchair users. The scheme is brand new with en-suite rooms and shared areas;
- Community living scheme with RNIB in Redhill – self-contained and shared accommodation. There are a number of vacancies that need to be filled as soon as possible;
- Chestnut Court, a scheme in Redhill comprising 9 one-bedroom flats for people with learning disability, has been developed and is fully occupied;
- A possible scheme in Westmead Drive, Salfords, for people with challenging behaviour.

3.21 In addition to the above schemes, Surrey County Council has identified a shortfall in the provision of Extra Care Housing in the borough for the elderly. Figure 13 below shows the current level of nursing and residential care and it can be seen that Reigate and Banstead has a higher number of beds in both categories than all other Surrey boroughs and districts:

Figure 13: Residential Care in Surrey



Funding Sources, Timescales and Responsibility for Delivery

3.22 Surrey County Council has developed a Joint Action Plan with Reigate & Banstead Borough Council. The plan contains a number of actions which do not amount to physical infrastructure; however there is a requirement to identify two sites in Horley and the south of the borough for the development of Extra Care housing. Extra Care comes in a variety of guises and is a concept rather than a specific development type, but is commonly in the form of a block of apartments with some shared space and a warden on duty.

- 3.23 The Joint Action Plan does not identify any further actions, but highlights the growing trend for assisted living and a consequential decrease in the amount of investment for built infrastructure to cater for adult social care. Standards of layout and internal space in new development (such as the Lifetime Homes standard) can ensure that homes are suitable for most potential occupiers, including those with significant mobility difficulties.

Children's Social Care

- 3.24 The Council is not aware of any particular issues associated with the provision of children's social care within the borough. Information from the relevant department at Surrey County Council has been limited, despite repeated attempts by the Borough Council to obtain this information.

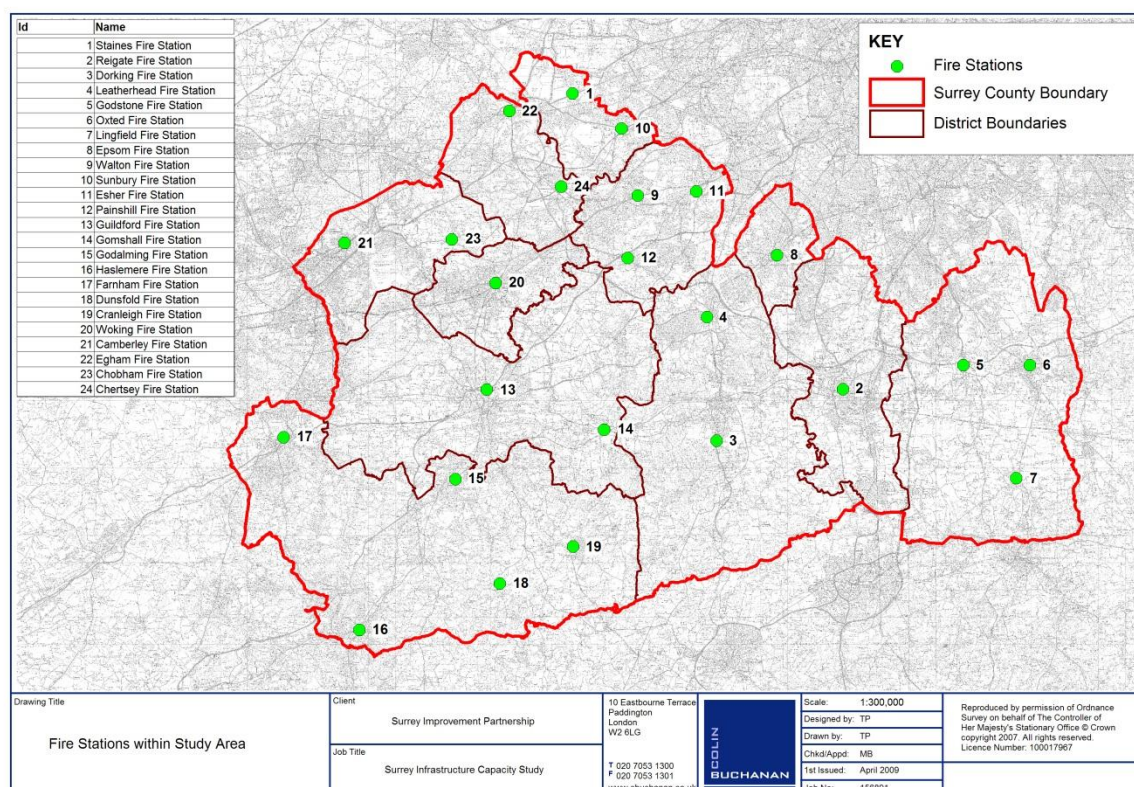
EMERGENCY SERVICES

Fire

Existing Provision and Assessment of Future Needs

- 3.25 Fire coverage across the borough is provided by three stations: Epsom and Reigate (under Surrey Fire & Rescue) and Povey Cross, Horley (West Sussex Fire & Rescue). The Surrey HQ is also co-located with the Reigate fire station in Croydon Road. Reigate & Banstead falls within Surrey Fire & Rescue's "East Area", for which an annual plan is published. Figure 14 below shows the distribution of fire stations within Surrey:

Figure 14: Fire Stations in Surrey



- 3.26 The Council is not aware of plans at present for any significant change to the nature of fire coverage or the fire service's estate, although there have been discussions

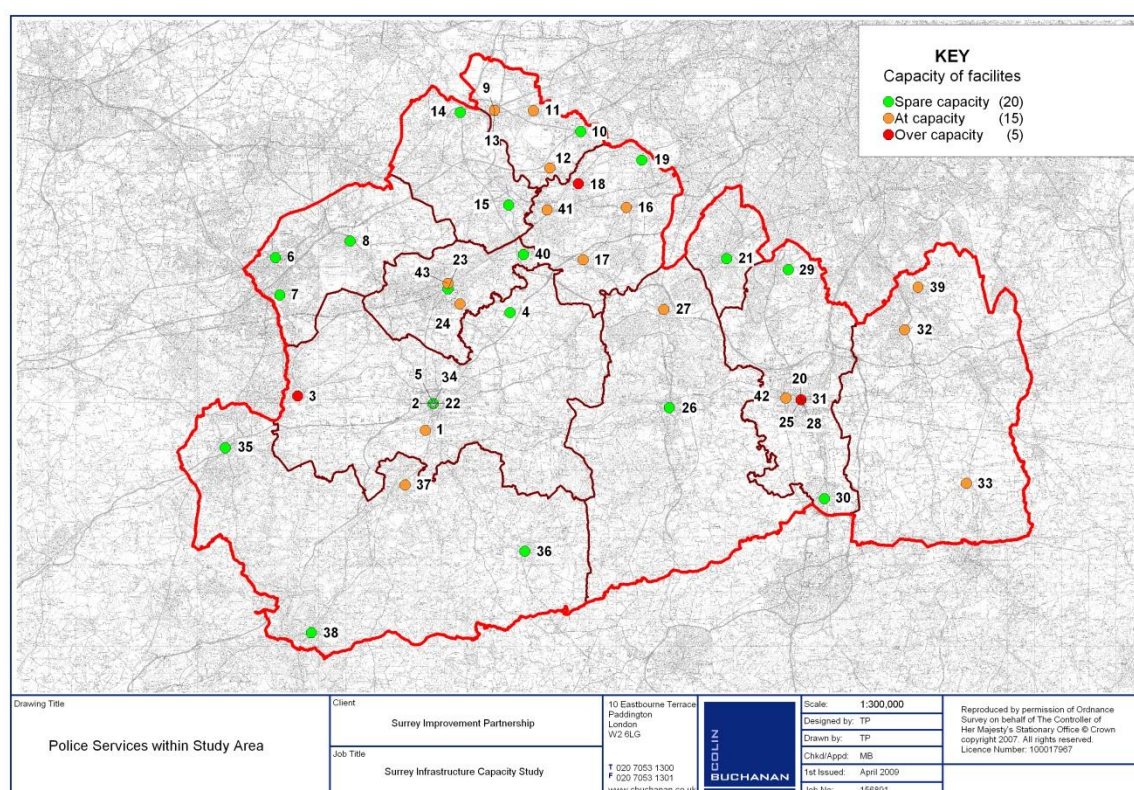
relating to the possible relocation of the police service to share facilities with the Fire Service. The Fire Service has been shown the borough's growth trajectory through the LSP on a number of occasions and has offered no comment.

Police

Existing Provision and Assessment of Future Needs

- 3.27 There are three police stations located within the borough: Reigate, Banstead and Horley. In addition, the East Surrey Divisional HQ is co-located with the Reigate station. In recent years, the police have co-located with Reigate & Banstead Borough Council at the Council's Town Hall offices. An audit undertaken as part of the Surrey Infrastructure Capacity Project identified that existing facilities in Reigate were over capacity.

Figure 15: Police Stations in Surrey



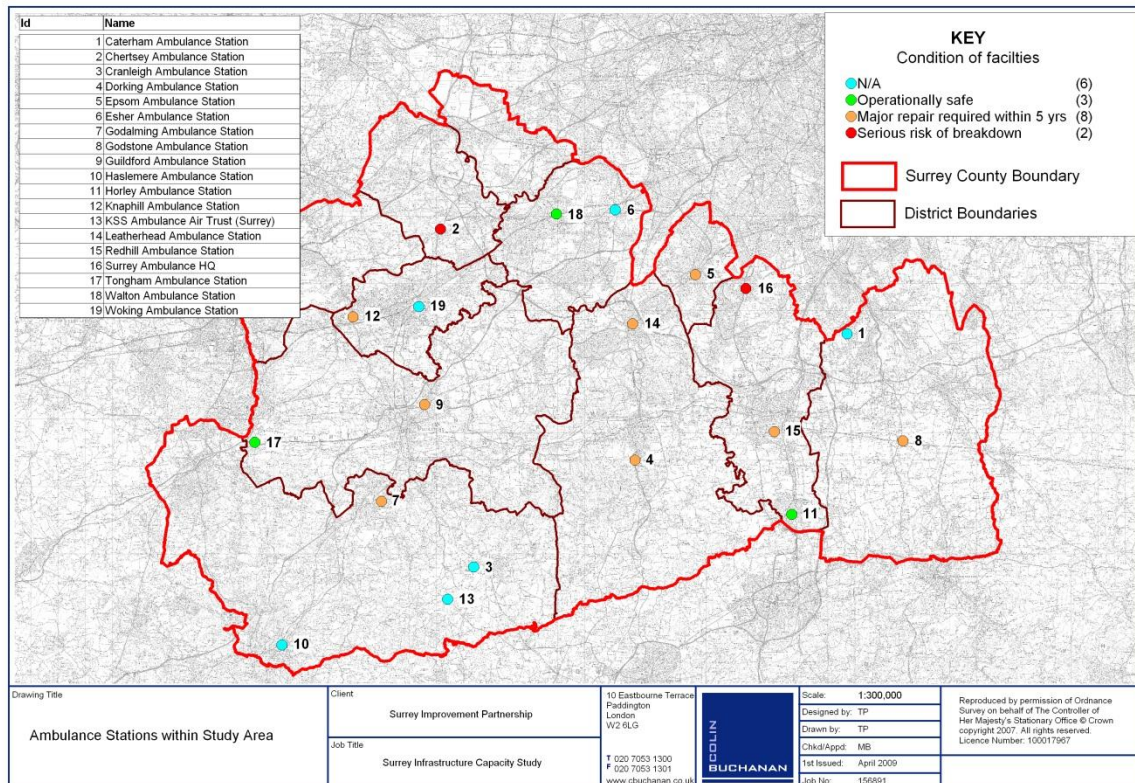
- 3.28 The Council is aware of discussions to co-locate the Reigate police station (currently on Reigate Road) with the nearby Fire Station and HQ on Station Road. In response to budget cuts, the police service is looking to rationalise its estate.
- 3.29 Planning permission was granted on appeal in 2011 for a New Custody Centre in Salfords in response to an identified shortage of custody cells within East Surrey. The development will result in a net gain of 18 cells.

Ambulances

Existing Provision and Assessment of Future Needs

- 3.30 Reigate & Banstead falls within the South East Coast Ambulance Service area, where the service operates from a variety of depots, stations and response post operational locations. There are ambulance stations in Redhill and Horley, with an emergency dispatch centre in Banstead. The Trust HQ is also located in Bolters Lane, Banstead and the Regional Control Centre is nearby in Godstone. The plan below shows the location and condition of ambulance sites in Surrey:

Figure 16: Ambulance Sites in Surrey



- 3.31 The service aspires to reach 75% of its calls within 8 minutes and has advised that it does not anticipate any problems with this in Reigate & Banstead as a result of any planned growth.
- 3.32 The service is currently looking to roll-out a “make ready” service, which is currently only operational in the Chertsey, Hastings and Thanet areas. This concept is copied from similar services in the United States and relies on a network of small satellite sites surrounding a Make Ready station, where non-medical staff clean and prepare ambulances for the beginning of each shift, freeing up paramedic time. The service has not yet identified any sites within this borough although one may be required.
- 3.33 The service is examining whether new a HQ is needed to replace that at Banstead, which is in a poor state of repair. Discussions are however at an early stage and no further details are known.

