



# A23 Great Street Design Code Supplementary Planning Document

## Initial Consultation Statement

Prepared in accordance with Regulation 12 of the Town and Country  
Planning (Local Development) (England) Regulations 2012 (as amended)

November 2023

Reigate & Banstead  
BOROUGH COUNCIL  
Banstead | Horley | Redhill | Reigate



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## 1. Introduction

- 1.1. The A23 Great Street Design Code is part of the Pathfinder programme<sup>1</sup> set up by the government, Department of Levelling Up, Housing and Communities (DLUHC). The Pathfinder programme was established to help *“empower communities to have their say on the development of new homes, buildings and amenities, such as shops and workspace, in their area and help restore people’s pride in the places they live”*. The Council received support through the programme with allocated funding to help the process of developing the Design Code. The programme came to an end at the end of May 2023 and since then Reigate and Banstead Borough Council (RBBC) has been working on creating a SPD for consultation.
- 1.2. The Council’s Planning Policy Service is preparing the A23 Great Street Design Code Supplementary Planning Document (SPD) in accordance with all relevant legal requirements, in particular the requirements of the Planning and Compulsory Purchase Act 2004 (as amended), and the related Town and Country Planning (Local Development) (England) Regulations 2012 (as amended) (SI No 767, 2012), hereafter referred to as the “Local Planning Regulations”.
- 1.3. With regards to consultation and involvement of relevant organisations and the public in the preparation of the draft SPD for formal consultation and subsequently the finalising of the SPD for adoption, we are also following the requirements set out in the Council’s “Statement of Community Involvement in Planning” (SCI) April 2019, available on the Council’s website at: [View the Council’s 2019 Statement of Community Involvement in Planning](#)
- 1.4. The SCI summarises how the Council will engage its communities in its planning functions, including in the preparation of SPDs. The process, along with the timeline for this SPD is summarised in Table 1 below.

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<sup>1</sup>DLUHC - Communities empowered to shape design of neighbourhoods (2022)  
<https://www.gov.uk/government/news/communities-empowered-to-shape-design-of-neighbourhoods#:~:text=The%20Design%20Code%20Pathfinder%20Programme,in%20the%20places%20they%20live.>

Table 1 A23 Great Street Design Code SPD project schedule

Project Output	Date
Pathfinder programme with DLUHC starts	May 2022
RBBC procurement process	May – June 2022
First engagement event held	August 2022
Analysis and scoping stage complete	September 2022
Second engagement event held	November 2022
Vision stage complete	December 2022
Design Council stage 1 panel review	December 2022
Coding stage complete	February 2023
Third engagement event held	March 2023
Design Council stage 2 panel review	March 2023
1 <sup>st</sup> Design Code draft for DLUHC	End of March 2023
2 <sup>nd</sup> Design Code draft for DLUHC	End of May 2023
3 <sup>rd</sup> Design Code draft for SPD	October 2023

1.5. In accordance with the Local Planning Regulations (Regulation 12), this Initial Consultation Statement has been prepared to accompany the draft Supplementary Planning Document (SPD) when it is made available for a six-week formal consultation period.

1.6. As required, this initial Consultation Statement sets out:

- Who the Council consulted with when preparing the SPD;
- A summary of the main issues they raised; and
- How those issues have been addressed in the SPD.

## 2. Preparing the SPD

- 2.1. Throughout the process of the Design Code, engagement has been at the heart of the development of the SPD. In preparation of the SPD, views and feedback of organisations and individuals have been sought to inform the document. The first stage of engagement consisted of a presentation from our consultants, Urban Initiatives Studio (UIS) who introduced the Design Code Pathfinder Programme and explained the project aims, and purpose of the design code and its scope. The engagement then involved a walking tour around the local area with key stakeholders and groups including local councillors, residents' associations, interest groups, community leaders, development professionals and individuals to understand the key issues and opportunities. This was held at Redhill, Salfords and Horley as the three main settlements in the Design Code area. Tables 2-4 display the engagement feedback received during the walking tours and the identified key themes that feed into the SPD.

Table 2 Stage 1 Engagement Redhill Respondents

Respondent	1	2	3	4	5	6	7	8	Overall Themes for consideration to SPD
<b>Redhill train station</b> Q1 - How is the sense of arrival to Redhill? What could make this place more successful?	- clean tiles under bridge (NR won't do it) - bridge notice 'Welcome to Redhill' on wrong side, it's other side clean and welcoming? - at bottom of steps of station - obstructive - bus station shelter too small and windy - the Abbot development - Cinema, bowling alley entrances on Marketfield Way? Or dead area? - Road from roundabout should be 1 lane, not expecting - traffic to blend	- need to make more welcoming of town from Station. - poor station building - dominated by carparking - linkage to town not obvious - car dominated - uninspiring architecture - unclear where to crossroad safely - cycle routes not clear - step access to/ from station	- a decent roundabout - cycle racks too prominent - piecemeal architecture, some of it inelegant	- Light, airy, not obvious where the town centre is - Will I walk straight out into the road? No barriers - No focal point, is the roundabout the focal point - Antiquated looking pub opposite - pick up / drop off at the station isn't great for pedestrians - Station carpark appears sprawling - a development is demanded on the site - No sense of place or at least sense of pride	- Busy - Restricted pedestrian permeability - Wayfinding lack of - Carpark - nice if sheltered behind - left hand side fine - new builds, new cinema, old pub - could have better pedestrian routes - right - poor, carpark - "Welcome to Redhill" behind you	- 20mph speed limit - Pedestrian highway to shopping street and bus station - Outlook is mixed brick rectanguloids. No distinctive feature - Some green infrastructure - No evidence of cycle routes	- Ugly square building - Very busy roundabout - not pedestrian friendly - not attractive or welcoming - dirty	- improve the roundabout - traffic chaos - spare inside lane - no one knows how to use it! - update place - tree is lonely but looking lovely - Square brown boring buildings - Tidy up the Abbot, building itself is quite attractive, just needs TLC	- creating a more welcoming arrival - pedestrian access - wayfinding issues - no landmarks/ poor aesthetic environment - Abbot pub to be made into an attractive landmark - carpark oversized and poor quality - traffic dominated - needs better planned vegetation
<b>Redhill train station</b> Q2 - What makes this place special or unique? What potential is there to enhance the place?	- station very near town and bus station	- limited entrance - needs to be less car dominated.	- If it hadn't been for the line railway there might not have been a Redhill at all. Attention could be drawn to this.	- the application (approved) on the site of 'The Abbot' will fundamentally change the aspect - as will the cinema when complete - Picturehouse - interesting shrub boarders creating openness but does the additional paved area really promote ecology? In summary - too early to say!	- The Abbot pub - Encouraging new build	- Too much block development to south - green and open to the north - too much traffic - only shared cycle/walk path - 20mph limit required - token green infrastructure - ugly railway bridge (Reading Arch) - Unplanned vegetation			
<b>Marketfield way</b> Q3 - How successful are the streets and spaces? What could be improved?	- bus stands in cycle lane	- needs improved surface rather than tarmac - clearer definition of cycle and walking route - McDonalds dominates the scene - The Abbots pub looks lost - Picture house modern but could be better linked with street. Glazing at ground floor breaks line but doesn't quite work.	- Cinema is uninspiring - The Abbot needs replacing - Cycle path not clearly enough marked	- See Q2 response	- Wide pavement - is there a cycle lane? - Ground floor best on Picturehouse - Ground floor can turn its back on street - Retail to front will improve - no trees - traffic calming	- 20mph limit - No interest at street level but empty units unfinished at present - messy fencing, street furniture, poor vegetation	- Cycle / pedestrian areas not at all obvious - landscaping pleasant enough but takes a lot of space - Who would want to live here?? - shop development faces the wrong way	- Brown plastic! Awful - Drive thru main road A23 - Cycle route not marked clearly - High rise buildings make tunnel effect - fast road - Landscaping on one side of road are effort to improve the area	- poor/ inactive facades - traffic dominated - unclear segregation of movement areas (bus stops, cycle land, pavements) - poor/ limited landscaping
<b>Marketfield way</b> Q4 - What makes this place special or unique? What potential is there to enhance the place?	- need white line to segregate cycle lane from rest of pavement	- Area of change - forward thinking but needs enhancement with more trees	- Very little, if any	- See Q2 response	- The Abbot		- Shop development should have local shops to cater for residents	- Remove brown plastic cladding from cinema	
<b>Brighton road</b> Q5 - How might this area feel as a visitor to Redhill?	- rail bridge, dark, dirty, needs repainting and walls cleaned	- To be avoided - Noisy, just extend south without much to attract.	- It's all a bit scrappy, as thought has been given to the overall effect of each new development - Railway bridge needs a new coat of paint.	- The road out of town	- A go between to key shops - entrance needs proper entrance	- Semi-industrial - Car dominated - Noisy, smelly - Green in the distance - Litter on the pavement	- more open space than previous stop - buildings are lower! - very nice pub! - ugly bridge on the way into Redhill, not very welcoming	- good pub - mix of traditional and newer buildings - neglected green areas under bridge could be improved - cycle path clearly marked - fast moving road - busy shared footpath cyclists and pedestrians - where do you cross the road?	- unpleasant environment - railway bridge and areas underneath needs to be repaired and made more attractive - high traffic speeds - very nice pub - area needs to become a proper entrance - greenery needed - opportunity to enhance historic qualities of the area - better cycling and walking infrastructure
<b>Brighton road</b> Q6 - What makes this place special or unique? What potential is there to enhance the place?		- Develop separated cycle route - tree lined boulevard - Extend at lower level from town centre - Make bridge more attractive both for pedestrians and at higher level - More cohesive design decision	- Very little!	- Old pub - the ford garage & 'industrial' area, though historically have been located here, the question is 'do they need such a central location?' - The decor of the railway bridge demands action. Why we haven't 'clad' the bridge with a local theme/ graphic is beyond me.	- Trees - infrastructure already in so design is rigid		- better designated cycle lanes - move car showroom out of town, opening up space for small properties, not more blocks of flats - pedestrian crossing! where?	- Repaint the railway bridge - make more attractive - This is the largest part of Redhill which does have character in the traditional buildings and residential streets behind. - The Garland (pub) - looks great!	
<b>Belfry roundabout</b> Q7 - Can this place better represent Redhill?	- Chapel Road pavement needs resurfacing	- Developing active frontage at Kingsgate - Opportunities to redevelop Volt House - Update paving - Platform crossings on roundabout - Home of the takeaway!	- Difficult to say, until the scaffolding comes down - The pedestrian crossings, or some of them, could be protected by traffic lights - By the way, it's hardly the Belfry roundabout!		- Solid brick wall - No interaction - tree - Fenceline on wrong side	- Could be inviting to shopping centre when works are finished - Roundabout is a racetrack (around 6pm at this point) - Trees are welcome but unlikely to create any biodiversity - Every street sign is at a jaunty angle	- not really!!	- good - Bridgegate - good trees and landscaping - Belfry Clock - Independent shops - Area is quite green	- opportunities - shops, green space, historic structures - Could be more inviting - Clean up appearance - Paving to be upgraded - Increase pedestrian priority
<b>Belfry roundabout</b> Q8 - What makes this place special or unique? What potential is there to enhance the place?		- Reduce car domination - Reprioritise for pedestrian	- See above	- Gateway to town centre - Buildings (office blocks) feel imposing - A bit of a mish-mash looking at Volt House - Feels open		- Maybe welcome arch over the road - should be facing the shops, not the traffic	- Belfry clock attractive view - Kingsgate is not too bad, pleasing shape		
<b>High street</b> Q9 - How can the place be made more accessible and more welcoming?	- Station Road on Lloyds bank needs repainting - tiles / paving needs cleaning	- Could make more of pedestrianised area - need to keep paving clean and well maintained - Shops shut up too early despite people being around	- Given that three of the four corners at the crossroads are as they were in the 19th century, it would be good to have some recognition of that historical fact	- Focal point - statue - Cultural point - Signage - Lighting for evening pedestrianisation	- Something fronting high street between Poundland and McDonalds - Reduce opportunities for loitering - Breakout food and beverage onto High Street	- Good vistas - Good space for market stalls, food pop ups etc - Ebike hire, bike routes - full of people and no cars	- too many empty shops - pavement is very uneven and mishmash of paving stones (market day is good)	- Maple Square - tired looking but still retains character - Uneven pavements - utilities dig up and its never put back as it was	- improve appearance - improve facilities - events are a positive - opportunity to better highlight history - architectural quality and seating is positive - Views - Pedestrianisation is huge benefit

<p><b>High street</b></p> <p>Q10 - What makes this place special or unique? What potential is there to enhance the place?</p>	<p>- Pedestrian area is real benefit, chill out, quiet (Compare Reigate, Dorking, Oxted high streets)</p>	<p>- Pedestrianisation has made area more welcoming - Bins should be in the ground</p>	<p>- See above</p>	<p>- Conservation Area - Lighting - openness is excellent - This spot is the heart of the town, hence it should be obvious</p>	<p>- Love the pedestrianised streets</p>	<p>- High walkway from station - Bike route from each direction (with complete separation from cars &amp; people)</p>	<p>- Nice older building facades, when you look up - shame new builds don't replicate this - Seating around trees is v pleasant - pedestrianised area is very nice - pubs, theatre, cinema</p>	<p>- How will trees cope with always being in the shade? - Pub, cinema, theatre all good at heart of the town - Vibrant on market days</p>	
<p><b>Memorial Park</b></p> <p>Q11 - How do people enjoy nature here? What is missing?</p>	<p>- pond? (stream underneath park from top NW corner to car park in front of station and behind Picture house)</p>		<p>- Not visited</p>					<p>- Lots of trees - green grass - Missing: sculpture and art installations but how to protect them from vandalism - How to make it a safe space - Wildlife areas</p>	<p>- opportunity to enhance natural features and biodiversity - opportunity for art and sculpture - distance from development and town centre is negative</p>
<p><b>Memorial Park</b></p> <p>Q12 - What makes this place special or unique? What potential is there to enhance the place?</p>	<p>- large open area, well used</p>			<p>- However, in planning terms it should be treated as a bonus amenity and developers should not cite it as an amenity for development.</p>			<p>- It is quite a long walk from the new developments to the park</p>	<p>- It's about the only public green space in the town</p>	
<p><b>Princess Way</b></p> <p>Q13 - How welcoming is the place? Does anything make it confusing?</p>		<p>- hard separation from a side of town and residential areas</p>	<p>- Not visited</p>	<p>- Aspect towards the station needs redevelopment</p>	<p>- Road and crossings don't work - Disconnected from centre - Unattractive edge/ walk - simplify route</p>		<p>- It's a very busy dual carriageway. Difficult to navigate in the car and unpleasant on foot.</p>	<p>- it is not welcoming at all - Carpark on one side, rear of Sainsburys on the other - fast road in between</p>	<p>- disconnected - busy carriageway - not welcoming, unattractive - roads and crossings to be improved</p>
<p><b>Princess Way</b></p> <p>Q14 - What makes this place special or unique? What potential is there to enhance the place?</p>		<p>- Bold architectural statement but could be better executed. Need to make area more transparent and understandable for pedestrians.</p>							
<p>Additional Comments</p>		<p>- Redhill has gone through significant change over the last 60 years. Some of this works well but some now looks dated. Central Parade could be made more attractive again given its strong 50s/60s character. The public realm could do with some TLC. Redhill works better when pedestrians and cars are separated.</p>					<p>- There is a basic lack of recreation area for young people - sport!</p>	<p>- Bird nesting - unsafe for wildlife - Birds of prey would be a better solution to keeping down the pigeon population.</p>	<p>- recreation opportunities needed - biodiversity - mixed architectural/built environment quality</p>



10 AUGUST 2022, 5-7PM

Table 3 Stage 1 Engagement Horley Respondents

Respondent	1	2	3	4	5	6	Overall Themes for consideration to SPD
<b>High Street</b> Q1 - What makes this place – and its street(s) and public spaces – safe and pleasant? What detracts from that?	Positives: - Pedestrian precinct is a positive - Millennium mosaic - Planters attractive - Seating - Some buildings are attractive (older) - Serendipity Cafe is attractive and extends out into pavement - Wide pavements feel safe (minus scaffolding) Negatives: - some garish signage	Negatives: - Difficult bend on Albert Road - Empty shops - Crossing with Massetts Road - quite difficult to cross - lots of jay walking - I generally feel v safe in Horley during the day; walking through at night can feel intimidating - grounds of lads hanging around Positives: - Flowers are always lovely - maybe more for pollinators. More trees? - Nice square - make better use of this - more Mediterranean cafe culture - Some nice 'uppers' of buildings. Make more of the existing architecture	- too many chairs and tables outside - unsafe for sight impaired - no place to sit down, no public places for seating - no toilet - have to walk to Waitrose - too far	- Town Council have plans for High Street - possible - one way and foot way widening	- Pedestrianised area - attractive plan to sit down - looks 'looked after'	- Relatively open - Space with high level of street lighting Environment was improved following regeneration of the precinct - Narrowness of the east side pavement - Cafe culture is growing including seating in the precinct - Road is somewhat narrow which can create problems with traffic flows	- attractive environment, well-maintained active frontages/café culture is well-liked - feeling of safety during the day opportunity to improve feeling of safety at night - scale of buildings to be considered - Accessibility to be better considered
<b>High Street</b> Q2 - What makes this place special or unique? What potential is there to enhance the place?	- Plan to make one way for traffic and extend pavement /seating area for an enhanced 'cafe culture'; - Would support monthly market in High St.	- Spent money on 'redoing' the paved area - not sure what the benefit was? Could have done more with it.	- Pedestrianised is good - too many obstacles - need to think about people in wheelchairs and blind people - could do with more shops - so much housing and no infrastructure such as dentist and GP - needs to be accessible - repair the pavements, too many cars parking on pavement		- Small shops - pleasant cafe area - has original character - Away from pedestrian area tarmac pavement need upgrading - Could increase height of some buildings on Boots side of street.	- The high street projects underway will address some of the issues above - Improve DDA access	
<b>Underpass</b> Q3 - How can the place be made safer and more pleasant?	- Stop it flooding! - Lighting in subway if revamped as per RBBC plan - Could be decorated (murals) in underpass possibility to reflect its historical significance to allow horses to cross railway - would need anti-graffiti paint!	Negatives: - Underpass is dark and always floods Bridge is ugly; that whole area is not pretty to look at - Area up to factory shops is quite a nice open area but not a good use of space in terms of parking - use this for something else? - The curved road is quite nice to walk along. But 2 poorly used carparks next to each other Positives: - Bar 54 (by underpass) = very good example of maximising space / best use of space. Need more like this - This area is lacking in trees/ greenery - Doesn't feel well cared for - like a backwater	- Could do with more and better lighting - Don't feel safe at night - wouldn't use at night - Paths too narrow generally in Horley	- There are existing plans to make improvements to the subway - Subway originally built for horses!	- Make it less car dominated - Underpass floods - needs to be made more pleasant - Upgrade the footbridge	- A general clean up is a start - Enhanced lighting - A permanent solution to address the subway prone to flooding - Install mirrors so that users can see what's coming around the bend.	- Flooding is a constraint - Ongoing work to improve lighting and quality - opportunity to integrate artwork and history - improve visibility - bar by underpass is very well-liked
<b>Underpass</b> Q4 - What makes this place special or unique? What potential is there to enhance the place?	- To enhance - remove flood risk - this is already planned by RBBC	- Better use of the carparks. We miss the car boot sale!! - need more / better defined cycle routes + bike parks for locking	- Not unique, but it is special because I use it to get home - Pavements could do with repairs		- The bar by the underpass- local feel	- A project already underway to respond to many of the issues above - The bend in the subway is no help to creating a safe environment especially in the dark but no solution to this is possible.	

<p><b>Station Road</b></p> <p>Q5 - How adaptable is the place? Do you think it could be better used?</p>	<p>- Not very adaptable, looking at what is here now, food outlets probably wouldn't want to move (cheaper than town centre and most locals will have their favourite takeaway)</p>	<p>- SGN building - will they be vacating this? - Moving to round the corner where the gasometer used to be (where Scout Hut is) - Mitchells is now closed - This end always feels run down/ neglected. - Mismatch of form and function - Tricky junction at the crossroads - This road (running up to it) gets very congested.</p>	<p>- looks a bit 'tatty' Mitchells building yard is closed and could do with something there instead. -This one looks messy. Could put more shops. - Too much housing here - Path is not level here. The new build has created drop down</p>		<p>office building could go to ___ by very close to the railway T Nata Ltd - development opportunity Too many railings</p>	<p>- The forgotten part of the town centre thanks to the railway line - Would benefit from better signage which is on hand</p>	<p>- development/commercial opportunities - area looks tired - signage needed - mix of styles and typologies - potential for greenery/ green space</p>
<p><b>Station Road</b></p> <p>Q6 - What makes this place special or unique? What potential is there to enhance the place?</p>	<p>- Mitchells site offers scope for something positive. Lots of food outlets in this rather rundown looking road. You'd walk past going from A to B, or come for a takeaway, but not an area to linger. Mismatch of old and new buildings. There are roads like this everywhere!</p>	<p>- Nothing here for people walking to/ back from station - Currently not attractive. Make the vacant - Mitchells area into a hub for shops / cafes? - Don't need the parking. - Add a tree line along the back of the rail track. - Add some greenery - This is a thoroughfare for students walking to Oakwood school - needs to be safe - Potential purchase power - Post school but no chicken shops please!</p>	<p>- Not special or unique - Could do with a pound shop or some sort of cheap convenience retail - Could do with a corner shop - Potential for green spaces - it not very green at the moment - Would have to be small</p>		<p>- Mix of uses - buffer residential</p>	<p>- The area is a mix of different styles and types of buildings - Mainly retail and 2 dwellings at street level. - There has been one new buildings or retail with residential above - We should seek overtime to upgrade the buildings in the road which could make it more attractive to commercial - users</p>	
<p><b>Horley Train Station</b></p> <p>Q7 - How is the sense of arrival to Horley? How could this be improved?</p>	<p>- Station itself is quite attractive - Bus stop is required just opposite - Leaving station., road to right is tree lined and quite inviting - Hill down into town uninspiring - Station forecourt could do with planters for colour! No quick access to car park. Lower exit currently not in use</p>	<p>Negatives: - no easy access to the front - few spaces, o a hill, on a bend - parking round the back is expensive and rarely used. - Roads looking poorly maintained - no 'welcome to Horley' introduction to the town or even 'go this way!' Positives - Nice little station - the building looks nice - good vantage a the top of the hill - narrow path to walk round and no easy crossing to the other side - nice leafy walk down the other side.</p>	<p>- Train station is accessible and have lifts now - There is a good amount of seating available - Pelican Crossing is accessible for me - I campaigned for this crossing to Surrey CC - Better lighting needed - Extra lighting will make place look more animated - Could do with a lick of paint</p>		<p>- Attractive station - clean - Bus stops - need countdown times - - Clean and well cared for need - clearer direction to town - Enhance cycle routes - Better lighting at night?</p>	<p>- We cannot alter the local geography but suffers from poor connectivity with the town centre - Wayfinding project underway to address this both the town centre and Station Rd.</p>	<p>- local geography contributes to site constraints and poor connectivity - lighting to animate and make safer - wayfinding issues - enhance cycle routes - general maintenance - road to town is uninviting - community feel</p>
<p><b>Horley Train Station</b></p> <p>Q8 - What makes this place special or unique? What potential is there to enhance the place?</p>	<p>- Road is fairly wide - Crossing for pedestrians but traffic from town comes fast round blind bend - Cafe is a bit of an eye sore - red shutters</p>	<p>- Area to the rear of the station - lower exit and carpark quite secluded - ground hanging around late at night - Carpark infrequently used due to cost Archway theatre tucked away at base of Station - we don't make enough of this!</p>	<p>- Special to me as I use the station often and it is accessible - There is community spirit with staff</p>		<p>- It is what it is</p>		
<p><b>Victoria Road</b></p> <p>Q9 - How welcoming is the place? Does anything make it confusing?</p>	<p>- Jack Fairman is lively and busy Pedestrian crossings not in most logical place</p>	<p>Negatives: - Very 'trafficky' - the Weatherspoon outside area can get very lairy - not nice to walk past and in ___ - needs to be held to a higher standard - The other food establishments keep being rebuilt and the closed down again - like so many establishments in Horley -- Positives: - New flats opposite, although tall, are well-designed and look good - Area of flowers on ___ bank are maintained by volunteers - - needs to encourage more of this in more visible area of the town.</p>	<p>- The crossing near Waitrose and Russells Ches is badly designed - It is confusing and unsafe to cross for those with sight impairments - Not welcoming at all - doesn't invite you to go to the library</p>		<p>Very attractive Weatherspoon's - centre of life - taller buildings with library at top - Dual aspect modern building - Relationship of Waitrose - Slow traffic - too much of a race track Bring historic building opposite Waitrose back to life</p>	<p>- Cannot think of anything to make it confusing</p>	<p>- very lively / centre of town life - traffic dominated - make more of historic buildings - not welcoming - mixed opinions on recent development - access to be improved</p>
<p><b>Victoria Road</b></p> <p>Q10 - What makes this place special or unique? What potential is there to enhance the place?</p>	<p>- Planters for colours on corner by library</p>	<p>- Seating outside Weatherspoon's - nice to have but not a nice area to sit - very noisy &amp; polluted from road may be - ___? Greening? Design of layout?</p>	<p>- Not special or unique - Crossing should have had a consultation. Could have had a crossing diagonal from Waitrose to Library - Too scared to cross here.</p>		<p>- Weatherspoon - livelier location</p>	<p>- Improve DDA access</p>	