COMMUNITY & LEISURE

Indoor Sport & Leisure Facilities

- 3.34 The borough is well served by indoor sports facilities, with the Council undertaking a programme of upgrading and/or replacing three multifunctional sports centres in the north, centre and southern parts of the area. In the south of the borough, the new Horley leisure centre was completed in early 2012, with demolition of the previous Horley Anderson Centre taking place shortly thereafter. In Redhill, Donyngs leisure centre has recently undergone refurbishment. To the north, the Banstead leisure centre (located in Preston) is the subject of regeneration plans, discussed in more detail in section 6.
- 3.35 Whilst a high proportion of other indoor facilities are also open to the public, the majority have some form of restriction on access, for example school facilities being available to the public outside school hours. The audit identifies that there is a need for more indoor sport facilities, particularly health and fitness equipment in the south of the borough.

Voluntary Sector

- 3.36 The voluntary sector within the borough includes a significant number of different charities and organisations, many of which are jointly represented by the Reigate & Banstead Council of Voluntary Service (CVS), itself a charity. Charities in most cases exist to address social or environmental problems and these problems are usually increased in proportion to further development, population growth and demographic change.
- 3.37 There is no evidence to date which suggests that the activities of any one charity would be disproportionately affected by the Borough's growth strategy, although the changing demographic of an ageing population is of concern to organisations specifically targeting the elderly. It is therefore important that support and facilities remain available for charities. This is particularly relevant in the regeneration programmes which could potentially displace some of these uses; therefore alternative and suitable accommodation will need to be found as part of those programmes, and opportunities for co-location of facilities explored. The Longmead Centre in Holland Close is seen as a potential candidate for hosting community facilities and charities, particularly those likely to be displaced by the possible regeneration of the Cromwell Road site.
- 3.38 Comments expressed during consultation suggested that a lack of facilities (particularly for the elderly and vulnerable) is not so much a problem as access to those facilities. Improvements in all types of transport infrastructure can therefore help to increase access to these types of services.

Cemeteries

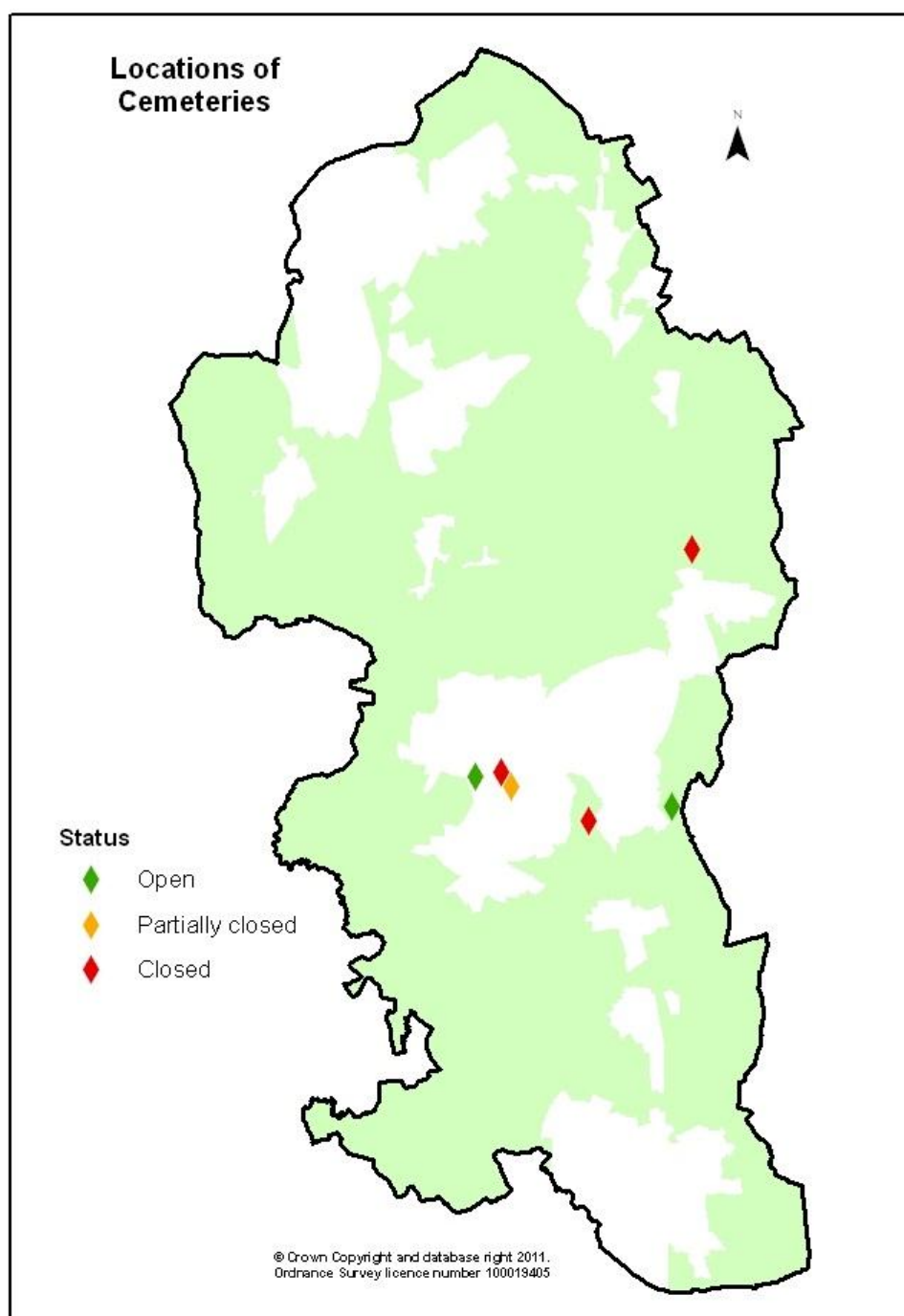
- 3.39 Provision of burial space is not a statutory function of the Local Authority, but by virtue of the Local Government Act it is entitled to act as a burial authority and provide and maintain cemeteries, including those outside its own boundary. Authorities with cemeteries must maintain them in good order even if they are closed and generating no income.

Existing Provision and Assessment of Future Needs

- 3.40 The borough has only three burial spaces currently open: Redstone Cemetery (Redhill), Reigate Cemetery and the Reigate Garden of Remembrance. The last two are for the interment of cremated remains only, leaving just one space for burials.

Three more cemeteries fall under the Council's management and these are closed. Figure 17 below shows the distribution of burial space within the borough. At most, the remaining burial space in the borough has 9-11 years' of capacity remaining with choice becoming increasingly limited up to that point. Lack of burial space is particularly problematic in the north of the borough where most residents have to go to Epsom or further afield to honour the remains of their friends and loved ones. The recent closure of Caterham cemetery has added to the pressure in the area around the north of the borough.

Figure 17: Cemeteries



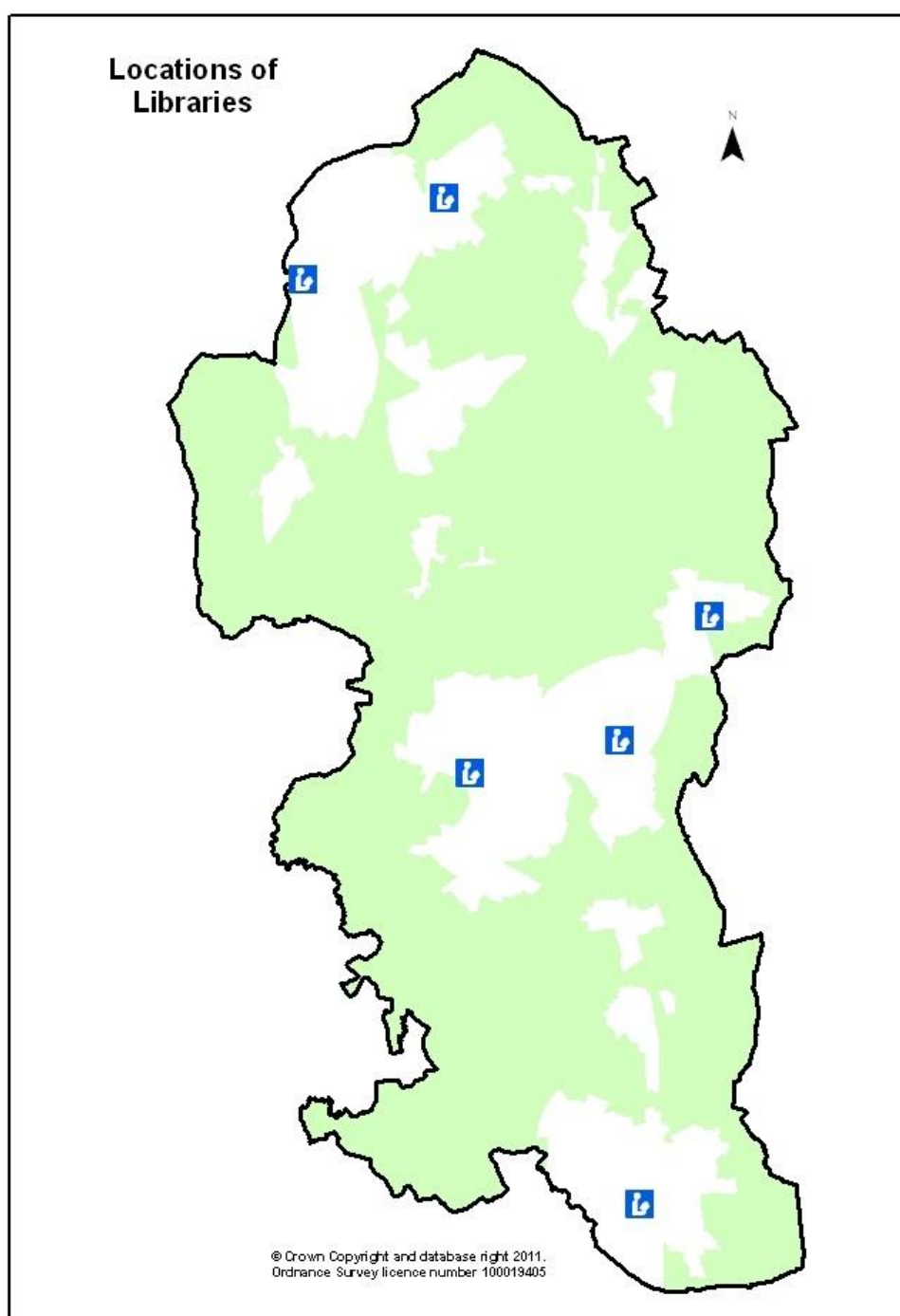
- 3.41 Capital costs for a new cemetery are estimated to be between £2m-£3m. Alternative sources have estimated approximately £1,000 per grave space. This includes land acquisition costs. The Council may investigate whether cemetery use is appropriate for any of the sites within its ownership, or whether any privately-owned land might come forward. Cemetery use may be an appropriate use for land designated as green space or within the Green Belt. As with any project of this size, lead-in times would be a minimum of two years.
- 3.42 The private sector may also create new cemetery space in response to market demand; the Council has been approached by private sector providers in the past but no significant discussions have progressed to date.

Libraries

Existing Provision and Assessment of Future Needs

- 3.43 There are currently five libraries in the borough, shown on the map below. In addition there is one fortnightly mobile library covering the borough and one four-weekly service stopping in Banstead and Tadworth only. Nominally, the aspiration for library coverage is 32sqm of library space per 1,000 head of population cited in Roger Tym & Partners 2005 study. However the ubiquity of the internet and leisure technology may over time have reduced this standard somewhat. Libraries are increasingly being seen as having a technological function, acting as internet cafes and IT centres in addition to conventional book lending. Libraries are also good candidates for co-location with other services. In Redhill, the library is co-located with the Council Help Shop and in Horley the library is co-located with a community centre.
- 3.44 The five libraries give approximately 4,000sqm of library floorspace in the borough, and for approximately 136,000 residents this equates to roughly 29sqm of library space per 1,000 head of population, which is reasonably close to the nominal standard. This figure does not include the mobile library services. Library capacity to serve the needs of increased population from new developments is therefore more based around improving existing provision and updating technology rather than constructing new floorspace. There are no specific proposals for increasing the number of libraries in the borough of which the Council is aware. The library service is currently having to respond to the reduction in public finances and a contraction of the service, or provision through voluntary help is currently the subject of a consultation.

Figure 18: Libraries



Theatre & Cinema

Existing Provision and Assessment of Future Needs

- 3.45 The Harlequin theatre is the largest venue within the borough and the only one of any significant size. It is owned and maintained by the Borough Council but is estimated to cater for population typically up to a 30 mile radius. Further details of the requirements are given in the Redhill regeneration section. Smaller local-level cultural events tend to be held in community halls or schools. Reasonably significant theatre facilities also exist at East Surrey College, which has recently started to make its facilities available to community groups.