<p><b>Horley Central Park</b></p> <p>Q11 - How successful is this space? What could be improved?</p>	<p>- Factory shop (old engine shed) is quite attractive and Collingwood Batchelor is okay</p> <p>- other buildings (flats) not an asset</p> <p>- main car park well used, smaller one empty most of the time</p>	<p>negatives:</p> <p>- Main carpark - view of the back end of a load of buildings</p> <p>- narrow dirty alley ways - useful to have a thru route but not very pleasant</p> <p>- Turning in / out of Waitrose and crossing = congestion point</p> <p>positives:</p> <p>- Lovely open feeling - don't want to lose this, just make better use of it</p> <p>- Waitrose!! Olly B is also good</p> <p>- At present, buildings are not too high</p> <p>Don't want to create anything higher in town centre.</p>	<p>- very successful because Iceland and Factory Shoe to park</p> <p>- Crossings could be improved</p> <p>- Works well as carpark</p> <p>- Wouldn't want to change too much</p> <p>- maybe change the car space width</p>		<p>- Useful car park</p> <p>- Well shielded railway line Don't need all the carpark</p>	<p>- Well used carpark and will be so in the future with the planned closure of the adjacent High Street car park</p> <p>- Better signage to link the car park with the town centre</p> <p>- facilities pay on departure</p>	<p>- useful, well-used carpark</p> <p>- potentially underused</p> <p>- improve pedestrian routes</p> <p>- retain open quality</p> <p>- mixed thoughts on building scale</p>
<p><b>Horley Central Park</b></p> <p>Q12 - What makes this place special or unique? What potential is there to enhance the place?</p>	<p>- Shop 5!</p> <p>- the new(ish) flats over library were a planning disaster - too high! Has made that height the 'norm' - not in the character of the town.</p> <p>- Dominate the skyline from here.</p>	<p>- Turn one of the carparks into a green area (little bit like Redhill Town centre) - more vegetation, play area for children, cafes, place to park bikes, some shops (small pop-ups)?</p> <p>It's a nice space - gives Horley an open airy feel and could be so much better used.</p> <p>Some good old buildings - celebrate these / the history of Horley more?</p>	<p>- Don't have to pay with blue badge</p> <p>- Need to widen car spaces</p> <p>- No other options to park apart from Waitrose</p>		<p>- The Original Factory Shop - most of the buildings back onto the carpark. Can this be enhanced?</p>	<p>- Better signage underway</p> <p>- installation electric charging position again underway</p> <p>- our town centre carparks are vital in attracting shoppers/ visitors for not only Horley residents but those who live in neighbouring villages with poor public transport links and see Horley as their shopping and social centre.</p>	
<p>Additional Comments</p>		<p>Serendipity Cafe is a really good example of how to do it well - it is always busy and gives a lot of potential business to that little street. The pub opposite is also a lovely evening spot. But the road is very '___' cuts the area up. Almost want to get rid of the cars on the town centres altogether really! Could we have more of a focus on sustainability? Especially in the centre/ pedestrianized areas.</p> <p>- bike parks (hire?)</p> <p>- drinking fountain</p> <p>- recycling bin (or more of)</p> <p>- green walls</p> <p>- solar energy generation</p> <p>Better linked up cycle routes</p> <p>Connect both sides of the town. Either side of the rail line. More info about Horley- the history behind the Factory shop building - into about the archway theatre - the town</p> <p>- council etc. ... Feels like there is a lot in Horley which is not known / advertised.</p> <p>Add more greenery - can the unused parking areas be converted to retail / commercial combined park / play areas.</p> <p>Mini oasis of green - to sit and chat/ drink, rest in between shopping.</p>	<p>- Too many flats and not enough shops</p> <p>- Too much construction which isn't safe for people who are unable to see</p> <p>- not enough for youngsters to do</p>		<p>Attractive town - clearly had lots of improvements. However some areas in the town provide opportunities for redevelopment and enhancement. improving cycle routes could help. The central car park is too large (based on weekday observation). Don't want to dilute character of the town. Some areas could benefit from enhanced signage.</p>	<p>-</p>	<p>- attractive town</p> <p>- cycle route opportunity</p>

Table 4 Stage 1 Engagement Salfords Respondents

Respondent	1	2	3	4	5	6	7	Overall Themes for consideration to SPD
<b>Salfords Stream</b> Q1 - How do people enjoy nature here? What is missing?	- See the horse chestnut trees on the inside road verges - Missing tranquillity - Pavement too narrow for wheelchair use - Can't see the stream	- Not really - some vegetation / habitats along the stream - Trees running north - Missing opportunities - Air pollution	- with difficulty because it is hidden - would avoid / do avoid walking here - too busy - not pleasant environment - Missing = decorative bridge where you can observe the brook	- very little - access to nature is limited here and could be opened up	- not accessible - noisy with all the traffic - overgrown - not a place to sit and relax	- no access to the nature - very noisy - missing public footpath - no habitat protection	- rather wild and overgrown - Some attractive trees - There is no access to the stream level from the road	- Noisy and overgrown - traffic creates poor environment (noise, air pollution) - limited to no access to the stream (physical and visual) - no opportunity to stay and enjoy the place - beautiful place
<b>Salford's Stream</b> Q2 - What makes this place special or unique? What potential is there to enhance the place?	- The stream, mature and semi-mature trees along A23	The trees - wide pavement shared path scheme under development	Entrance to Salford's - sign to say welcome to Salford's - remove dual carriageway?	- the stream is beautiful and people should enjoy seeing it	- manage better for wildlife, conservation and flood management - nothing special at the moment - nature notes	- unique that it is a part of nature connected to settlement		
<b>Brighton Road Crossing</b> Q3 - How is the sense of connection and safety in this place? How could it be improved?		- Very fast, noisy road - Lacks shade for pedestrians - Very exposed - Over engineered crossing - utility boxes - Not pedestrian responsive - traffic - no sound indication on crossing	- as good as can be for nature of road/ A23 - crossing is safe - very busy road - speed limit reduce to 20mph?	- safety and connection could be improved by slowing the traffic and reducing air pollution	- no character, functional - no sense of community - divided by barriers - wide open space between road and buildings - traffic going too fast for safety - slow traffic down	- no sound when crossing	- Good crossing with wide central reservation protected by barriers - engineered crossing but lacks audible signal - lacks greenery - shops are a local asset but are divided from the town centre	- divided by road barriers - fast moving traffic - engineered crossing but lacks audible signal - lacks greenery - shops are a local asset but are divided from the town centre
<b>Brighton Road Crossing</b> Q4 - What makes this place special or unique? What potential is there to enhance the place?		- parade of shops / church	- traditional parade of shops - great cafe - lacks greenery / table / chairs / benches - greenery flowing from buildings	- trees and planting would help	- the shops do not feel particularly local or attractive - needs more green to break up the space - seating area would be good near shops - make the road narrower and away from the shops			
<b>Brighton Commercial Centre</b> Q5 - How accessible is the place? What limits how easy it is to get around?	- Highly engineered or safe access Very wide pavements	- Reasonable - car dominated - pull in useful for cars going north but not going south		- good pedestrian crossing	- Seems accessible	- Not very accessible, only one main crossing with plenty of barriers - No right turn to cars to access - pavement narrower by bus stop	- Pavement too narrow for wheelchair to pass each other - There are kerbs at right angle to roads and kerbs which have no wheelchair ramps or dropped kerbs	- accessibility issues - shops are independent and create a community feeling - signage is poor
<b>Brighton Commercial Centre</b> Q6 - What makes this place special or unique? What potential is there to enhance the place?	- very little - Dental lab and pharmacy together - Supermarket and barbers for convenience	- Lots of takeaways and service patchy - Update banner - More planting - trees could segregate road from buildings to help make parade more attractive - Width of pavements in front of shops - Remove recycling bins from bus stops - Signage or shops need updating		- Good community spirit		- independent retail and business		
<b>Salbrook Road</b> Q7 - How adaptable is the place? How could the place make better use of resources?		- Business park - appears to have large footplates that could be redeveloped - Booker looks like coming to end of life - junction could be better + a roundabout to slow traffic down	- Reasonably accessible by vehicle, may be difficult for HGVs - Booker = needs camouflaging back of building looks derelict - tree loss - need to plant appropriate trees	- Unsure	- Seems functional - Could be more outward facing, not attractive or uninviting as it looks now		- The road layout works OK - No pavement for part of road	- road layout/ traffic speeds - pavement/ accessibility issues - opportunity to enhance green spaces - necessary industrial area
<b>Salbrook Road</b> Q8 - What makes this place special or unique? What potential is there to enhance the place?		- Industrial area - essential to support out daily lives - Mature and relatively hidden - Redevelop for more modern units - Not sure about traffic lights	- improve frontage landscaping & view from road - necessary industrial site		- Enhance the green areas, landscape, etc. - Connect with the local area via walkways over open spaces			
<b>Salford's Train Station</b> Q9 - How is the sense of arrival to Salford's? How could this be improved?		- No signage to footpath - Modest but well - maintained station - Cycle parking needs better signage - Just need the - Bins not a good arrival feature - Car park very small	- no signage at entrance to footpath from main road - lighting too far apart from footpath from main road - Station looks clean and reasonably welcoming	- Good - Greener	- Quiet and quaint - Green and trees - Accessible by foot - Not much parking		- Footpath from Salbrook Road has no signage to the station - Path is well lit with foliage around the light heads have been cleared so lights are not obscured - Station has very poor looking frontage	- welcoming station with opportunity to improve - limited signage - walkable - greenery/ quietness is appreciated
<b>Salford's Train Station</b> Q10 - What makes this place special or unique? What potential is there to enhance the place?		- Footpath needs to be made straight to be more attractive at night	- residents have adopted the area, greater coordination to build on improvement - It is interesting traditional station - needs history board?	- nice and quiet				
<b>Gail Lane</b> Q11 - How do people enjoy nature here? What is missing?								
<b>Gail Lane</b> Q12 - What makes this place special or unique? What potential is there to enhance the place? Additional Comments								

- 2.2. The stage 2 engagement events were held as workshops to help inform the vision stage of the Design Code. The workshops we held at Regent House Community Centre, Albert Road, Horley, RH6 7JA on 22 November 2022, 5-8pm and at the Harlequin Theatre, Warwick Quadrant, Redhill, RH1 1NN on 24 November 2022, 5:30-8pm. Individuals and local community groups were invited along to the workshop. The major themes from the workshop discussions which were used to inform the vision of the Code. The key discussion points are listed below.

### Stage 2 Engagement Discussion Themes

#### Employment

- Relationship of the high street and changing employment patterns

#### Demographics

- How much do demographics influence the design code? The code will identify the areas by types. Relationship to demographics is something to look into. Could be opportunity to tailor approach to certain conditions.

#### Air quality

- poor air quality in Horley from Gatwick which is compounded by traffic to Gatwick
- Odour monitor currently in place

#### Accessibility/ Walkability/ Active Travel

- Walking and cycling focus and access to green spaces were priorities
- Central refuges in street are often not adequately sized for mobility scooters, pushchairs, bikes
- Concern with shared surface – worry for people with visual impairment
- Trees in middle of path are concern for people using guide dogs
- The team confirmed we would not be promoting level shared surfaces
- Coding for subdivision of footway and footway widths
- Conflict between pedestrians and cyclists – no delineation of space
- Raised white lines (swiss) are positive
- LTN 2020 - cycle lanes have to be segregated – The design code can code for segregation of road users
- Cycle paths on main road have to give way for side roads – the design code can reinforce a better system in the code that will give priority
- Light controlled crossing is good design in Salfords but greenman sound does not work
- 2 part crossings/ zebra crossing options

#### Aging population and social mobility

- access to facilities and public transport/ public realm

#### Design Quality

- The quality of design of shed warehouses including the quality of the greening, entrances and access arrangements
- Scale of heights, Civic Streets, Quality of hard paving and more

greenery

- In Salfords additional height could promote development of better quality

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#### Tall Buildings/ Building heights

- Risk that Redhill becomes over developed with Tall Buildings
- Lack of control over buildings heights/ how can this be better controlled?
- Design code can be used to set height guidelines and controls
- 3D model can be used to assess impact
- Concern over daylighting and sunlighting
- Nice to have active ground floor
- Tall buildings are not preferred
- What are important views/character to protect?
- Wooded hill and skyline around Redhill
- Outcropping of wooded areas
- Wood houses blend into hillside

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#### Density

- More active town centres when development is condensed more centrally
- Retaining open spaces and less sprawl.

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#### Trees and landscape/ Biodiversity

- No protection of greenery that is used for screening
- Biodiversity related to quality new homes
- Forecourts to consider biodiversity / runoff
- Tree planting and land ownership issues
- Issues with street trees on private land/ maintenance
- Tree maintenance – local community volunteers
- Community orchards

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#### Flooding

- Drainage/ flooding issues/ building in floodplains
- Materials to respond to flooding and surface water

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#### Location of facilities

- What are the considerations for the 15 minute neighbourhood?
- GP Surgeries
- Allotments
- Cinemas

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#### Designing flexibility into community uses Vehicular

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#### Movement

- Volume of traffic for Gatwick
- Lorry movement and interface
- Balance of cars in town centres
- How can design code impact on local traffic
- Traffic study by SCC – Three arches to Horley
- Vehicle frequency and volume in Salfords is getting worse

- Local view that A23 needs to be dual carriageway – team discussed that there is a risk of overproviding carriageway and encouraging more use and congestion

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#### Vehicle speeds

- 20mph. Current average is about 20-30mph
- Use of speed limits to create different quality of town centres
- Buses uses as rolling traffic calming through centres

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#### Compromise of space to fit all the requirements and desired facilities

- cycle lane
- public transport options i.e dedicated busway
- Surrey cycle lane and bus proposals
- Innovate buses – Surrey pilot
- Public transport through areas – designated bus lanes (like Crawley) for future flexibility and growth

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#### Safety

- Driver behaviour – can the design code challenge this?
- Salfords junction is dangerous feeling for cyclists
- Compliance at red lights and zebra crossings
- Conflict of cycle lanes and residential frontage
- Raised junctions at crossings

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#### Discussion about how a Design Code would fit with other existing and emerging policy covering:

- the potential issue with the documents statutory value
- Design codes will be more prescriptive than other types of policy/guidance
- Government is moving toward a zoning approach

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#### The design code can set rules

- Typological categories offer different opportunities
  - This document cannot prescribe maintenance
  - It can guide on design factors
  - Prioritisation of vision statements and grand challenges
-

- 2.3. Stage 3 engagement was a public consultation session held at the Belfry Shopping Centre, Redhill, RH1 1ST on Tuesday 14 March from 11.30am to 5.30pm. The event was held as a drop-in session open to the public and advertised online through RBBC channels, such as social media. Previous invitees from former engagement events were also invited. The session was held to gather feedback on the progress of the Design Code. Exhibition type boards were set up with the use of sticky notes for feedback that were colour coded green for happy views, yellow for neutral views and red for unhappy views. The views recorded at the event have been acknowledged and used to help inform the Design Code draft with modifications to the text and diagrams. All comments received are listed below.

### **Stage 3 Engagement Comments Received**

Board 4 Design Codes – Movement: Extend speed restriction (to 30mph at least) to allow for pedestrian and cycles to cross from Asylum Arch Road to Earlswood Common

Board 5 Design Code – Nature: Whilst I like the improved green space we need to balance that with bus priority measures if we want to reduce car dependency. The Salfords dual carriageway has space for both.

Board 5 Design Code – Nature: I really like the green avenue.

Board 6 Design Codes – Built Form: I strongly disagree, Redhill Train station needs space for rail replacement buses & the town centre needs a new improved bus station to encourage public transport usage. Also we need improvement to rail station facilities not just more flats and new frontage.

Board 6 Design Code – Built Form: This drawing is worrying. This may give ideas to Solum who are looking to develop this site. The development is too tall, should be further back and does not have public green space.

Board 6 Design Code – Built Form: I really like the open sky over the railway line and don't want to lose it.

Board 6 Design Code – Built Form: Outside space – this should be based on bedrooms NOT occupants as this will change through time eg. A couple has a new child, how do you increase balcony space?

Board 7 Design Code – Identity: This looks smart but the scale and massing and blocks vary.

Board 7 Design Code – Identity: These buildings should be set back further, particularly at the north end where the existing tree line is obstructed.



Board 7 Design Code – Identity: Reservation with regard to reducing the speed limit to 20mph because of a possible pile up of traffic before the reduction of the speed limit.

Board 7 Design Code – Identity: Looks wonderful but where can it be built on the A23?

General Comments Board (Happy): Planting trees along section important. Segregating users, comments on walkability.

General Comments Board (Happy): I like the 'Great Street; could run through Redhill. I love all the street trees and biodiversity.

General Comments Board (Happy): Definitely improves look of streets!

General Comments Board (Happy): Yes! Great designs with more trees and benches.

General Comments Board (Happy): Broad pavement trees in Redhill

General Comments Board (Happy): Good use of tree planting

General Comments Board (Happy): More street trees – to provide shade but species choice must be resilient to climate change ('heat island' effect and drought)

General Comments Board (Happy): 20mph limit is good – so many young people have to cross the A23 each day.

General Comments Board (Happy): Some great ideas, the current A23 is certainly no great advertisement for Redhill so improvements would give the town a better image. I'm in favour of tackling air pollution and providing more pleasant walking and cycling paths.

General Comments Board (Happy): More trees and wildlife areas

General Comments Board (Happy): Lots of street furniture for the ageing population

General Comments Board (Happy): Plant trees and hedges – good for wildlife and low maintenance.

General Comments Board (Happy): Add some circular leisure routes off the A23  
General Comments Board (Happy): Keep and promote Codes S4 & S8

General Comments Board (Happy): I like 20 mph on suburban streets but feel it is too slow for the A23 south of Redhill to Salfords.

General Comments Board (Happy): Good to improve green spaces and plant trees and hedgerows. Improved biodiversity is vital in this area. It's part of Surrey CC environmental strategy.

General Comments Board (Neutral): More trees that are good for birds to nest in.

General Comments Board (Neutral): More bus improvements and bus infrastructure / Redhill bus station and driver facilities at route termini

General Comments Board (Neutral): Funding and delivery – what is the plan to actually deliver elements?

General Comments Board (Neutral): Cycle paths have to be separate from pedestrians and cars and be maintained! Maybe a hedge separating – good for nature and low maintenance.

General Comments Board (Neutral): Could focus on some quick wins like improving street scene around station without requiring overdevelopment (Solum) to pay for it. e.g a coat of paint.

General Comments Board (Neutral): Redhill needs better play area and sports facilities on the Memorial Park.

General Comments Board (Neutral): Open up and make use of the existing brook which runs alongside the A23 from Redhill Station to Earlswood to create a nature friendly, green walking corridor to separate pedestrians from motorists

General Comments Board (Neutral): Great idea + important factor in local planning. It's vital that the Built Form and Identity code are applied to the Solum station development.

General Comments Board (Neutral): Make sure space for ambulances on the main street.

General Comments Board (Neutral): More benches along the pavement to encourage walking by those who need to stop and rest occasionally

General Comments Board (Unhappy): The height and massing of building would take away light and open views

General Comments Board (Unhappy): No travel and car restrictions that are associated with 15/20 minute cities

General Comments Board (Unhappy): Station carpark to not affect local property

General Comments Board (Unhappy): Building too close to the road by the station in Redhill – No! Cycle lanes must not be at the detriment to users

General Comments Board (Unhappy): It was mentioned about speed limits they are good if you can see the signs. Unfortunately, too many are filthy or out of date SCC needs to step up and clean them

General Comments Board (Unhappy): Long stay cycle parking, especially needs to be introduced at street level (cycle-locker, individually lockable) for resident and visitors

General Comments Board (Unhappy): Communal café in the memorial park PLEASE!!! It helps disabled people

General Comments Board (Unhappy): 20mph schemes along the A23. Difficult to enforce and create opposition to benefits of the scheme

General Comments Board (Unhappy): Do not narrow the motor carriageway too much, so that emergency service vehicles etc are unable to overtake when they need to.

General Comments Board (Unhappy): Please adjust the Redhill station Ford garage sketches to be 'ideal'. They are currently too 'busy' i.e. buildings are too dominant

General Comments Board (Unhappy): Carpark should include public amenity such as skate park, green space, modified bus areas, etc.

General Comments Board (Unhappy): No shared cycleway/footpath

General Comments Board (Unhappy): 20mph zones very unpopular and not needed if cycle lanes and pedestrian paths are properly segregated

General Comments Board (Unhappy): Lack of shops, lack of free parking

General Comments Board (Unhappy): Code ID2 – I want to see distinctive

design – Redhill is a bleak street, and we shouldn't accept mediocrity

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General Comments Board (Unhappy): Please review single lane roads with buses and parking. How do emergency vehicles get through.

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General Comments Board (Unhappy): We need a bridge from Redhill station over the A23 to bus station to reduce pavement congestion

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General Comments Board (Unhappy): Who will maintain the green areas?

2.4. Commonplace was commissioned for use through the consultant team as part of the digital engagement process. Commonplace is an online engagement platform that spreads the reach of engagement online to gain a bigger audience. The Council's Commonplace use was in tangent with the engagement events based on the three stages of the engagement events. The following figures are analytical data from the Commonplace use. A full display of respondent's comments is presented in Appendix 1.