- 3.46 The borough has two cinemas, one in the Harlequin Theatre in Redhill, and *The Screen* in Bancroft Road, Reigate, both of which are small. The Harlequin has 100 seats and *The Screen* has two screens of 139 and 142 seats. Occasional outdoor cinema events are also held in Priory Park, Reigate.
- 3.47 The proximity and transport links to London provide significant choice for cultural and leisure events outside the borough and there appears little market demand for any additional significant theatre facilities within the area. Joint delivery of theatre services through cross-boundary working with other authorities was explored in 2008/09 but was deemed to be impractical and unviable. Reigate & Banstead Borough Council is committed to the ongoing development of the Harlequin Theatre as a thriving cultural and entertainment centre, which is fully revenue-funded by the Council.
- 3.48 A new cinema or (similar leisure use) is included as a possibility within the Redhill Town Centre Area Action Plan, which would serve as an attraction to draw more people to Redhill, particularly in the evening time.

Community Centres

- 3.49 Community centres and halls play an important part in the social fabric of the borough, and provide multi purpose facilities for a variety of diverse functions such as entertainment, concerts, shows, clinics, education, sports, blood donation, polling stations and public meetings.
- 3.50 Reigate & Banstead Borough Council maintains three dedicated community centres in Banstead, Horley and Woodhatch, which provide services for the active elderly, on-site meal service and lettable function space. The service has indicated that there are no particular problems with capacity at these Centres which are expected to be able to cope with the Borough's population changes.

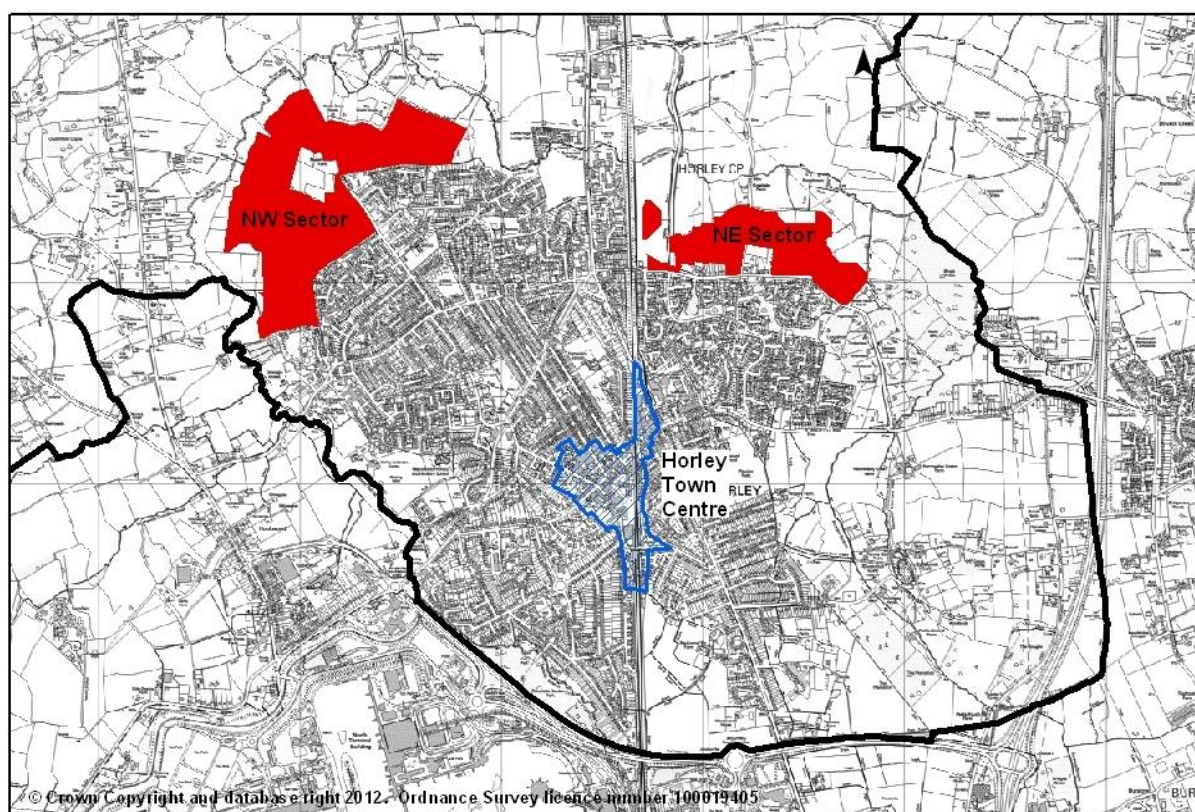
4. Regeneration Areas

- 4.1 The borough has four regeneration areas 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 needs to be paid to the infrastructure and services in these areas. The Core Strategy builds on the work done in connection with the borough's former New Growth Point status and the direction of travel expressed in the Council's Corporate Plan 2011-2015. Existing built-up areas throughout the borough were tested for their ability to absorb growth through their sensitivity to change and overall sustainability. The Core Strategy policies direct appropriate levels of growth to these areas.
- 4.2 This section of the IDP seeks to define those infrastructure schemes that will be required to deliver the proposed growth and development in each of these locations. It draws heavily on the information contained in previous sections, but adds further place-specific details and specific outcomes from masterplanning work, where such details are known.
- 4.3 To support the development of the Regeneration Areas, detailed plans have been identified to determine the potential for development. Redhill is the subject of a separate DPD; Horley has a Masterplan and Preston and Merstham are the subject of planning frameworks that will be incorporated into the future Development Management Policies DPD.

HORLEY

- 4.4 In 2005, the Horley Master Plan was adopted as part of the Borough Local Plan. The Plan sets out the required infrastructure projects in order to achieve the large-scale regeneration planned for the area. In summary, the Plan includes the following projects:
- The development of two new neighbourhoods in the north-east and north-west of Horley,
 - Enhanced recreational and open space provision to meet local need including outdoor sports facilities, a riverside green chain and allotments.
 - A revitalised town centre through the provision of more convenience shopping, enhanced community facilities and a better quality environment.
 - Provision of appropriate social infrastructure to support a healthy and vibrant community, including enhanced library youth and school provision and a new leisure centre.
- 4.5 Regeneration is therefore focused primarily on the town centre and the NE and NW sectors. However, there are several other projects that are interrelated with the development at the sectors and the town centre, for example, transport improvements, as well as other stand-alone projects. Figure 19 below shows the extent of the town centre regeneration area and the two sectors north of the town.

Figure 19: Horley Town Centre, NE & NW sectors (new neighbourhoods)



Horley Town Centre

- 4.6 Improving the public realm is one of the objectives of the Horley Master Plan. The works involve improved access, lighting, safety and walkways etc. In addition, as part of the improvement to bus services between the Horley sectors and the town centre, real time public transport information terminals will be implemented.
- 4.7 In terms of community facilities, a new library is proposed for the town centre. The Horley Young People's Centre opened in 2011.

Funding sources, Timescales and Responsibility for Delivery

- 4.8 The town centre public realm improvement works are currently underway. Phase 1 has already been implemented, and Phase 2 is currently underway; Phase 3 is expected in the medium term to 2015. The cost of the works is approximately £3m which has come from section 106 contributions and NGP funding. RBBC and SCC are the lead delivery organisations.
- 4.9 The development of a new library is dependent on Surrey County Council (SCC) finding a suitable location for a new site in the town centre; it is intended that the current site at Victoria Road will be developed for housing. The new library is expected to cost £3m with delivery expected in the medium to long-term.

Horley NE and NW sectors

- 4.10 The Horley Master Plan sets out a whole range of infrastructure projects for both sectors. Table 7 lists the current projects.

Table 7: Infrastructure at the Horley sectors

Flood/drainage prevention measures
Recycling facilities
CCTV
Renewable energy provision
Bus services
New access routes, junction improvements and traffic calming
Allotments
Retail units
Primary schools
Community halls
Play space
Day centre
GP/dentist surgery
Faith centre

Funding sources, Timescales and Responsibility for Delivery

- 4.11 Infrastructure projects in the sectors began at Horley NE as the first phase of housing started in 2008. A number of projects have been completed and several are underway in Horley NE; the remainder are expected to be completed in the medium to long-term. In Horley NW, housing development has not started as the Section 106 is awaiting finalisation.
- 4.12 Infrastructure in the sectors relies on developer funding secured through a Section 106 undertaking. In the main, the delivery of the projects is dependent on the Development Consortium, the Council and SCC. In Horley NW, the Development Consortium consists of Miller Homes, David Wilson Homes, Taylor Wimpey and Persimmon as the main partners; in Horley NE, the main partners are Bovis, Barratts, David Wilson Homes and Wates.
- 4.13 The bus services for the NW sector will delivered by SCC and the successful transport bidder, the GP and dentist surgery by the Council, Development Consortium and the PCT, and the faith centre will be delivered by the Council, SCC and the faith sector who takes ownership.
- 4.14 The Schedules provide a detailed breakdown of which schemes relate to each sector and those that have been completed, are underway and outstanding.

Horley wide

- 4.15 For the Horley-wide area, leisure and transport projects will support the regeneration of Horley.
- 4.16 The Council has recently built a new leisure centre on the site of the former Court Lodge Secondary School to replace the Horley Anderson leisure centre. The centre includes a 25 metre swimming pool together with learner pool, multi-use sports hall, fitness suite and dance studio.
- 4.17 As part of the sector development, a riverside green chain around the NE and NW sectors will provide sustainable drainage, water resource management, nature conservation, fisheries and recreation, as well as making a significant contribution to the landscape. Essentially, it will provide an informal recreation space to safeguard and enhance the river environment.

- 4.18 Options for more formal recreation space provision in Horley are being considered. The preferred location for a Town Park is identified in the Borough Local Plan 2005 as Smallfield Road, however the park could be delivered in the NW sector part of the riverside green chain. It is proposed that the town park will include a cricket square with outfield, three football pitches, a well equipped play area, a MUGA, a youth assault course and a skate ramp, together with a pavilion and parking facilities.
- 4.19 Aside from leisure projects, Horley will benefit from transport improvements to support the increase in population of Horley. For example, core bus priority routes will support the additional bus services linking the town centre with the sectors. In addition, there are proposals for community transport services to provide services for those unable to access public transport, as well as the development of a new cycle network to connect the new neighbourhoods with the town centre and other major Horley-wide destinations. Table 8 lists the various highway works required; some of which have already been delivered:

Table 8: Horley Highway Schemes

Scheme	Status
New link road – A23 to NW sector	Outstanding
New link road – A217 to NW sector	Outstanding
NE sector – Langshott to Cross Oak Lane	Implemented
NE sector – new spine road	Part implemented
A23/Cross Oak Lane junction	Outstanding, completion due 2012
NE sector – access road/spine road junction	Implemented
NW sector – A217 link road junction	Outstanding
Off site junction improvements – A23/Three Arch Rd, A217/A2044 Woodhatch	Outstanding
NE sector – traffic calming – lanes to north of Cross Oak Lane	Outstanding
NW sector – traffic calming – Meath Green Lane	Outstanding

- 4.20 With regard to education, once the eventual knock-on effect of the increase in population of the sector areas arises, enhancements to Oakwood Secondary School are planned to meet the need for extra school places. This will happen as and when the need arises.

Funding sources, Timescales and Responsibility for Delivery

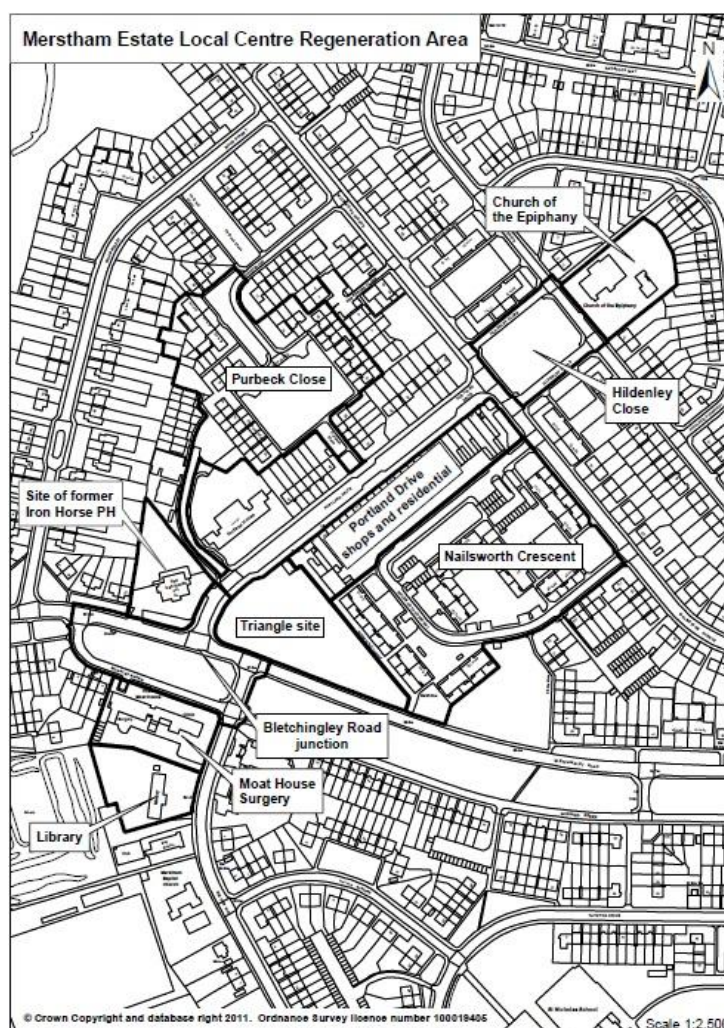
- 4.21 The Riverside Green Chain and town park will be funded through the Section 106 agreement and delivered by the Council and the development consortium. Parts of the Riverside Green Chain have been completed in the NE sector, however work has not started in the NW sector as development is dependent on the build programme. Completion for both projects is expected in the medium to long-term.
- 4.22 All transport projects are funded by developer contributions secured through Section 106 agreements, with SCC leading on delivery. The station interchange work, however, is funded by Network Rail and Southern Rail as well as S106 contributions; much of this work is already completed.
- 4.23 With regards to the bus route, the core priority route has already been implemented and the non-core route is underway. There are three outstanding schemes based at the Victoria/Massetts interchange and the NE and NW sector. Delivery is expected in the medium to long-term whilst the NE sector is expected in the short-term.