Figure 1 Summary of page visits, respondents, contributions, and subscribers



Figure 2 Timeline of page visits, respondents, contributions, and subscribers

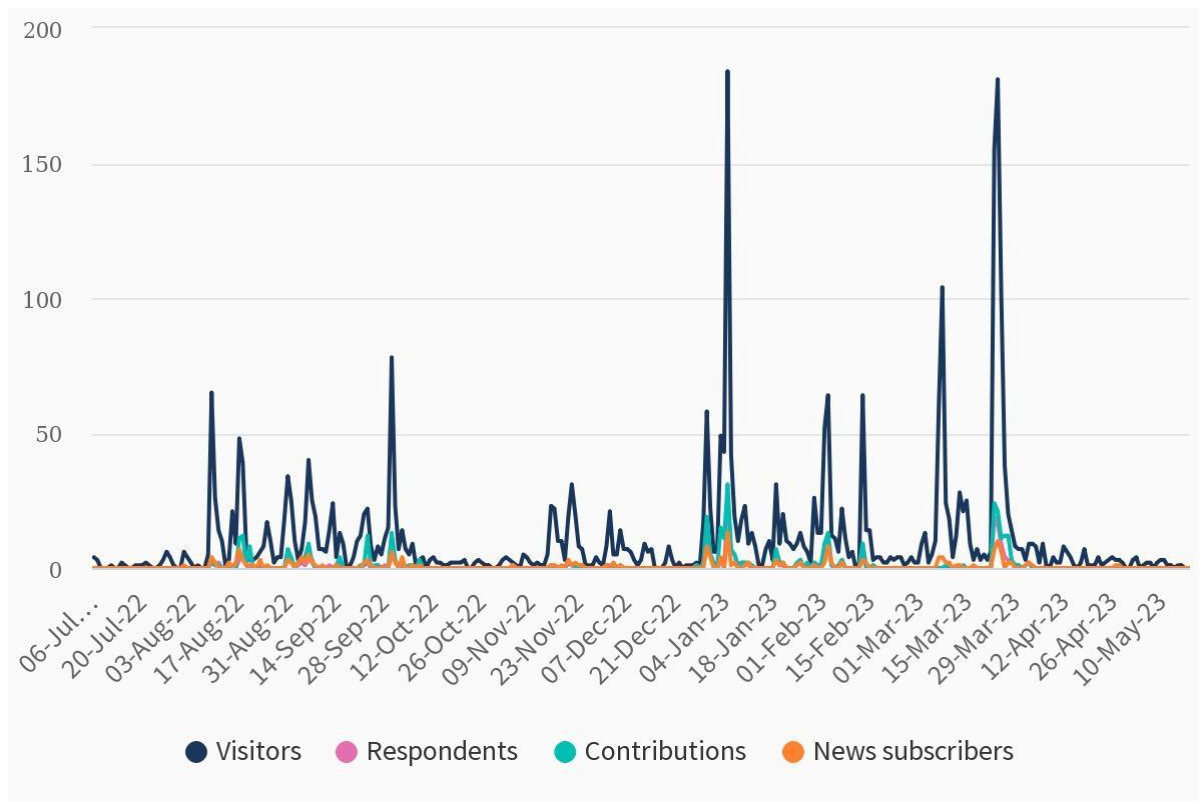


Figure 3 Respondents usual method of travel in the area

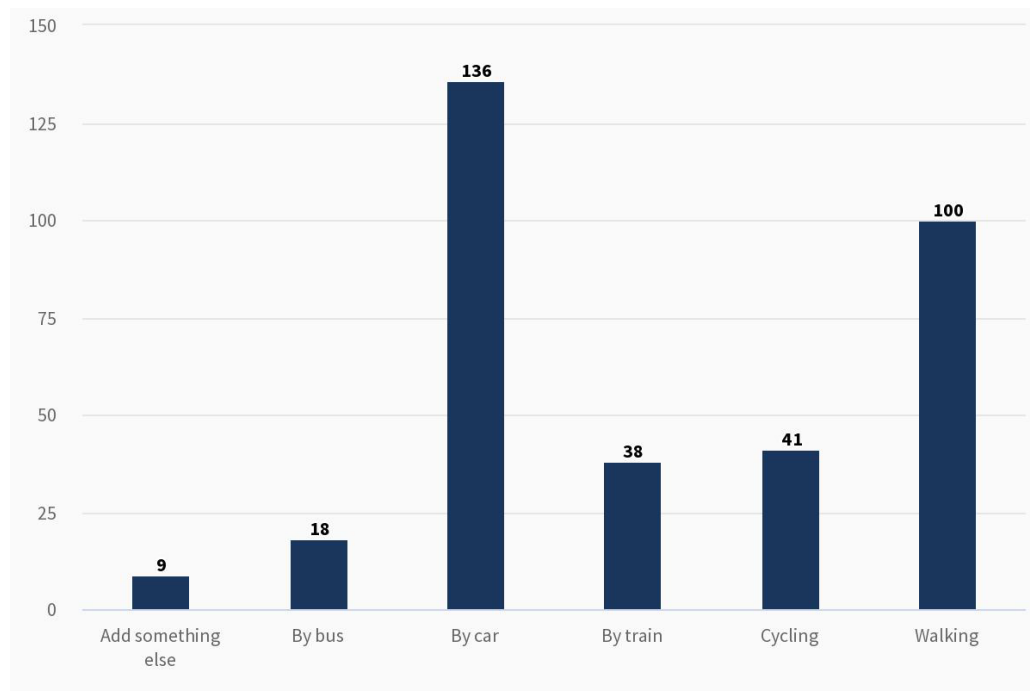


Figure 4 Respondents age group

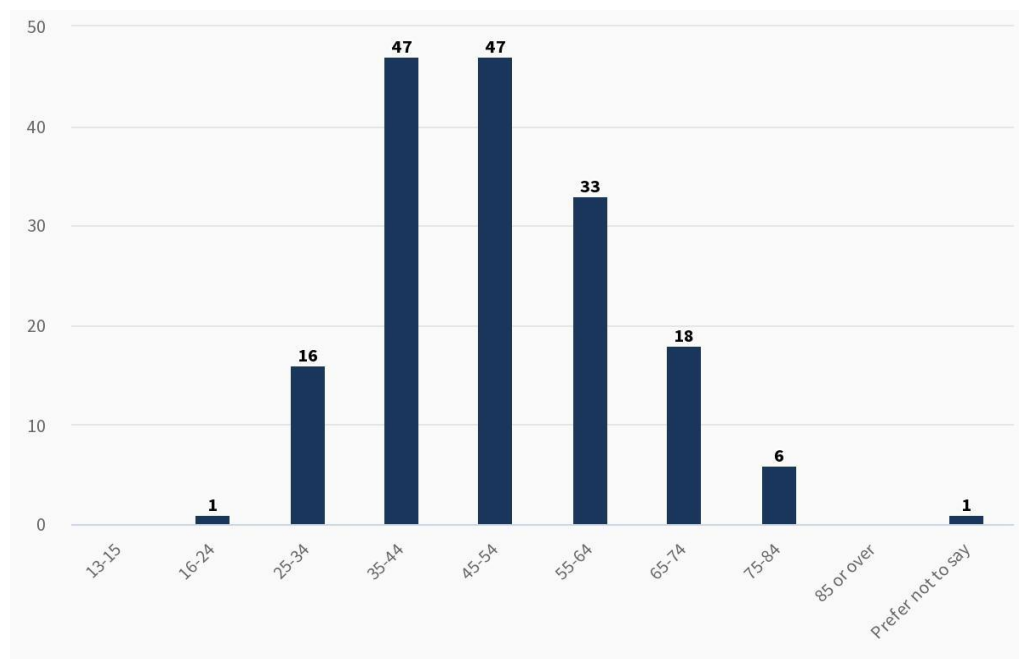


Figure 5 Respondents employment status

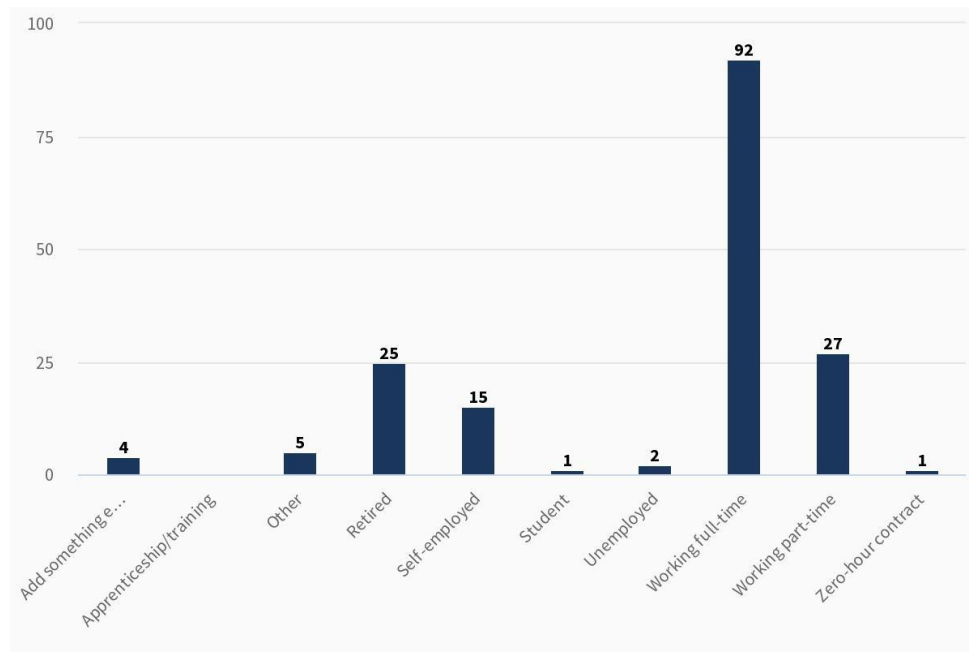
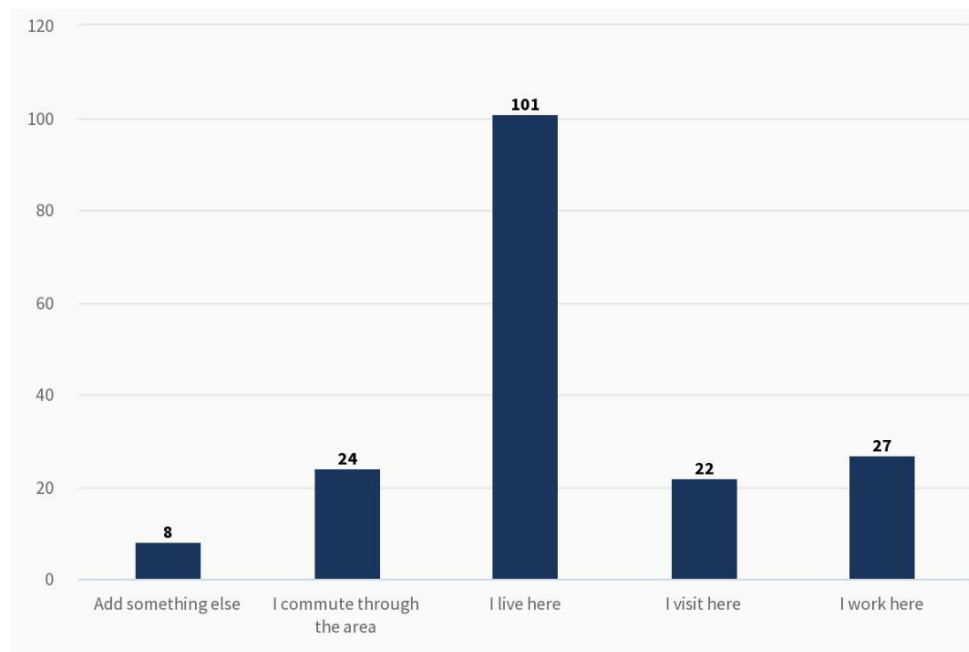


Figure 6 Respondents connection to the area



# Stage 1 Engagement Consultation Contributions

Figure 7 Sentiment of contributions

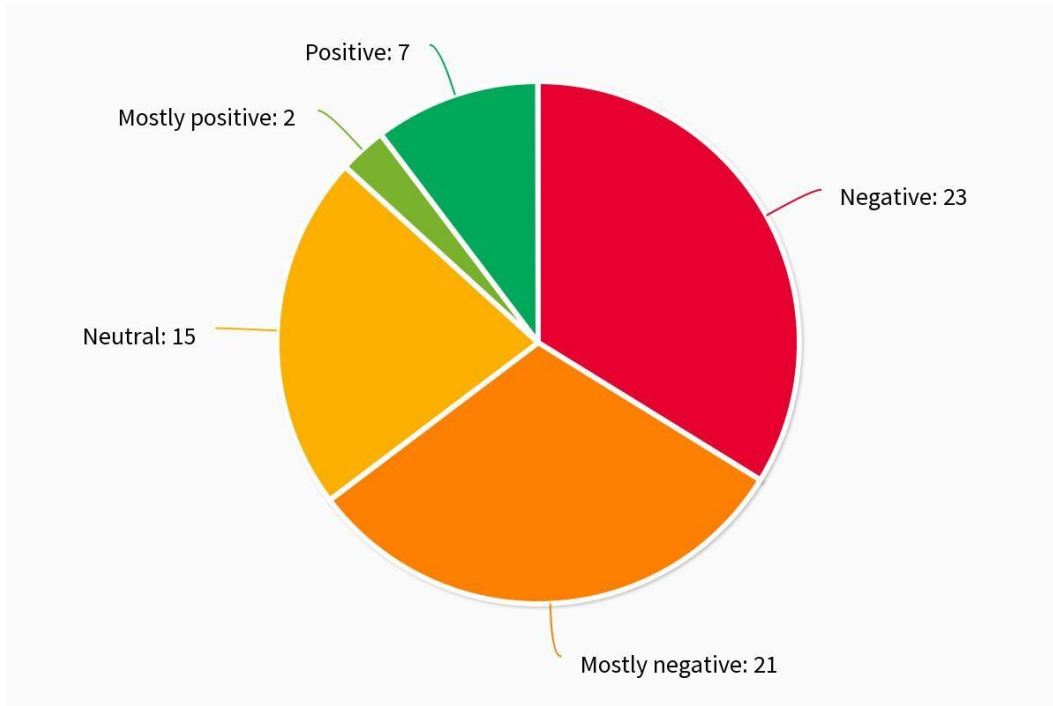


Figure 8 Map of Redhill contributions (18/11/2022)

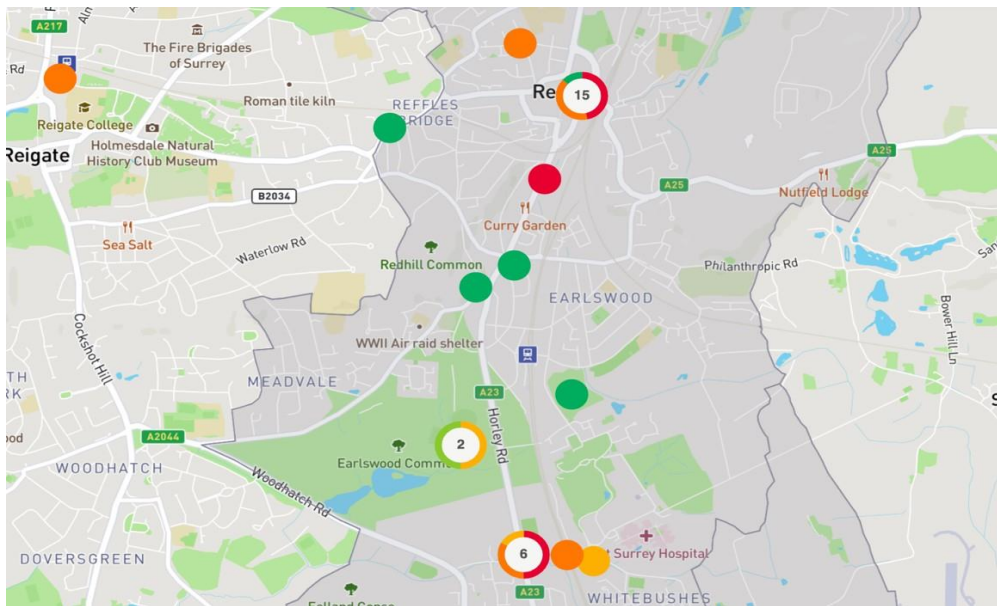




Figure 9 Map of Salfords contributions (18/11/2022)

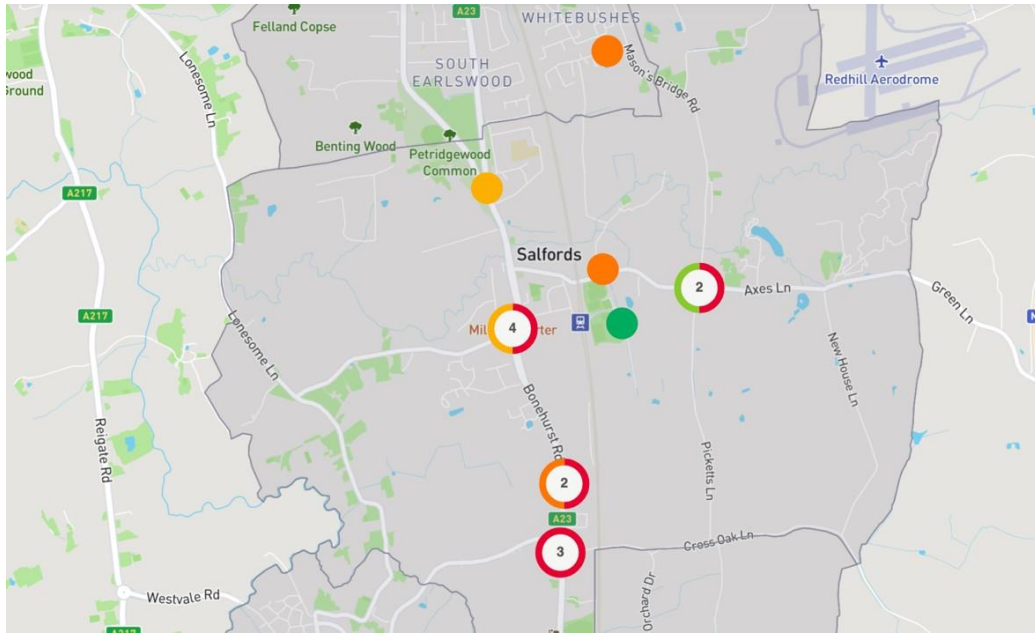


Figure 10 Map of Horley contributions (18/11/2022)

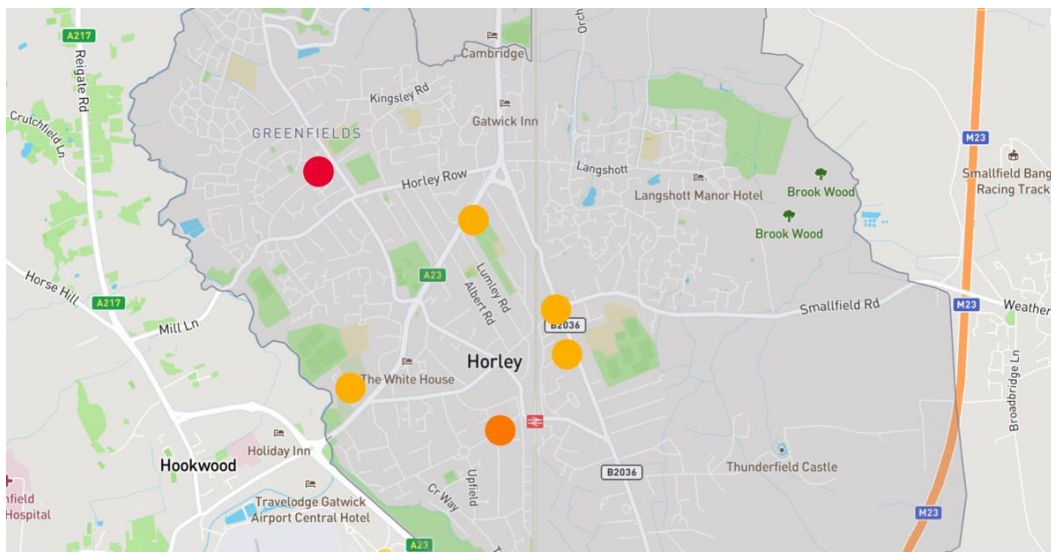


Figure 11 Map of contributions (18/11/2022)