- 4.24 Implementation of the community transport services and the cycle and pedestrian facilities are due in the medium to long-term; however, there is a high likelihood that cycle and pedestrian work will start in the short-term. The projects are the responsibility of SCC and the Council.

MERSTHAM

- 4.25 The Merstham estate has been 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.
- 4.26 The Council has approved a planning framework for the Merstham estate which focuses on physical regeneration proposals to enable and facilitate the objectives in the Corporate Plan, the Core Strategy and the Regeneration Plan. Figure 20 below shows the extent of the Regeneration area and the proposed interventions.

Figure 20: Merstham Regeneration Area



- 4.27 The Planning Framework outlines what the Council wishes to promote on specific sites in the Merstham estate. There is a high degree of interdependency between

development options, and delivery will be dependent on the financial viability of individual proposals.

- 4.28 The physical regeneration proposals are based around the development of a community hub, which will provide a library, flexible project spaces, a reception area, an internet café, a multi-agency office space and interview rooms. Provision of new retail units is also proposed to replace the existing Portland Drive shopping area.
- 4.29 Aside from the community hub, there are proposals for public realm improvements; for example, highway improvements, traffic calming and improvements to access routes.
- 4.30 Finally, the Surrey Wildlife Trust (SWT) is currently undertaking conservation work in the Merstham area. The Trust manage nature reserves, run schools education sessions and environmental activities for all ages and hold conservation days on the local green spaces. For example, in Furze field Wood, work is ongoing to organise woodland, improve pathways and extend the meadow, helping to increase biodiversity and providing valued open space for local residents.

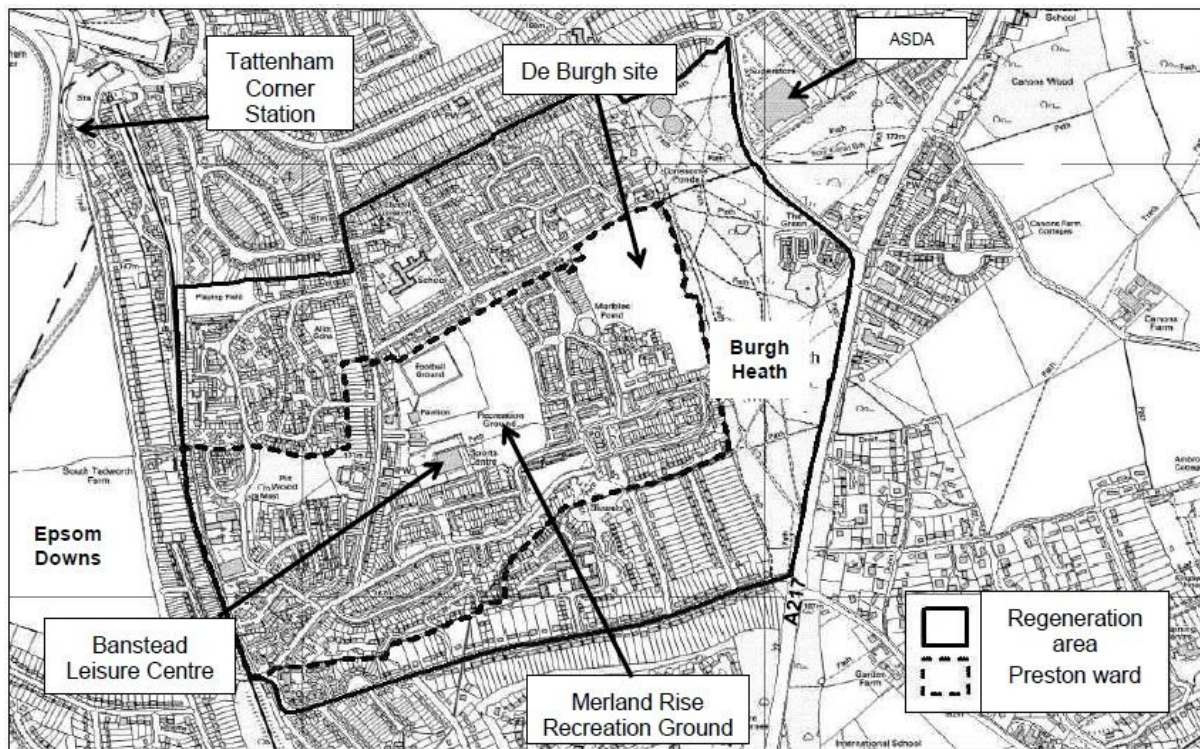
Funding sources, Timescales and Responsibility for Delivery

- 4.31 The cost of the community scheme is estimated at £1.1m of which £520,000 will be supplied by the NGP funds, £180,000 from S106 and £50,000 from the Council. The library, to be supplied separately by SCC, will cost in the region of £440,000. The Council is the lead authority on the scheme, alongside Raven Housing Trust and SCC. Construction is expected in late 2013/14.
- 4.32 The public realm and infrastructure improvements are due to be implemented alongside proposed new development, with appointment of a development partner by Raven Housing Trust. The funding of the infrastructure is dependent on the availability of funds following the housing and commercial development that is set to take place first. Initial work is expected to begin in 2013, with completion by the end of 2015.
- 4.33 Surrey Wildlife Trust is currently working to a five year strategic plan for projects benefiting nature and wildlife, which is funded by the Heritage Lottery Fund.

PRESTON

- 4.34 As a designated regeneration area in the Council's NGP Programme of Development a variety of social, economic and environmental improvements will be made to this area, which suffers some of the highest deprivation in the borough. Overcrowding in unsuitable housing, lack of access to gardens for families with children and poor educational achievement are particular problems. Proposals for Preston will be set out in a planning framework, which will be incorporated into the Development Management Policies DPD in due course. Figure 21 below shows the extent of the Preston Regeneration Area and the proposed interventions.
- 4.35 The Preston regeneration area includes a mixture of 1950s social housing and modern infill housing schemes. The evolution of this neighbourhood has resulted in a lack of coherent design, with problems such as crowded on-street car parking, poor quality public realm, open space and pedestrian and cycle routes, and a lack of any community focus.

Figure 21: Preston Regeneration Area



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Existing Provision and Assessment of Future Needs

- 4.36 Regeneration centres around the provision of a community hub with community facilities including the reprovion of a new leisure centre on the Merland Rise recreation ground. It will also seek to renovate and remodel some existing affordable housing and redevelop the former De Burgh playing field site. Redevelopment will also fund much-needed improvements to open space, transport links (train stations and more frequent bus services) and localised linkages within and to neighbouring areas in the form of pedestrian and cycle paths. Enhancements of open spaces to a high standard will address the current poor quality to support the existing and future population growth. Where possible further open spaces and linkages will be sought to improve on biodiversity and ensure multifunctional green spaces are provided to address need.
- 4.37 Transport modelling has been carried out in Preston to assess the localised effects of a proposed increase in housing of up to 690 units – testing capacity in excess of the proposed 350 units. The modelling shows that development would have a significant impact on the road junction between the B221 and the A240, which is already at capacity. Remodelling of the junction layout with dedicated left turn lanes is recommended as a solution, alongside a package of soft measures to encourage greater use of public transport, improve cycle paths and pedestrian signage, etc. These soft measures can be incorporated into travel strategies linked to new development. Other road improvement measures including widening and parking management have been identified as desirable, particularly along Chetwode Drive, Merland Rise and roads forming part of the local bus route.
- 4.38 In July 2011 the Council agreed to provide a replacement leisure centre, which will include a 25 metre swimming pool, a teaching pool, a 50 station fitness gym, 30 person exercise/dance studio, crèche, cafeteria and wet & dry change facilities. The provision of additional youth and community facilities is dependent on the commitment of Surrey County Council.

- 4.39 The location of Banstead Athletic Football Club alongside the leisure centre adds further value to the concept of a 'community hub'. There is a desire for further play areas for children. It is important to ensure the provision of high quality, purpose-built community facilities in the heart of Preston, which cater for local needs, including hosting a youth club.

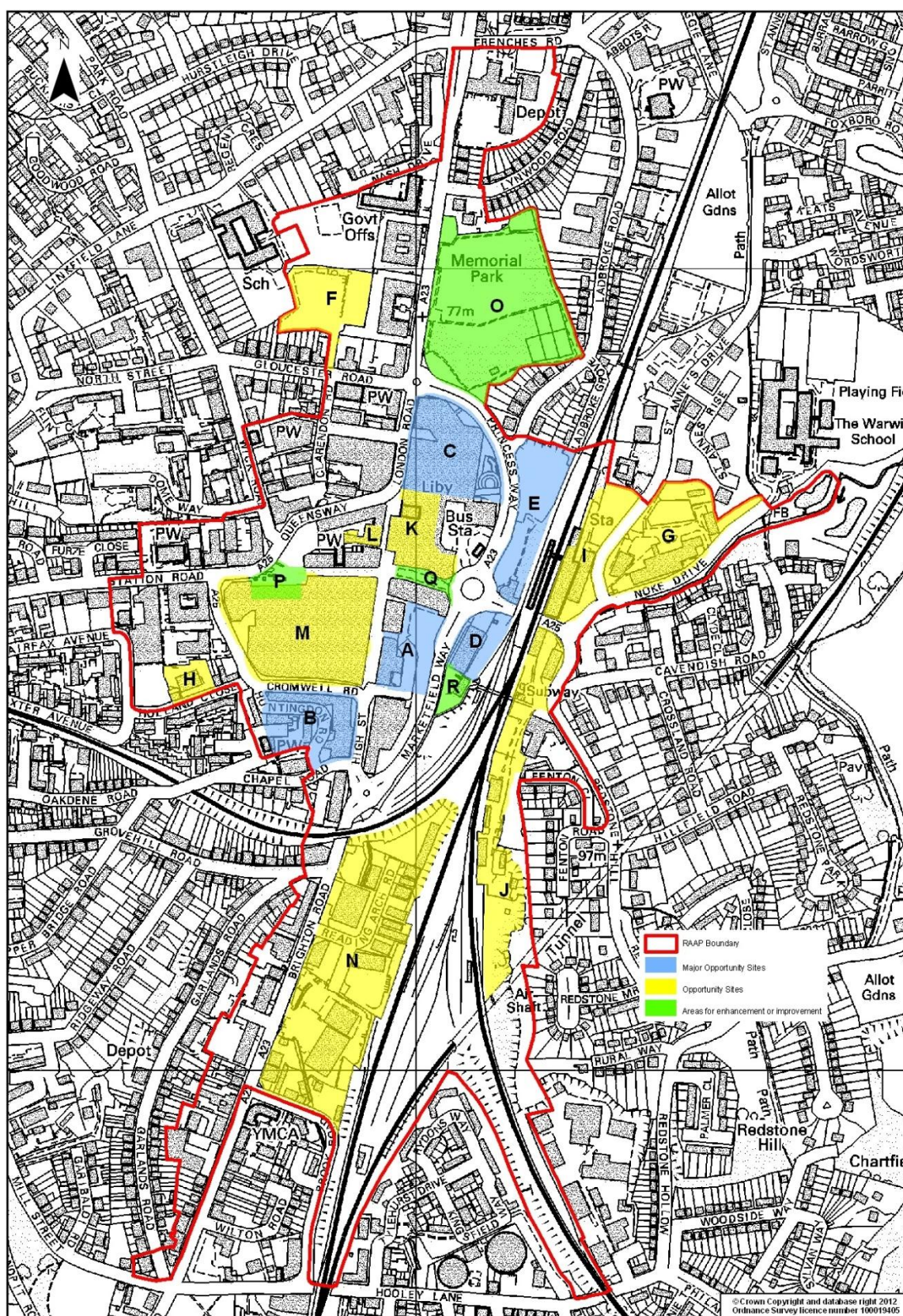
Funding sources, Timescales and Responsibility for Delivery

- 4.40 Two potential development sites, Merland Rise and De Burgh, have been identified in this area. They both have the potential to meet the local housing need, i.e. the Borough's housing target in the emerging Core Strategy. The De Burgh site in particular offers a significant opportunity to maximise the value of development so that a portion of capital received from its sale can be used to fund other improvements in the Preston area. The housing itself will be delivered through a partnership with Surrey County Council and a Registered Provider.
- 4.41 Funds from the asset sale of these sites will be used for many of the other improvements, public realm works, enhanced community and youth facilities. As such, the success of the asset sale is vital to the success of Preston regeneration.