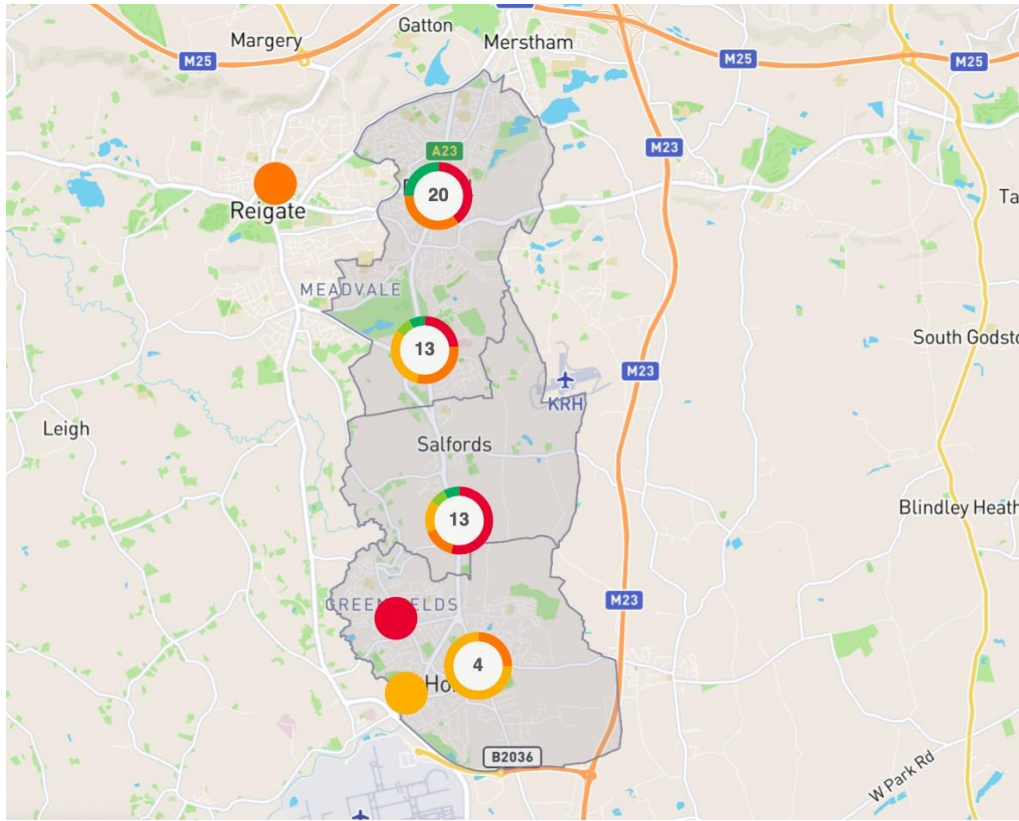


Figure 12 Contribution location

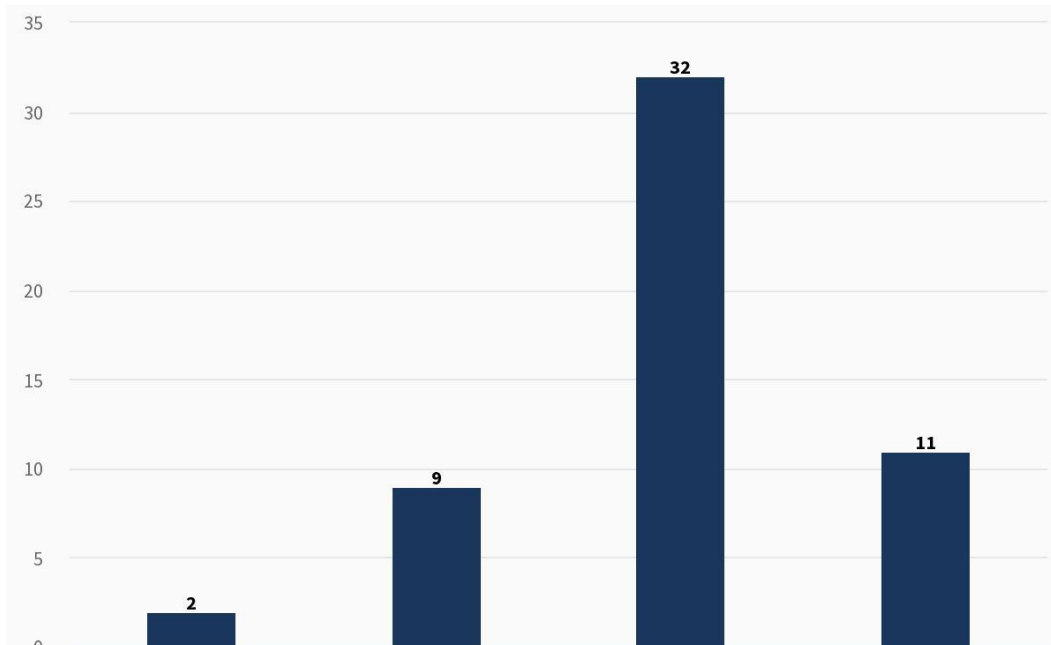


Figure 13 Contribution focus on Design Code themes

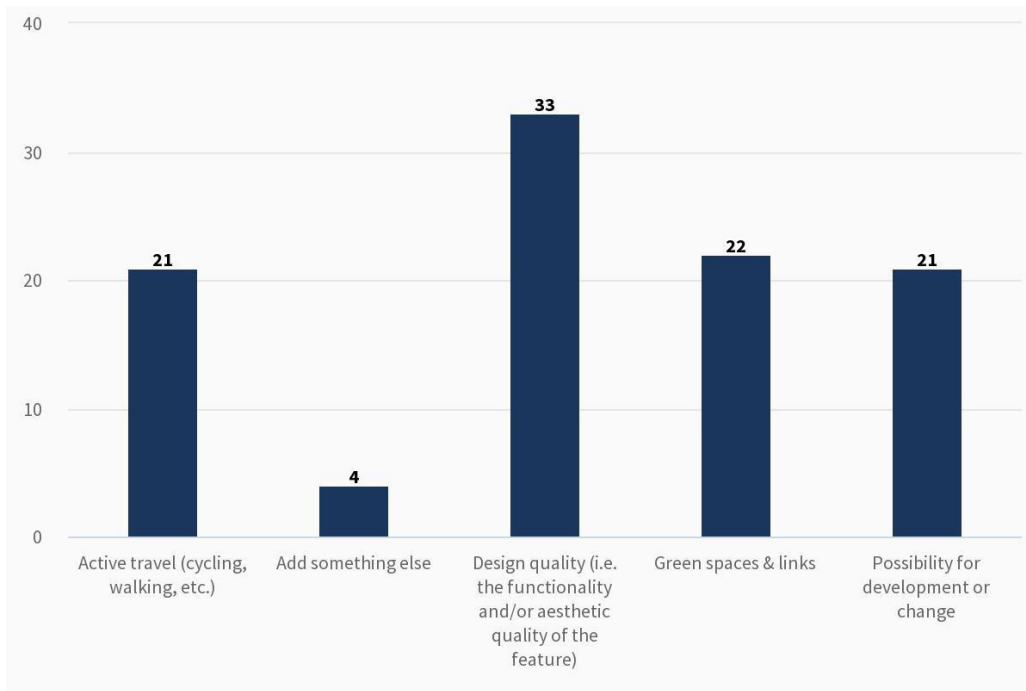


Figure 14 Contribution based on what participants liked about the place they were commenting on

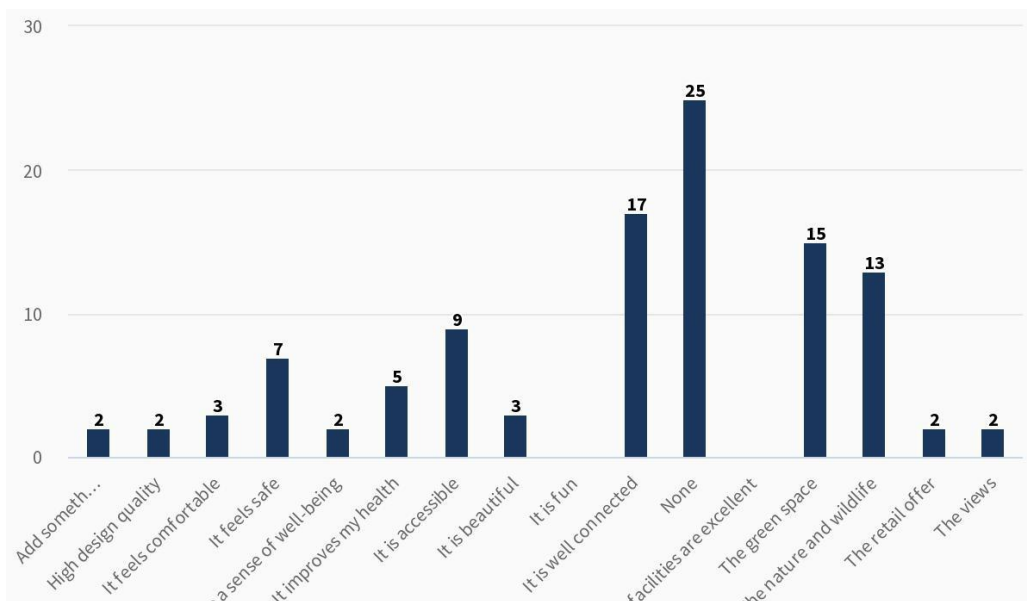


Figure 15 Contribution based on what participants thought should change in the place they were commenting on

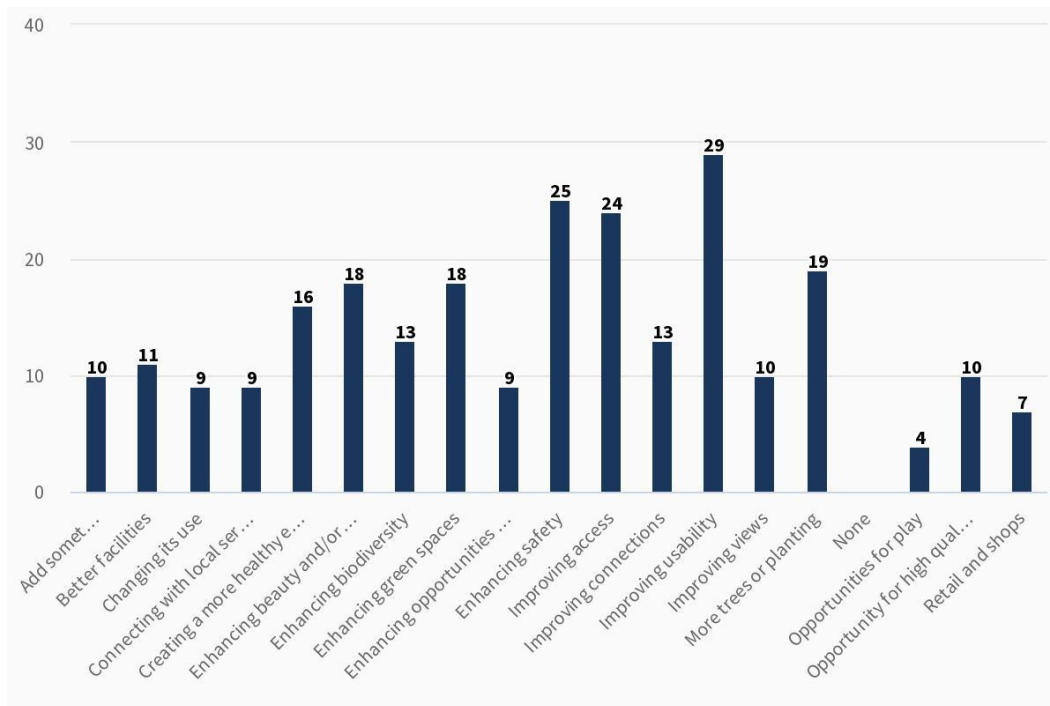
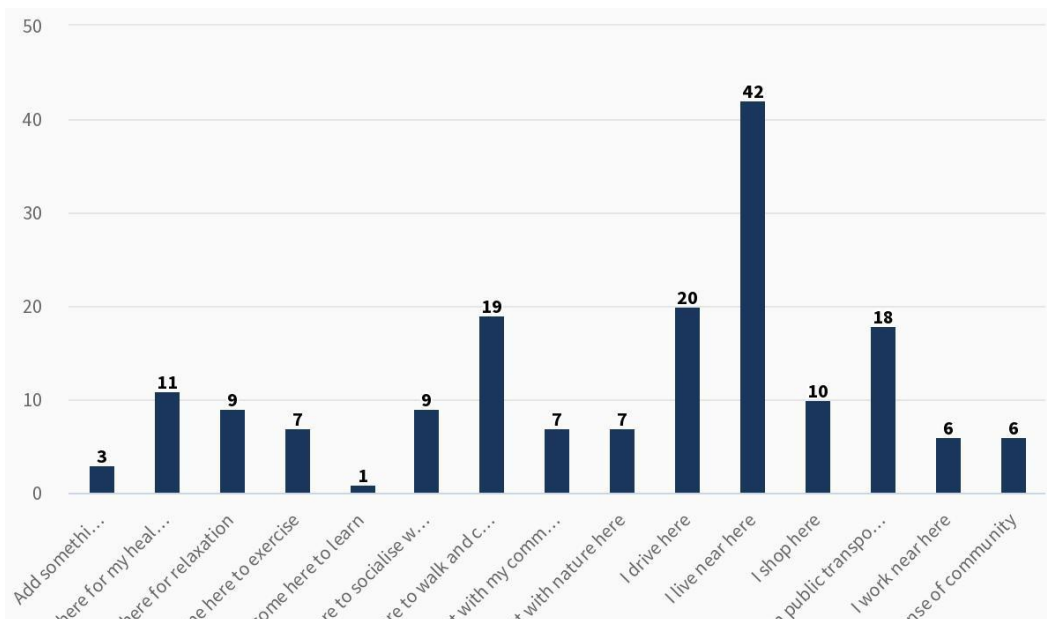