REDHILL

- 4.42 The Council is currently developing the Redhill Town Centre Area Action Plan (RTCAAP) - a DPD specifically for development within the town centre. 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. The South East Plan identifies Redhill/Reigate as a 'centre for significant change' in addition to being at the heart of the borough's New Growth Point proposals.
- 4.43 However, Redhill suffers from a lacklustre image, with poor public perception of Redhill as a place and weak market perception of the town as a location in which to invest. Redhill rarely features as a potential location on the requirements list for major retail or restaurant occupiers, although soft market testing strongly suggests that occupiers are receptive to Redhill as a location once the potential offer has been explained.
- 4.44 Redhill 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. Redhill town centre has the potential for significant economic expansion and regeneration. However, in order to improve Redhill town centre as a destination we must provide the infrastructure needed to accommodate this planned growth and development. Figure 22 below shows the extent of the Redhill regeneration area and the main opportunity sites within it.

Figure 22: Redhill Town Centre Regeneration Area

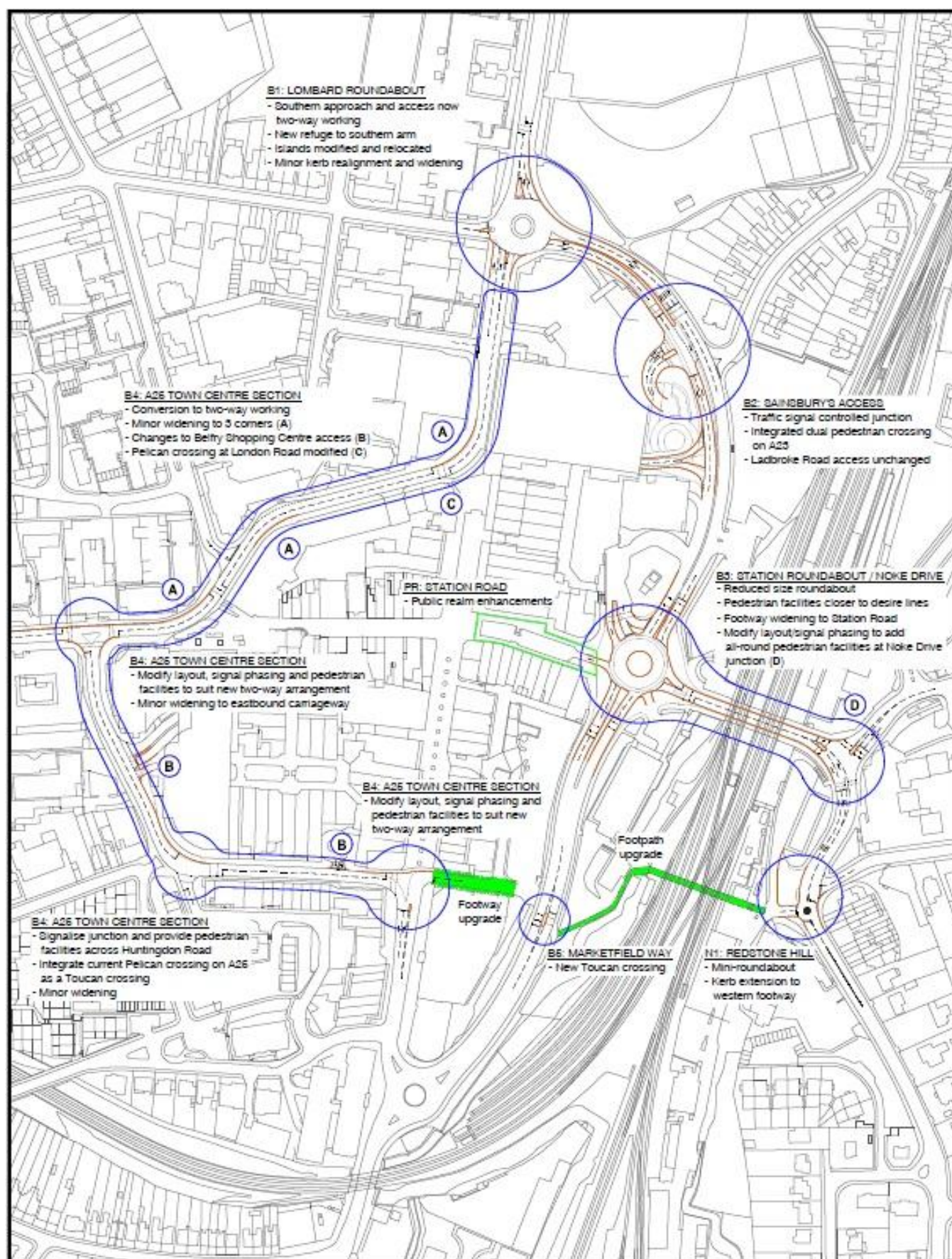


Traffic & Parking

Existing Provision and Assessment of Future Needs

- 4.45 Borough-wide road transport modeling is discussed in section 4, through the application of a dedicated model (SINTRAM) developed by Surrey County Council. This modeling clearly shows that a number of junctions in Redhill town centre suffer significant increases in congestion as a result of planned development, and these are set out in para. 4.55. The town centre itself requires a finer grain of modeling and a different transport model (S-Paramics) has been applied to examine in detail the traffic effects on Redhill, and propose and test solutions. This work is set out and explained within the background document “*Redhill Town Centre Traffic Modelling – Final Report*”, February 2012.
- 4.46 Detailed modeling carried out on Redhill Town Centre established the ‘base case’ and examined the traffic situation in 2016 assuming that the key sites within the Redhill Town Centre Area Action Plan are developed (or substantially underway) within that time, under a ‘do-minimum’ scenario that assumes no significant interventions in the highway network. The results show increasingly severe congestion, resulting in near-gridlock at peak rush-hour times, and long tail-backs along both the A23 and A25.
- 4.47 The study tested a number of interventions and options with the aim of alleviating the predicted traffic models, leading to the development of a package of measures called the “Balanced Network” scheme. The Balanced Network firstly achieves significant road traffic benefits through highway interventions, centered around the conversion of the one-way system west of the town centre to two-way working. It then seeks to distribute some of these benefits on addressing the other important aims of the RTCAAP by introducing cycle, pedestrian and urban realm works. The package of measures therefore represents a balance between improving the traffic flow and journey times for vehicles, but not to the extent that the scheme is negative or neutral on the other RTCAAP objectives. Figure 23 below shows a schematic representation of the package of measures. The items B1, B2, B4 & N1 are principally for the benefit of vehicles, whereas items B3, B5 and PR are principally for the benefit of pedestrians, cyclists and town centre users, utilising some (but not all) of the capacity unlocked by the highway elements.
- 4.48 As the Balanced Network scheme would take place almost entirely within the existing highway land with no ‘new’ roads being constructed; the cost for the highway items has been preliminarily estimated at £1.4m. The balancing items B3, B5 and PR are estimated at a further £0.9m. It should be stressed that these indicative costs are approximate and will require revision following a detailed engineering survey.
- 4.49 Redhill is currently well-served by a number of car parks, although it is envisaged that development will take place at some of these sites in the future. However, the various development sites within the RTCAAP allow for additional parking that would adequately compensate for lost spaces. In total, the RTCAAP plans do not lead to an overall reduction in parking provision. The Council is currently examining and prioritising a number of other options to manage parking and demand for parking.

Figure 23: Redhill Balanced Network Proposal



Funding sources, Timescales and Responsibility for Delivery

- 4.50 Responsibility for addressing transport and traffic issues lies jointly with Reigate & Banstead Borough Council as lead organisation in the regeneration project, and Surrey County Council as highway authority and significant landowner. Together, the two councils have submitted a bid to the national Local Sustainable Transport Fund (LSTF) for nearly £4m in funding. At the time of writing, the Department for Transport is reviewing the “*Sustainable Towns Toolkit*” bid, and the final outcome of the bid is therefore still unknown. Parking management measures form a component of the LSTF bid as part of the “*Sustainable Towns Toolkit*”. If successful, funds from this part of the bid will be used to implement various parking options.
- 4.51 Road engineering schemes are not permitted to form part of the LSTF bid and any such schemes will require funding from elsewhere. The highways elements of the Balanced Network are therefore the subject of a separate bid to the recently-announced “Growing Places Fund” (GPF) administered by the Coast to Capital LEP. If successful, the GPF would forward-fund the works through a loan secured against future CIL/s.106 payments from Redhill’s key regeneration sites. In the event of bid failure, the Council along with its partner Surrey County Council is currently investigating alternative options for funding.
- 4.52 Installation of a signalised turn at Sainsbury’s on Princess Way (Balanced Network item B2) is dependent on the site developer, subject to the usual highway agreement. This is expected to take place as part of the Sainsbury’s store redevelopment, for which there is currently a resolution to grant planning permission.

Identified Risks & Contingencies

- 4.53 Failure of the LSTF or GPF bids in whole or in part is an acknowledged risk. However with road traffic in Redhill facing critical challenges as new development takes place, doing nothing is not considered to be an option. In the case of GPF bid failure, the Council is currently investigating alternative options, including self-forward-funding against future CIL/s.106 payments. In the case of LSTF bid failure the package of measures would need to be cut down to the “minimum case” scenario and funds drawn from other sources such as Council reserves, Local Transport Plan and Section 106 obligations on developers. This would in turn reduce the scope to seek other Section 106 improvements or carry out other less critical projects. Additionally, it is anticipated that other sources of funding may become available for which the Borough and County Councils could bid.

Public Realm

Existing Provision and Assessment of Future Needs

- 4.54 One of the largest barriers to attracting investment to Redhill is the perceived poor state of the environment, public realm and range of services and facilities. The Council wants to create a high quality and thriving town centre by providing a quality public realm which is well connected, creating new public spaces and improving consumer choice. Integrating existing public spaces such as Memorial Park into the fabric of the town centre along with transport links is vital to the success of the regeneration strategy.
- 4.55 Many of the long term improvements will be determined as part of the AAP and masterplan work, there is scope to undertake a range of first phase improvements which can be implemented in the near future. The focus of these improvements will be around improving existing public spaces and the better integration of Memorial

Park into the town as the principal open space for existing and proposed residential units.

- 4.56 Public realm works are underway at the west end of Station Road associated with development of the Hollybrook site. The east end is scheduled to undergo improvements to pedestrian accessibility and the public realm within 1-3 years. As one of the main thoroughfares in the town improvements to both the appearance and function of Station Road are an essential component of the regeneration strategy.
- 4.57 The “grot spots” initiative is focused on making a series of improvements to highly localized problem areas in the town, and has identified 12 locations in the town centre where relatively simple interventions can make a big difference to the quality of the public realm. A schedule of locations and small scale works has been drawn up with agreement from Surrey County Council and private sector partners and is expected to be implemented on a rolling basis as funds and resources are available.
- 4.58 Other public realm works include moving shopfronts forward in the Warwick Quadrant (which will have the added bonus of creating additional high-value retail space) making improvements to the outdated canopy outside the Harlequin Theatre, and de-cluttering London Road. None of these are strictly necessary for the borough to be able physically to absorb growth and new housing, but taken together they are essential for delivering the Council’s corporate plan and strategy to improve the environmental standard, quality of life, and economic viability of Redhill.

Funding sources, Timescales and Responsibility for Delivery

- 4.59 Public realm improvements in Redhill are primarily funded either through s.106 developer contributions/works, or through allocation of New Growth Points funds, or a combination. In the former case, responsibility for delivery lies with the site developers alongside or immediately following the implementation of planning permission, and with Surrey County Council through conclusion of s.278 agreements. For works not associated with private-sector development, improvements are paid for by the Borough Council mostly using the New Growth Points fund, and carried out jointly by the Borough and County Councils.
- 4.60 The total cost for the “grot spots” initiative is expected to be up to circa £250k. Works may be funded from small internal council budgets, bids to various sources of external funding, or carried out on a goodwill basis by landowners, private sector firms and organisations within the town.

Flooding

- 4.61 A further piece of work to determine the impact of flooding on Redhill Town Centre has been undertaken. This study has defined the flood zones for Redhill Town Centre, which serves to guide future planning applications where flood risk is considered as having an impact. The Flood Risk Assessment for Redhill Town Centre provides a strategic flood risk analysis for the town centre. Site specific flood risk assessments would be undertaken for individual development sites potentially affected by flooding within the town centre.
- 4.62 There is potential risk of fluvial flooding from the river system flowing from the east across the Moors into Redhill Brook, which is culverted closer to the town centre. Surface water flows from the north west (from Gatton Brook and across Gloucester Road car park) and west (from the direction of Donyngs) also accumulate in the Town Centre raising the flood levels. The culvert has limited capacity and surcharging during or after heavy rainfall is not uncommon, which forces excess

water to flow at ground level. The impacts of this affect the whole town centre and all regeneration sites with the exception of Redstone Hill. Flooding will need to be addressed for development to be considered at town centre sites.

- 4.63 Best practice dictates that flood attenuation is generally preferable as far upstream as possible and where green open spaces can serve as flood storage. Opportunities for this are fairly limited in Redhill, with the exception of Memorial Park, which could potentially act as a floodwater storage area to lessen the impact on the Town Centre during critical storm periods. Memorial Park could have the potential to capture floodwater during heavy storm periods and ensure it is released into the town centre at a much reduced flow rate in comparison to increased flow rates that happen naturally that result in flooding. However, these measures will not completely prevent the town centre from being affected by flooding. Individual development sites will therefore have to incorporate some element of flood storage and take into account the impact of climate change to enable development. Potential development sites, which are most at risk of flooding and require the highest consideration and implementation of flood attenuation works include the Marketfield Way, Colebrook and Gloucester Road.

Funding sources, Timescales and Responsibility for Delivery

- 4.64 Flood attenuation works in Memorial Park are currently undergoing investigation to determine the extent to which surface water flooding can be stored and released in a controlled manner, to minimise the risk to downstream town centre sites, particularly Marketfield Way. It is not known whether such works will mitigate more severe 1/100 year flood events in their entirety and therefore on-site flood attenuation works will be required in any event at Marketfield Way and other smaller town centre sites. Gloucester Road will also require its own on-site flood attenuation measures regardless of Memorial Park, which lies downstream from Gloucester Road. The individual site developers would be expected to fund and implement on-site works. For Marketfield Way, of which RBBC is the site owner, the flood attenuation works are expected to cost circa £300k.
- 4.65 Reigate & Banstead Borough Council has up to £570k allocated from its New Growth Point fund for flood attenuation works in Memorial Park. Additional funds for the subsequent restoration of the park and improvement of its facilities will be the subject of a Heritage Lottery Fund bid. The decision whether to proceed with the flood works is expected to take place in early 2012 and hinges on an analysis of the benefits and extent of this upstream mitigation relative to the cost. If progressed, the works are expected to take approximately one year to complete.

Air Quality

- 4.66 Redhill Town Centre is located in a valley. As such, the winter months induce inversion layers that trap pollution. Traffic congestion is also a significant problem in this area due to two major routes running through the town (A23, A25). Further proposed development in the Town Centre will attract more traffic, which will have an impact on the pollution levels. The Council has carried out an air quality study to ensure that the traffic generated by the proposed development will not adversely impact on the Town Centre. This has led to Redhill Town Centre being designated as an AQMA (Air Quality Monitoring Area).
- 4.67 The AQMA presents challenges for the renewable energy agenda, where biomass boilers can cause localised air problems, particularly where they are on a small scale and numerous, and it is believed that such a scenario would be the case in Redhill. A single large energy centre with biomass boilers subject to appropriate stack design has however been determined to meet the standards imposed by the AQMA. A

management plan following on from the AQMA designation is currently being developed by the Council.

- 4.68 Air quality problems are primarily caused by road traffic. Electric vehicles represent a partial response to the problem but still do not enjoy commercial ubiquity. In order to help foster greater use of electric vehicles, the Council intends to promote the installation of electric charging points in a range of locations in the town centre.

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Annex 1 – Organisations Previously Consulted (including invites to Infrastructure Providers' Workshop)

Crawley Borough Council
East Surrey College
EDF Energy
English Heritage
Environment Agency
Epsom & Ewell Borough Council
Gatwick Airport Ltd
GOSE
Highways Agency
Horley Town Council
Housing Trusts (11 separate HT's operating in the borough, including one extra-care HT)
LB Croydon
LB Sutton
Mobile Operators' Association
Mole Valley District Council
Natural England
Network Rail
Nuffield Health
Raven Housing Trust
Reigate & Banstead Borough Council (various departments)
Reigate & Banstead Council of Voluntary Service
Reigate & Banstead LSP (Local Strategic Partnership)
Reigate College
SEEPB
South East Coast Ambulance Service
Southern Rail
Sport England
Surrey County Council (various departments)
Surrey Fire & Rescue
Surrey Police
Surrey PCT
Surrey & Sussex Healthcare NHS Trust
Surrey Wildlife Trust
Sustrans
Sutton & East Surrey Water
Tandridge District Council
Thames Water
Theatres Trust
Transport for Surrey

Annex 2 – Consultation Comments & Council’s Response

Core Strategy Outstanding Issues Consultation 30 September – 11 November 2011

Name/Organisation	Comment	RBBC Response
Network Rail	Suggested amendments/ corrections	Amendments agreed
Mr Scott Marshall	Plan is unsound in relation to Horley open space	The IDP reflects the Core Strategy here and the objection strikes at the Core Strategy’s approach. IDP will only be amended in the event that the Core Strategy is also amended.
Crawley Borough Council	Further info on Transport Infrastructure needed	This is currently in progress following completion of Borough-wide transport modelling by SCC.
Gatwick Airport	Consultation needed for stand-alone renewable energy projects	Noted and agreed; however this is a procedural issue and does not require the IDP to be amended.
Gatwick Airport	Green/flat roofs, landscaping and water can attract birds hazardous to aviation	Noted and agreed. Whilst this is mostly a procedural issue regarding consulting Gatwick; this can be acknowledged as a potential risk to delivery.
Highways Agency	Impacts on SRN need to be considered	Report to be shared with HA
Banstead & District Federation of Residents Associations	Funding for new reservoir not guaranteed; therefore housing cap should be imposed if project does not progress.	S&ESW has not objected to the Borough’s growth plans and will implement a drought management plan if phase 3 does not progress. SESW has pointed out this risk is a very minor one.
Banstead & District Federation of Residents Associations	Wish to see SCC transport modelling report. Concerns over road congestion in N. of borough, particularly Preston.	SCC report to be made publically available. Draft report does not show unacceptable transport problems in north as a result of growth within the borough.
CPRE	Suggested amendments/ corrections (Water supply)	S&ESW has not objected to the Borough’s growth plans and will implement a drought management plan if phase 3 does not progress. S&ESW has pointed out this risk is a very minor one.
CPRE	Suggested amendments/ corrections (Libraries)	It does not follow that a reduction in service due to budget constraints means that improvements are not needed. A reduction in quantity may be mitigated by an increase in quality. The IDP is not “clearly incorrect” in this regard.

CPRE	Redhill transport concerns	Detailed transport modelling is being carried out to determine what road interventions are needed or desirable and these will be itemized. Whilst funding not guaranteed for rail works, these are not critical to the delivery of Redhill redevelopment/regeneration sites.
CPRE	Suggested amendments/corrections (Allotments)	A lack of suitable sites is an ongoing risk to allotment provision throughout the Borough. However the desire for a more positive approach to allotment provision is noted.
CPRE	Suggested amendments/corrections (Parks & Gdns) IDP should contain reference to Jubilee Wood.	Additional reference agreed
CPRE	Suggested amendments/corrections (Preston Leisure Centre)	If the site failed to sell, or sold for a lesser price than expected, this would reduce the available funding and therefore represents a legitimate risk to delivery.
CPRE	Preston transport concerns – IDP should refer explicitly to Merland Rise and Chetwode Rd	Additional references agreed
CPRE	General concerns that infrastructure requirements are understated (Transport)	The Redhill and borough-wide transport modelling carried out by SCC looks at the road system and identifies where intervention is needed if delays are forecast to become intolerable. Whilst some bus services are being reduced it is incorrect to say that this will not serve new development, since routes can be altered, or new routes introduced to serve significant new development.
CPRE	General concerns that infrastructure requirements are understated (GP Surgeries)	We do not agree with the assertion that “Many GP Surgeries are near capacity and have parking problems”, which is refuted by the figures in Table 6 of the IDP.
CPRE	General concerns that infrastructure requirements are understated (Hospitals and Health Care)	The Council has repeatedly attempted to engage with the relevant providers and has not received any meaningful cooperation. The Council has been presented with no evidence that local hospital capacity will constrain the growth anticipated in the Core Strategy.
Thames Water Property Services	Lists waste water treatment sites	No action needed.
Thames Water Property Services	Additional text	Amendments agreed.
Thames Water Property Services	Clarification to text	Amendments agreed.

Thames Water Property Services	Correction to entry – remove paragraph 4.15	Amendments agreed.
Tadworth & Walton Residents Association	Funding for new reservoir not guaranteed; therefore housing cap should be imposed if project does not progress.	S&ESW has not objected to the Borough's growth plans and will implement a drought management plan if phase 3 does not progress. SESW has pointed out this risk is a very minor one.
Tadworth & Walton Residents Association	Road transport concerns, particularly along N-S corridors.	SCC report to be made publically available when finalised. Draft report does not show unacceptable transport problems in north as a result of growth within the borough. Largest impact on the A25 through Redhill – current work is seeking to address this. Delays on the A217 arise primarily from background growth at M25 J8, not attributable to the borough's own development.
Surrey CC	Suggested additional section on bus travel	Addition agreed – insert section on bus using info from LTP3.
Surrey CC	Suggested amendments/corrections (Rail)	Amendments on the basis of Network Rail's response will address these concerns.
Surrey CC	LSTF references/sections will need updating	This will happen as a matter of course.
Surrey CC	Suggested correction (A240/A217 reference)	Corrections agreed
Surrey CC	Suggested clarification (Sainsbury's/Redhill transport)	Amendments agreed
Surrey CC	Suggested clarification (Sainsbury's/Redhill transport)	Noted
Surrey CC	Suggested additions (Cycle & Walking)	Additions agreed
Surrey CC	Suggested corrections to delivery timescales (Horley)	Schedule updated
Surrey CC	Suggested amendments/corrections (Preston)	Clarifications agreed
Surrey CC	Reference to NHG to be defined	Typo – should read NGP
Surrey CC	SCC to be included as delivery body through s278 involvement.	Amendments agreed
Surrey CC	Suggested amendments/corrections (Early Years Education)	Clarification agreed
Surrey CC	Incorrect junction referenced (Preston)	Correction agreed
Surrey CC	HA inappropriately referenced in schedule	Correction agreed
Surrey CC	Reference to signalised roundabout	Will be updated in due course following modelling work

Surrey CC	Offer more information, believes IDP is incorrect	Information requested but not received. No basis to amend IDP.
Sutton & East Surrey Water	Suggested amendments to text	Amendments agreed
London Borough of Croydon	Suggested amendments/ corrections (cross boundary, water)	Amendments agreed
London Borough of Croydon	Suggested amendments/ corrections (transport)	Reference to East Croydon Station to be added
London Borough of Croydon	Suggested correction Roger Tym reference	The Roger Tym report presents a “national standard” of 1GP per 1,800 population. In the absence of any other locally-specific information, the Council will use this figure.
Sport England	Wish to see RBBC develop a Playing Fields Strategy and offer assistance if so. Welcome PPG17 study.	Support welcomed.
Horley Town Council	Nature of Town Park facilities should be kept flexible and only firmed up in detail once land ownership has been secured	The IDP is a “snapshot” at the time of writing, but does seek to contain as much detail as possible. However, it is intended to be reviewed on an annual basis and schedule can be amended if circumstances change.
Horley Town Council	Planning for a secondary school should be started now due to long lead-in times	This work is ongoing.
Horley Town Council	Air Quality	IDP to include reference to Horley Air Quality Management Plan

RBBC Infrastructure Delivery Plan Schedules

CORE STRATEGY PROPOSED SUBMISSION DOCUMENT MARCH 2012

These schedules present a summary of the infrastructure requirements of the borough, discussed within the associated 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, 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

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
GENERAL PHYSICAL & SOCIAL INFRASTRUCTURE												
1/1	Redhill/ Merstham	New 2FE 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	
1/2	Redhill East	New 6FE Secondary School with space to expand to 10FE	Increase in school pupil numbers in this area due to forecast demographic changes	SCC	£25m-30m	SCC, CIL/s106, private sector partnership, other grant - non allocated	£30m	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	
1/3	Redhill/ Reigate	Expansion of existing primary schools – at least one additional FE	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/s106, private sector partnership, other grant - non allocated	£6m	2-3 years	Funding issues	Children go outside area for education, larger class sizes in existing schools	1	
1/4	Banstead/ Tadworth	Additional primary form of entry	Small amount of surplus capacity in this part of the Borough – additional 1FE only required if total housing units in Preston exceeds 380	SCC	£1m est	SCC - non allocated	£1m	From 2015	Lack of site, funding issues	Depends on total housing delivery in Preston. Expansion of existing school or accept slight overcrowding	3	
1/5	Horley/ south of Borough	Two sites for extra care housing	High number of elderly people in the Borough with relatively high independence who would benefit from assisted living	SCC	£0.5m est	SCC Internal Funds/ Private Sector - non allocated	£0.5m	Throughout plan period	Lack of sites, viability of development schemes	Continued reliance on bespoke facilities	2	Internal space standards in planning policy can help create open market homes that are more suitable for the less mobile
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	2	Need only recently identified, hence no prior appearance in Horley regeneration work.