Figure 16 Contribution based on why participants were interesting in the place they were commenting on



## Stage 2 Engagement Consultation Contributions

Figure 17 Sentiment of contributions – Overall Vision Statements

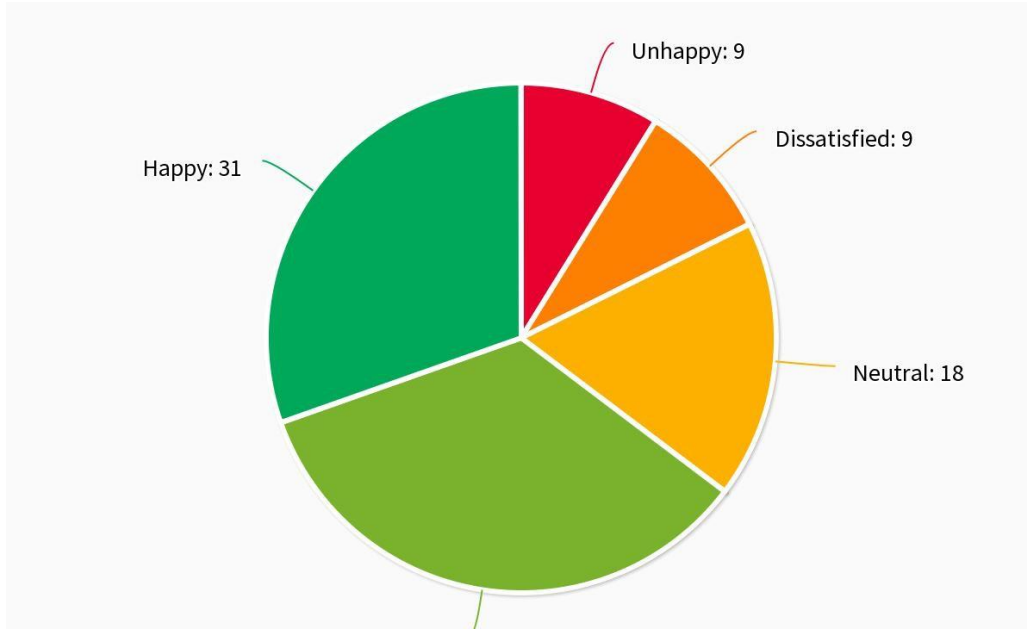


Figure 18 Ranked priority of vision statements

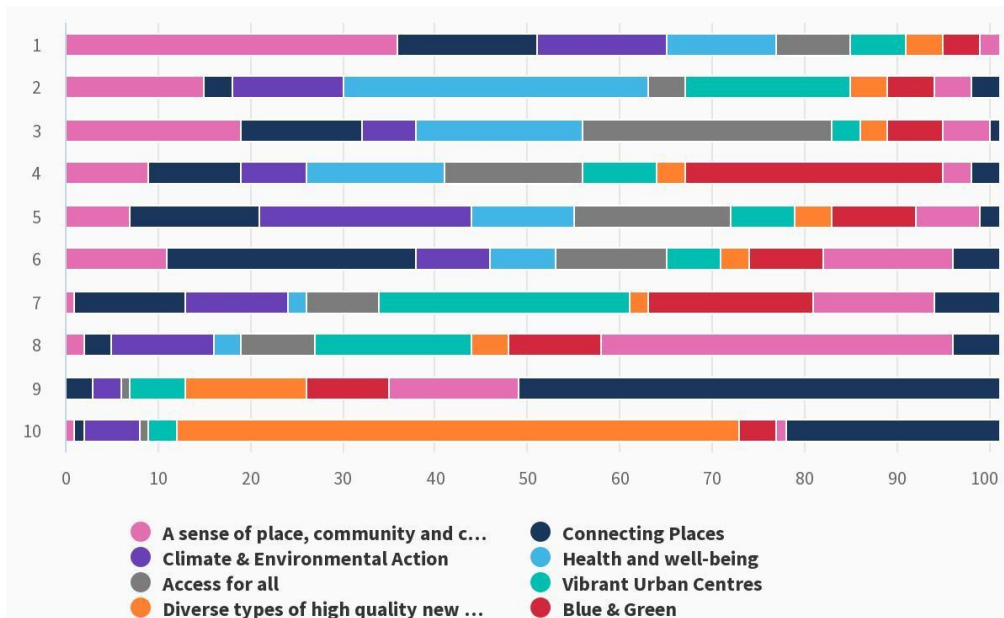


Figure 19 Sentiment of contributions – Redhill Indicative Scenario

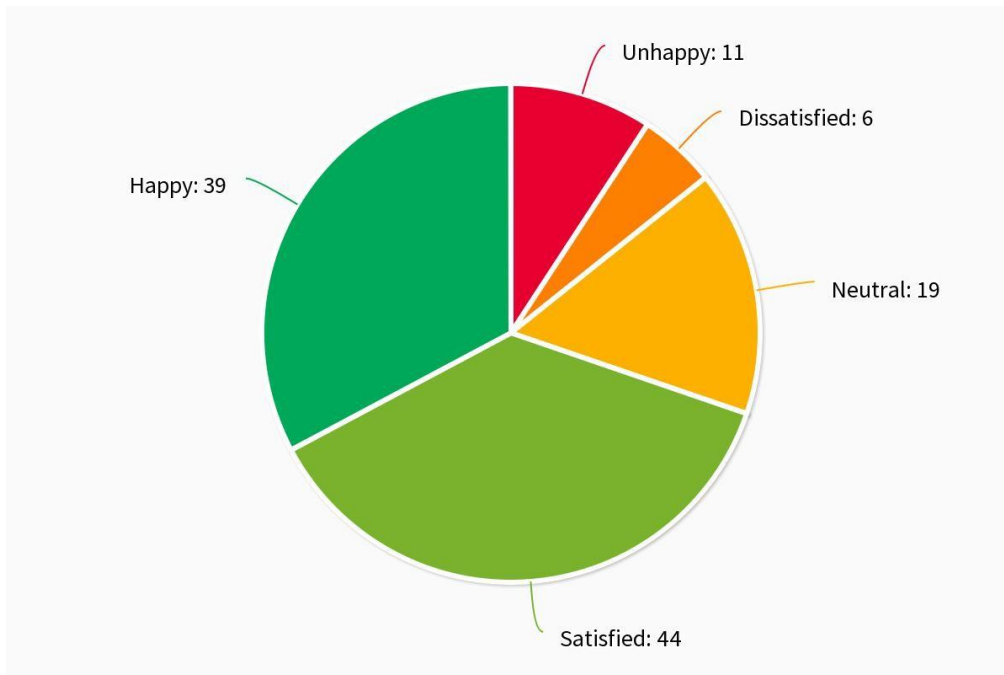
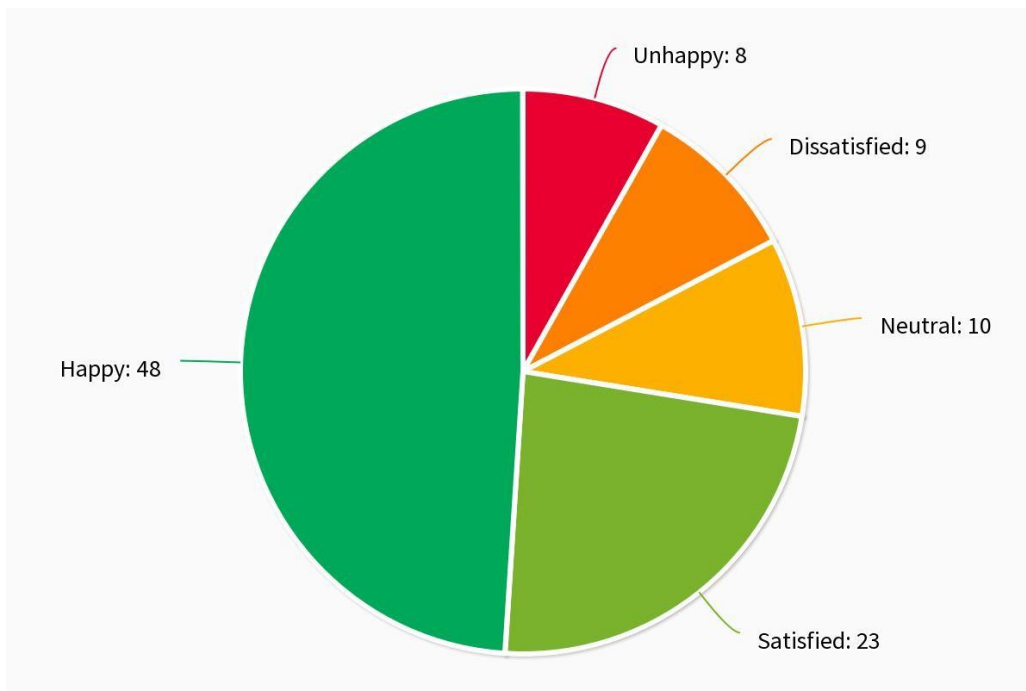