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
1/7	Borough, particularly isolated and rural areas	Super-fast Broadband Infrastructure	To meet the government's intention for superfast broadband and SCC's ambition for 100% coverage in Surrey by 2013	SCC	£5-10m	SCC (£1.3m est bid funding)	£8.7m	Throughout 2012	None – £1.3m bid successful	None	3	
1/8	Borough	Water supply – expansion of treatment works capacity at Reservoir A	Current deficit in available water resources at times of peak demand. Expansion required to ensure water availability for the Borough and its neighbours throughout the plan period	SESW	Not known	Customer revenues	0	In three phases. First phase has been delivered (2010); second phase commenced in 2011 and the third will commence in period 2015- 2020	Low risk	In the event that phase 3 is not forthcoming there will need to be restrictions on customer usage in the event of a drought. SESW follow a drought contingency plan in this event	1	
1/9	Borough	Water efficiency measures	To support demand management of water supply	SESW	Not known	Funded through income. Projects funded by OFWAT in five-year rolling programmes	0	In five-year periods set by OFWAT	Market factors/weather	None	2	SESW use a range of initiatives to improve water efficiency: efficient operation of treatment/distribution plant; leakage control; leakage in customers' premises; water metering; general promotion of the efficient use of water
1/10	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	
1/11	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	3	
1/12	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/s106 Measures tailored to available funds	0	Ongoing	Lack of funds	Accept poorer air quality	3	RBBC currently developing AQMA Action Plans
1/13	North of Borough	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 – non allocated	£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.	3	
1/14	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	
1/15	Various Locations	Recycling bring sites (10 additional)	To provide coverage of recycling facilities	RBBC	£0.2m est	CIL/s106 – non allocated	£0.2m	In line with development	Lack of suitable sites	Greater reliance on kerbside collection	2	
1/16	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	CIL /s106	0	In line with development	Funding issues	None	3	
1/17	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	
1/18	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	
TRANSPORT												
1/19	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	HA budget – not budgeted	£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	

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1/20	Redhill	A23 Frenches Road/Linkfield Lane/London Road junction – conversion to MOVA Signal control	Address congestion on London Road	SCC	£200k est	CIL/s.106/LTP – not allocated	£200k	Medium/long term: from 2016	Insufficient CIL funds collected	Depends on outcome of Redhill regeneration transport scheme and resulting traffic patterns, along with further detailed study	2	
1/21	Redhill	Linkfield Lane/Gloucester Road Junction works	Accommodate forecast traffic flows more efficiently	SCC	£150k est	CIL/s.106/LTP – not allocated	£150k	Medium/long term: from 2016	Insufficient CIL funds collected	Depends on outcome of Redhill regeneration transport scheme and resulting traffic patterns, along with further detailed study	2	
1/22	Redhill	A25 Linkfield Lane'Station Road/Hatchlands Road junction works	Accommodate forecast traffic flows more efficiently	SCC	£100k est	CIL/s.106/LTP – not allocated	£100k	Medium/long term: from 2016	Insufficient CIL funds collected	Depends on outcome of Redhill regeneration transport scheme and resulting traffic patterns, along with further detailed study	2	
1/23	Redhill	A25 Hatchlands Road/Fengates Road junction works	Accommodate forecast traffic flows more efficiently	SCC	£100k	CIL/s.106/LTP – not allocate	£100k	Medium/long term: from 2016	Insufficient CIL funds collected	Depends on outcome of Redhill regeneration transport scheme and resulting traffic patterns, along with further detailed study	2	
1/24	A23	A23 Redhill to Horley corridor improvements	Package of 10 separate projects including cyclist/pedestrian safety measures, road junction improvement, improved accessibility to rail station and parks	SCC/RBBC/ developers	Circa £776k in total	CIL/s.106/LTP – not allocated	£776k	Medium/long term: from 2016	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	
1/25	A23	A23 Redhill to Borough boundary corridor improvements	Package of 2 separate projects including cyclist/pedestrian safety measures and improved bus and local shop access	SCC/RBBC/ developers	Circa £360k in total	CIL/s.106/LTP – not allocated	£360k	Medium/long term: from 2016	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	
1/26	A217	A217 Banstead/Kingswood corridor improvements	Package of 12 separate projects including cyclist/pedestrian safety measures, road junction & capacityimprovement, vehicle safety measures, and improved accessibility to bus services	SCC/RBBC/ developers	Circa £2.458m	CIL/s.106/LTP – not allocated	£2.458m	Medium/long term: from 2016	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	
1/27	A217	A217 Reigate Hill corridor improvements	Package of 3 separate projects comprising pedestrian safety and accessibility measures	SCC/RBBC/ developers	Circa £86k	CIL/s.106/LTP – not allocated	£86k	Medium/long term: from 2016	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	
1/28	Redhill/ Merstham	Package of measures for Redhill and Merstham Local Areas not falling within Regeneration areas	Package of 5 separate projects including cyclist/pedestrian access improvements and highway safety measures	SCC/RBBC/ developers	Circa £89k	CIL/s.106/LTP – not allocated	£89k	Medium/long term: from 2016	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	
1/29	Reigate	Local area package of measures	Package of 7 separate projects comprising pedestrian crossing improvements and cycle route improvements	SCC/RBBC/ developers	Circa £101k	CIL/s.106/LTP – not allocated	£101k	Medium/long term: from 2016	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	
1/30	Banstead & Nork	Local area package of measures	Package of 12 separate projects comprising improvements to cycle and pedestrian access	SCC	Circa £597k	CIL/s.106/LTP – not allocated	£597k	Medium/long term: from 2016	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	
1/31	Kingswood	Local area package of measures	Package of 4 separate projects including cycle parking, pedestrian,cycle & highway safety measures	SCC/RBBC/ developers	Circa £78k	CIL/s.106/LTP – not allocated	£78k	Medium/long term: from 2016	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	
1/32	Tadworth	Local area package of measures	Package of 6 separate projects comprising pedestrian crossing improvements, pedestrian/cycle safety, cycle parking and improved accessibility to train station	SCC/RBBC/ developers	Circa £85k	CIL/s.106/LTP – not allocated	£85k	Medium/long term: from 2016	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	
1/33	Tattenham Corner	Local area package of measures	Package of 8 separate projects comprising pedestrian crossing improvements, pedestrian/cycle safety, cycle parking and improved accessibility to rail station and bus services	SCC/RBBC/ developers	Circa £164k	CIL/s.106/LTP – not allocated	£164k	Medium/long term: from 2016	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	
1/34	Walton on the Hill	Local area package of measures	Package of 4 separate projects including cycle links, highway and pedestrian safety	SCC/RBBC/ developers	£139k	CIL/s.106/LTP – not allocated	£139k	Medium/long term: from 2016	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	

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1/35	Woodhatch	Local area package of measures	Package of 8 separate projects comprising pedestrian crossing improvements, pedestrian/cycle safety, cycle parking and improved accessibility to bus services	SCC/RBBC/ developers	Circa £145k	CIL/s.106/LTP – not allocated	£145k	Medium/long term: from 2016	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	
GREEN INFRASTRUCTURE												
1/36	Borough wide	Allotment provision	High waiting lists for allotment facilities will be exacerbated by new development. The PPG17 study identifies a current shortfall of 4.10 ha based on 10 ha/1,000 people standard	RBBC/Horley Town Council	£250k	RBBC, CIL/s106 – not allocated	£250k	Unknown	Suitable sites not found	No contingency as this is a not a statutory function. Waiting lists may continue to grow	3	
1/37	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/s106/C'side funding – not allocated	£60k	Throughout plan period	insufficient funding	C'side funding from revenue	2	Schemes will be finalised through the Green Infrastructure Strategy
1/38	Borough wide	Parks and Gardens	There is an identified need for 1.5 ha in the north of the Borough	RBBC	£450k	CIL/s106 – non allocated	£450k	Unknown	Insufficient funding	None	3	Schemes will be finalised through the Green Infrastructure Strategy
1/39	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/s106 – non allocated	£70k	Unknown	insufficient funding Need to consider minimising risk of bird strike in proximity to Gatwick Airport	None	3	Schemes will be finalised through the Green Infrastructure Strategy
1/40	Borough wide	Green Corridors (wildlife)	Due to an increase in fragmentation of habitats in Surrey there exists opportunities to improve connectivity	RBBC/SCC	£50k	RBBC – non allocated	£50k	Unknown	insufficient funding	None	3	Schemes will be finalised through the Green Infrastructure Strategy
1/41	Borough wide	Green Corridors (accessibility)	The PPG17 identifies the need to maximise accessibility to open spaces especially in Redhill	RBBC/SCC	£50k	RBBC – non allocated	£50k	Unknown	insufficient funding Need to consider minimising risk of bird strike in proximity to Gatwick Airport	None	3	Schemes will be finalised through the Green Infrastructure Strategy
1/42	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/s106 – non allocated	£6m	Unknown	suitable sites not found, insufficient funding	None	3	Schemes will be finalised through the Green Infrastructure Strategy
1/43	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/commerci al operator	£1m	CIL/Revenue funding/private development – non allocated	£1m	Unknown	not commercially viable/insufficient funding	None	3	Reveiw of leisure facilities
1/44	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/s106 – non allocated	£0.9m	Unknown	insufficient funding Need to consider minimising risk of bird strike in proximity to Gatwick Airport	None	3	Schemes will be finalised through the Green Infrastructure Strategy
1/45	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/s106 – non allocated	£2m	Unknown	suitable sites not found, insufficient funding	None	3	Schemes will be finalised through the Green Infrastructure Strategy

SCHEDULE 2: HORLEY 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
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2/1	Horley NE and NW sectors	Flood and drainage measures (Sustainable Urban Drainage Systems)	To reduce on and off site flood risk	Delivery by the respective development consortia.	Unknown	Developer funded	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
2/2	Horley NE and NW sectors	Flood plain compensation	To reduce on and off site flood risk	Delivery by the respective development consortia	Unknown	Developer funded	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	Overseen and approved by Environment Agency	1	Flood plain compensation has been carried out for the NES.
2/3	Horley Town Centre	Town centre public realm improvements (improvements to streets, safety, environment, lighting, crossings etc)	To support the regeneration of the town centre	Delivery by a partnership of RBBC and SCC	Approx £3m	S106 and NGP funding	0	Two phases of public realm works have been implemented to date and a further phase will be delivered in 2012/13.	Low risk	Works dependent on detailed design and safety audit	2	
2/4	Horley NE and NW sectors	Delivery of recycling centres (NW x 3; NE x 1)	To provide dedicated on-site recycling facilities for the Horley sectors	Delivery by development consortia. Managed by RBBC.	Unknown	S106 planning obligations	0	To be implemented in medium-term at Horley NE and long-term at Horley NW as the neighbourhoods are built out.	Low risk	Dependent on rate of build out	2	
2/5	Horley NE and NW sectors	Delivery of on-site CCTV	To provide CCTV in neighbourhood centres	Delivery by development consortia. Managed by RBBC.	Circa £200,000	S106 planning obligations	0	Delivery at NE sector in medium-term; delivery at NW sector in longer-term as the neighbourhoods are built out.	Low risk	Dependent on rate of build out	3	
2/6	Horley NE and NW	Renewable energy provision	To support the development of the NE and NW sectors	Delivery by development consortia	Unknown	Developer funded	0	NE sector to be delivered in the short-term; NW sector in the long-term	Low risk	Dependent on detailed design	3	
2/7	Horley	Real time passenger transport information terminals in the town centre and the NE/NW sectors	To support the additional bus services linking the town centre with the NE/NW sectors	Delivery by SCC	Circa 1m	S106 planning obligations	0	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 medium term	Low risk	None	3	
2/8	Horley	Bus priority route (core route)	To facilitate the bus services linking the town centre with the NE/NW sectors	SCC	Circa £4.3m	S106 planning obligations	0	Schemes including Longbridge roundabout and A23/Massetts Road have been implemented	N/a	N/a	2	
2/9	Horley	NWS bus route works (non-core route)	To facilitate the new bus service to the NW sectors	SCC	Circa £700,000	S106 planning obligations	0	Dependent on build out of sector	Low risk	The exact work will be dependent on the route of bus service.	2	
2/10	Horley NE Sector	NES bus service	To provide high quality bus services for the residents of the new neighbourhood to support modal shift	SCC in partnership with bus operator	Circa £2m	S106 planning obligations	None unless the bus service does not become a commercial service	Fastway 20 service commenced in 2005	Low risk		2	
2/11	Horley NW sector	NWS bus service	To provide high quality bus services for the residents of the new neighbourhood to support modal shift	SCC in partnership with bus operator	Circa £3m	S106 planning obligations	None unless the bus service does not become a commercial service	Implementation dependent on build out of sector and procurement process but likely to be circa 100 th occupation	Low risk	Successful procurement	2	
2/12	Horley	Community transport services	To provide transport services for those in need sport	SCC in partnership with bus operator	Circa £500,000	S106 planning obligations	0	Medium to long-term delivery	Low risk	Successful procurement	2	

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2/13	Horley	Horley interchange	To provide improved rail/bus interchange at Horley station	SCC/Network Rail/Southern Rail	Circa £2m	Network Rail/Southern/S106 planning obligations	0	Major works already complete; minor works outstanding. Expected completion in medium-term	Low risk		2	Rail Business Award for Station Excellence
2/14	Horley	Cycle and pedestrian facilities	To improve the cycle and pedestrian network to connect the town centre and the new neighbourhoods with the wider Horley area	SCC	£1.3m	S106 planning obligations	0	From short to long-term	Low risk	Dependent on S106 and the exact design/layout of the network.	2	
2/15	Horley NE and NW	New access routes, junction improvements and traffic calming schemes as set out in Table 8	To support the increase in population in the sectors and the resultant increase in road users	SCC/Development Consortium	£11m	S106	0	Short to long-term – see comments for specific schemes	Low risk	Section 278 and 38 awaiting approval. Safety audits are outstanding. Dependent on S106	2	
2/16	Horley	Outdoor sports provision	To provide dedicated outdoor sports provision to meet the needs of an expanded population	RBBC	£4.5m	S106 planning obligations	0	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	
2/17	Horley NW	Allotments	To provide additional allotment provision	Development Consortium	Unknown	S106 planning obligations	0	Short to medium-term	Low risk		3	The first allotment site for the NES will be delivered in 2012
2/18	Horley	Riverside Green Chain	To provide informal recreation space and to safeguard and enhance the riverine environment	Development Consortium	£2.5m	S106 planning obligations	0	Medium to long-term	Low risk	Dependent on build out programme for both sectors	2	Detailed design underway for the NES
2/19	Horley NE and NW	Local retail provision (NE/NW)	To provide local shops and services for residents in NE and NW sectors	Development Consortium	Unknown	Developer funded	0	Medium to long-term	Low	Market conditions will determine build-out rates and thus when retail units are constructed	3	
2/20	Horley NE and NW	Provision of two primary schools	To provide primary provision for education facilities to support residents of NE and NW sectors	SCC	Approx £12m	S106 planning obligations - £10m	£2m	Medium to long-term	Low	Dependent on design, build-out programmes and securing promoter for each school as well as SCC accepting land offered in S106 agreements	1	
2/21	Horley NE and NW	Provision of two community halls	To provide community facilities for NE and NW sectors	RBBC	£1.5m	S106 planning obligations	0	Medium to long-term	Low	Dependent on who manages the facilities	2	
2/22	Horley East	Secondary School provision	To enhance secondary school provision	SCC	£6.8m	S106 planning obligations	0	Medium to long-term	Low		1	
2/23	Horley NE and NW	Delivery of play space including a LAP, LEAP, MUGA/NEAP and additional play space	To provide play space for NE and NW sectors	Development Consortium	Circa £3.5m (including maintenance)	S106 planning obligations	0	NE in the short to medium-term and NW in the medium to long-term	Low	Market conditions will determine build-out rates and reserved matters approval	2	
2/24	Horley	New leisure centre	To provide new indoor sports provision for residents of Horley	RBBC	Circa£9m	S106/RBBC	0	Completed 2012	Low	None	2	
2/25	Horley NE/NW	Day provision	To provide enhanced day centre provision	RBBC	Circa£20 0,000	S106 planning obligations	0	Medium to long-term	Low	None	3	
2/26	Horley NW	New GP and dentist surgery in NW sector	To provide improved healthcare facilities	Development Consortium	Unknown	S106 planning obligations	Not costed	Long-term	Medium	Dependent on PCT. Uncertain due to proposed changes to PCTs	2	
2/27	Horley NW	Delivery of a faith centre	To provide a site for local community based religious groups	Development Consortium	Unknown	S106, Development Consortium to provide site and faith group to manage	Not costed	Long-term	Low	Dependent on ability of faith sectors to raise funds	3	
2/28	Horley town centre	New library	To improve community facilities in the town centre	SCC	£3m	SCC funding allocated	0	Medium to long-term		Dependent on SCC finding new site and securing it for delivery	3	
2/29	Horley town centre	Horley Young People's Centre	To provide a community facility for young people in Horley	SCC	£2.7m	SCC funded	0	Facility complete	N/a	N/a	3	
2/30	Horley town	Air Quality Monitoring Area Management Plan	Action Plan of works published in 2007 in response to rising non-airport related pollution.	RBBC	Unknown	RBBC funds, CIL/s106	Not costed	5+ years	Insufficient funding, measures prove insufficient	Accept poorer air quality	3	

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
3/1	Merstham	Community hub	To provide improved community facilities for the residents of Merstham estate	RBBC/SCC/RHT. Long-term management of the hub has not been determined	£1.1m	NGP (£520,000) s106 (£180,000) RBBC (£50,000) SCC – not allocated	£0.35m	Expected to be delivered by end 2013/14	Potential for partner organisation to pull out of development	10% contingency funding was included in the original approval to RBBC Executive	1	
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	£100k	RHT/SCC - non allocated	£100k	Initial work to begin in 2013/14; completion by the end of 2015	Works are dependent on the housing and commercial development in the estate	The scheme is dependent on the finalisation of agreement with development partner and RHT	2	
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	3	

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
4/1	Merland Rise Recreation Ground	Recreation ground enhancements	To improve the quality of the open space and youth/play facilities to improve social and health outcomes	RBBC	£110k	RBBC funded	0	Following capital receipt from sale of development sites	Assets sold at poor price	Depends on asset sales. Contingencies: reduce scope of improvements; seek additional external funding	3	
4/2	Banstead Leisure Centre	Leisure Centre rebuild/ refurbishment	Improved leisure facilities serving the north of the borough important to ensure successful community and health outcomes	RBBC (GLL managed site)	£6.5m	RBBCI budget allocated	0	Target completion date 2014	Other council projects take priority	Planning permission	2	
4/3	Banstead Leisure Centre/ Community Centre	Enhanced Community and youth facilities	To provide a venue for community activities (including Youth Club)	RBBC, SCC (GLL)	£1.5m	Asset sale funds	0	Specifications agreed by Dec 2011	Insufficient funds for new facility	Include within leisure centre development and/or Investigate sharing community facilities with Church	2	
4/4	Merland Rise	CHP/ District Heating	To help enable development to meet carbon reduction standards	RBBC/ regeneration partners	£200k	RBBC may need to provide seed funding – non allocated	£200k	In line with site/leisure centre development	Cost and viability	Feasibility of a scheme will require detailed assessment	3	
4/5	Football Club	Improved Astroturf facilities	To provide better facilities for young people and help enable residents to live active lifestyles	Banstead Athletic Football Club,	Circa £500k	Linked to site lease negotiations and Leisure Centre development	0	Unknown	Lease arrangements, planning permission	Reduced scheme progressed	3	
4/6	De Burgh site	Local Area for Play (LAP)	Play area needed to cater for young children in new development	RBBC, developer	Circa £50k	Provided by developer	0	In line with site development	Developer distress	Requires inclusion in Planning Framework to enforce at application/build stage	3	
4/7	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 £5.9m	RBBC/SCC asset sales –	0	Following capital receipt from sale of site	Subject to planning Property market conditions	Agree Planning Framework, including prioritization of schemes	2	
4/8	B2221/ A240 Junction	Junction widening with left turn lanes	Traffic modeling shows that this junction is already at capacity and will not be able to accommodate new growth without alteration	SCC	£500k	Asset sale funds/ S106	0	Following capital receipt from sale of site	Subject to planning Property market conditions	Agree Planning Framework Development conditional on delivery of scheme	1	

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4/9	General	Travel Strategy for new development	Package of 'soft' measures to mitigate traffic impact from development	Developer	Not costed	Developer funded as part of planning permission/ conditions	0	In line with occupation of new development	Developer distress	CIL funding	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
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/s106	0	5+ years	Conflict with Regeneration strategy development	Action plan developed in consultation with Redhill Regeneration team	2	Currently developing this
5/3	Station Road (West End)	Urban Realm Improvements	Improvements to the public realm to attract businesses and shoppers	Developers, RBBC	Circa £335k	Hollybrook site developers to carry out works	0	Spring 2012	None	Underway	2	
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 £800k	NGP funding already committed	0	2-3 years	None	None	2	
5/5	Warwick Quadrant	Move shopfronts forward	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	London Road	Urban Realm Improvements – Harlequin canopy and London Road declutter	Supermarket expansion/development	Aviva/ Sainsbury's	850k	Developer to carry out as part of planning permission.	0	2 years	Supermarket does not progress plans.	None	2	
5/7	Cromwell Road	Urban Realm Improvements	Relatively deprived area in need of physical improvements for residents and to attract investment by shops/businesses.	RBBC/private sector partners	£0.5m est	CIL/s106 – non allocated	£0.5m	Mid term circa 5 years	Planning permission, site viability	Depends upon development at Cromwell Road	2	
5/8	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	RBBC/SCC	£0.5m est	CIL/s106 linked to future development on Brighton Road – non allocated	£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	
5/9	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	
5/10	Station Underpass/ Noke Drive	Urban realm improvements: reduction from 3 highway lanes to 2.	Important 'entrance' to town centre but currently unsightly.	RBBC/SCC	£50k+	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	1/2	
5/11	High St/ Marketfield Way	Urban realm improvements: footway upgrade.	Improve pedestrian connectivity as part of the Balanced Network scheme	RBBC/SCC	£100k est	LSTF funding	0	Short/mid term 1-5 years	Cost and viability		2	
5/12	Redstone Hill/ Marketfield Way	Urban realm improvements: footpath upgrade	Improve pedestrian/cycle connectivity from potential new car park to town centre	RBBC/SCC/ Network Rail	£100k est	LSTF funding	0	Short/mid term 1-5 years	Cost and viability		2	

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5/13	Marketfield Way	Flood attenuation works	To mitigate surface water flood risk to enable delivery of a scheme on site	Developer	£300k	Developer to pay	0	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	
5/14	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	Developer to pay	0	Following site sale to developer and approval of a viable scheme	Cost and viability	Redevelopment of Gloucester Road site cannot go ahead without this	2	
5/15	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	Developer to pay	0	Following site sale to developer and approval of a viable scheme	Cost and viability	Redevelopment of site site cannot go ahead without this	2	
5/16	Memorial Park	Recreational Facilities	Improvements to the Toilets, Café, Replanting	RBBC	£0.5m est	£50k S106 funds, otherwise no allocations	£0.45m	3 years	HLF bid fails	Depends on completion of Phase 1 flood works & success of HLF bid	2	
5/17	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	£570k	NGP funds already committed	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	
5/18	Memorial Park	Park and Green Space Improvements	Rehabilitation of the park environment following flood attenuation works	RBBC	£30k	Funds committed	0	Immediately following completion of 12 above.	Low risk – funding already committed	Depends on completion of Phase 1 flood works	2	
5/19	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/ CIL/s106	£200k	2-3 years	LSTF bid unsuccessful and funds are prioritised elsewhere	Political support for measures chosen/adopted.	2	RBBC currently consulting on measures
5/20	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, possible SCC involvement	0	1 year	Insufficient funding	Success of pilot project with shell in place	3	
5/21	Marketfield Way	Move electricity substation	Substation is currently located within developable part of site	UK Power Networks	£400k+	RBBC - funding linked to sale of Marketfield Way site	0	Short/mid term 1-5 years	Low risk	May not be necessary to replace if 5/20 above is progressed. Removal necessary to enable marketfield Way development	1/2	Necessary to enable development at Marketfield Way
TRANSPORT												
5/22	Various	Electric charging points	Will promote greater use of electric vehicles and also address air quality issues	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	
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	RBBC/SCC	£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.	2	
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	RBBC/SCC	£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.	1/2	
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	RBBC/SCC	£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.	1/2	
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	Sainsbury’s	0	1-2 years	Sainsburys does not progress scheme	.	1/2	This forms part of the Balanced Network package of transport measures

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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	RBBC/SCC	Circa £200k	RBBC/SCC – none allocated	£200k	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
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	RBBC/SCC	Circa £750k	RBBC/SCC – none allocated	£750k	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
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	RBBC/SCC	Circa £700k	RBBC/SCC – none allocated	£700k	Commence 2013	Bid failure. Absence of traffic measures is a constraint to growth	Depends on XX & XX above to release sufficient highway capacity to carry out this scheme.	1	This forms part of the Balanced Network package of transport measures
5/30	Marketfield Way	Toucan Crossing	Improvement of pedestrian linkage from Redstone Hill to town centre	RBBC/SCC	Circa £60k	RBBC/SCC – none allocated	£60k	By 2016	Bid failure	Depends on XX & XX above to release sufficient highway capacity to carry out this scheme.	2	This forms part of the Balanced Network package of transport measures
5/31	Redstone Hill	Mini roundabout	Improve traffic flow and safety at junction	RBBC/SCC	Circa £75k	RBBC/SCC – none allocated	£75k				2	This forms part of the Balanced Network package of transport measures
5/32	Longmead Centre	Relocation of community facilities from Cromwell Road	Redevelopment at Cromwell Road will displace community facilities which require accommodation elsewhere	RBBC/SCC	£1m est	RBBC/SCC/RHT – none allocated	£1m	In line with development of regeneration sites	Longmead centre not suitable	Alternative accommodation must be found for community facilities	2	
5/33	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	
5/34	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	Within Network Rail's business plans	0	Expected to commence 2014 or earlier	Low risk – within NW's business plan and funding already partially committed	No contingencies	2	
5/35	Rail Station	New station, or substantial remodeling of the existing.	Create a more appropriate gateway to Redhill, improving capacity and customer experience at this rail network node.	Network Rail	£8.6m	To be arranged within Network Rail's business plans	0	Medium term circa 5 years	Medium Risk	No contingencies	2	Would be linked to redevelopment of station car park site
5/36	Rail Station	Station refurbishment	Package of improvements needed to enhance customer experience at the station	Southern Rail	Circa £14.5m	Southern Rail internal funds – Redhill will receive an allocation from the fund.	0	All projects complete by December 2013	Low risk	No contingencies – project prioritization will take place according to level of funding	2	
5/37	Rail Station	Lift from entrance level to platforms	Installation of lift for less mobile passengers, or those with heavy luggage	Southern Rail	£700k	Subject of Access for All Fund bid to DfT	0	2012/13	Engineering difficulties	.	2	Access for All funding bid was successful