Figure 20 Sentiment of contributions – Salfords Indicative Scenario



### Stage 3 Engagement Consultation Contributions

Figure 21 Sentiment of contributions – Overall Ambition Statements

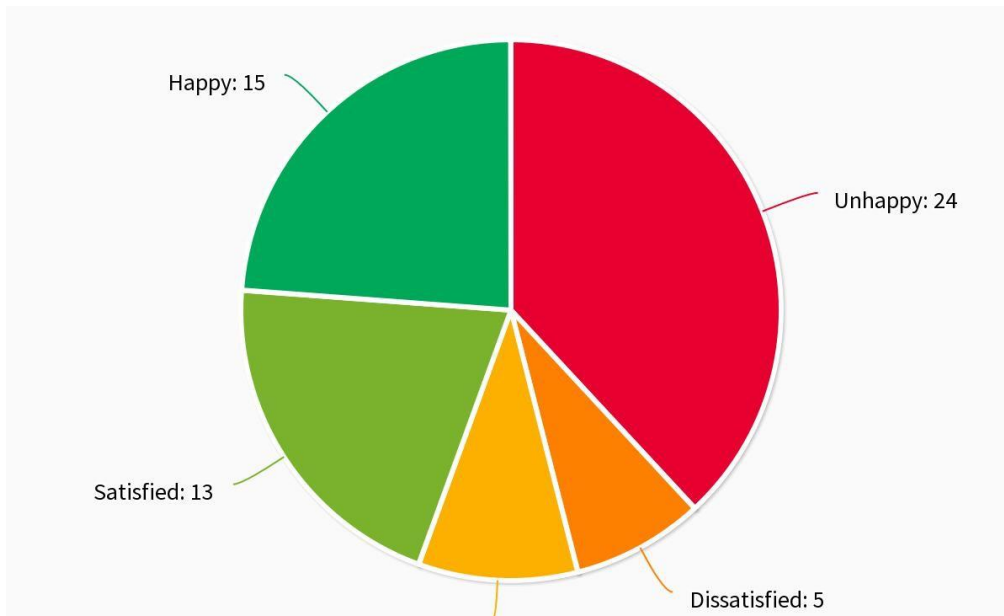


Figure 22 Importance of 'Identity' ambitions

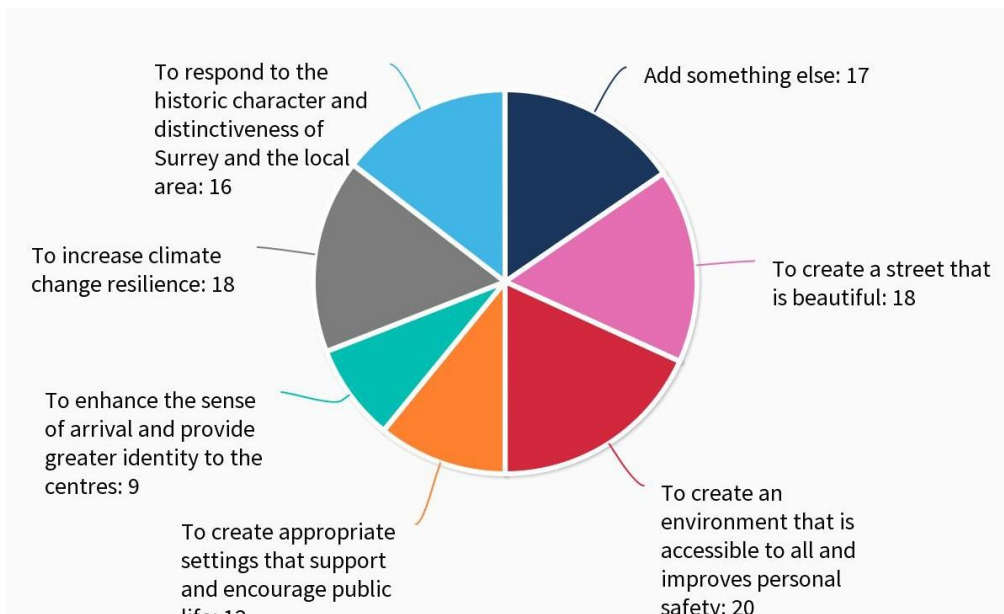




Figure 23: Importance of 'Movement' ambitions

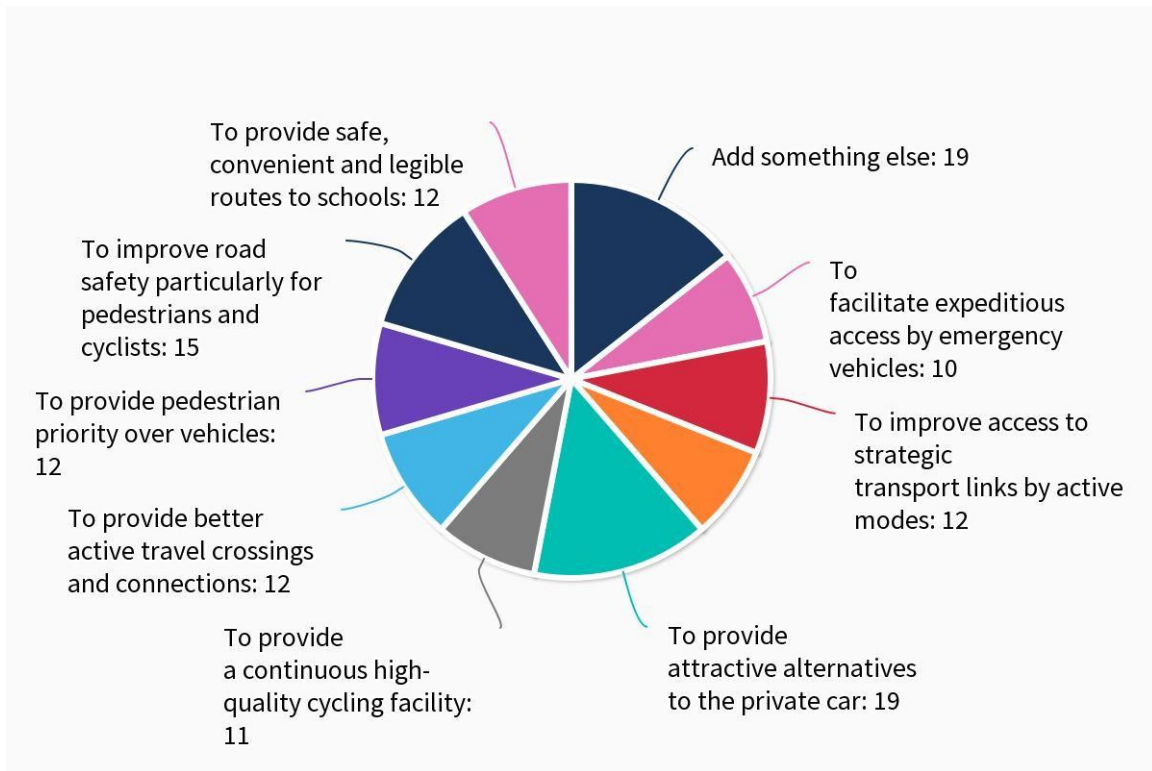


Figure 24 Importance of 'Streets and Public Spaces' ambitions

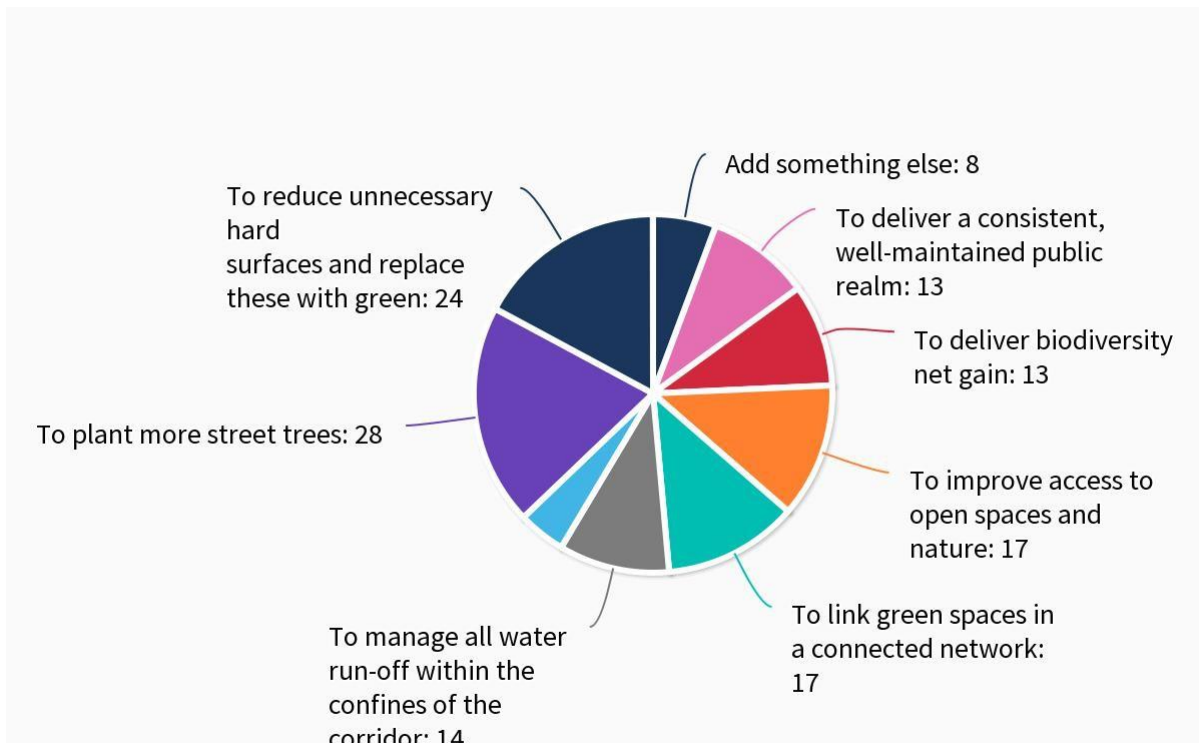
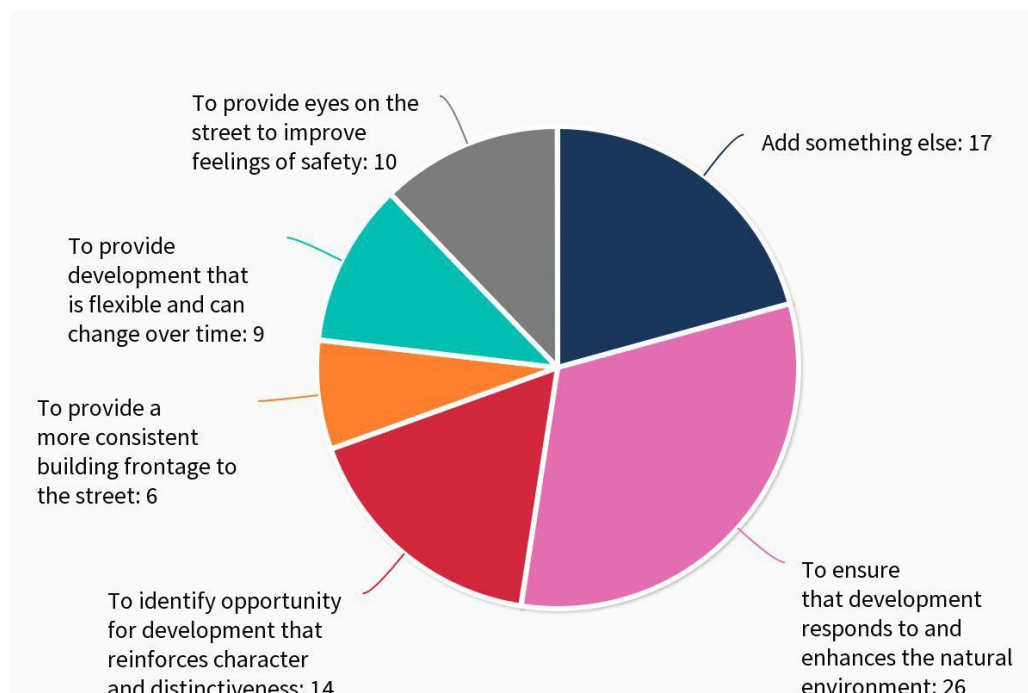




Figure 25 Importance of 'Built Form' ambitions



2.5. Throughout the engagement process RBBC and Surrey County Council (SCC) officers were consulted to receive their feedback. Numerous emails and meetings were exchanged and held during the process of the Design Code, and the key meetings and feedback are listed below.

### Design Code Pathfinder Visit

#### Surrey County Council and Reigate and Banstead Borough Council

23 September 2022

#### Attendees

##### **Surrey County Council (SCC)**

Deborah Fox	Placemaking group manager
Caroline Smith	Planning group manager
Jessica Bramley	Placemaking officer
David Milner	Create Streets – digital code critical friend

##### **Reigate and Banstead Borough Council (RBBC)**

Andrew Benson	Head of Planning
Ian Dunsford	Planning policy manager
Tomas Pugh-Cook	Senior planning policy officer
Hugo Nowell	Director, UIS
Isabel McCagg	Senior urban designer, UIS

##### **DLUHC/ Office for Place**

Adrian Penfold	Advisory Board member, Office for Place
Henry Primarolo	LURB design policy lead, DLUHC
Sarah Allan	Head of Architecture, DLUHC

## Meeting key notes:

- The potential of these two pathfinders to set an example for how joint working can be carried out between two tier councils is strong and should be developed over the course of the pathfinder programme.
  - This narrative was pursued throughout the pathfinder programme and a close working relationship is still held as both RBBC and SCC progress their Code.
- SCC's digital healthy streets county-wide code could do a lot of the heavy lifting for the boroughs and it is important that the teams work closely to ensure there isn't duplication, or that the RBBC can build on the more strategic approach to street design developed by SCC.
  - Building upon the work produced by SCC's Healthy Streets has been one of the main focus documents embedded into the RBBC's Design Code.
- The work produced to date by UIS for RBBC highlights some of the complexity that can arise at the borough level in producing an authority wide code. It would be good to see how this develops so that the complexity is recognised by synthesised into a set of priority locations perhaps, where the code will have most impact (eg, is this in the most populated areas where and more people will benefit from the outcomes of the design code?) or should the code be able to influence or attract new development and its relationship to highways and streets? Masterplanning smaller priority areas might be a way to ensure the code doesn't fall into just setting guiding principles.
  - After the scoping and vision stage of the process, it was determined that the Design Code will benefit from a focus area led approach, which looked into the corridor interface along the A23.
- There was a slight concern about ensuring other key staff in RBBC are influencing the development of the design code, but the project team and consultant team really demonstrated their expertise and this seems as if it could be a very strong project, particularly if more links can be made to the digital modelling work.
  - Key staff members at the Council (including the Place Delivery team) and at SCC have been involved from an early stage to help develop the Code by gaining feedback from expert officers.
- It wasn't clear how the digital model would feed into the code, or vice versa – but this is a vital opportunity to make the code accessible to a range of users and interested parties (communities, other stakeholders and developers).
  - The digital model has been used as a key engagement tool, especially during the stage 3 engagement event, and is being utilised by the Development Management team to start analysing large applications.

## Attendees

### **Surrey County Council (SCC)**

Deborah Fox	Placemaking group manager
Scott Dickson	Senior Transport Development Planning Officer
Mike Green	Transport Development Planning Manager
Jessica Bramley	Placemaking officer
David Milner	Create Streets – digital code critical friend

### **Reigate and Banstead Borough Council (RBBC)**

Ian Dunsford	Planning policy manager
Tomas Pugh-Cook	Senior planning policy officer
Hugo Nowell	Director, UIS
Isabel McCagg	Senior urban designer, UIS
Oliver Davey	Co-Founder + Principal Design Engineer, Urban Movement

## Meeting key notes:

- SCC ask about the facilitation of the code and the status it is likely to adopt which was discussed with SPD being a likely main option.
  - After discussions with DLUHC it was decided that the Design Code will go through the SPD route for adoption.
- SCC ask about the public realm improvement and would like to see redevelopment options incorporated into the codes as they are easier to achieve.
  - Public space is a key factor in the built form and identity chapters to enhance these spaces. Redevelopment through retrofitting is a principle for sustainable design incorporated into the document.
- There was concern raised about meeting the community needs in this code.
  - Communities have expressed their concerns throughout the process with the various engagement events.
- The Design Code will have to balance all the working projects going on, and the bus, walking, cycling improvements must be worked into the code in cohesion with the projects aims.
  - The Code considers various national, regional and local projects and policies to incorporate into the Code. Multiple meetings with appropriate project leaders have been held to avoid any conflicts into the document.
- Street furniture and building materials specifications can be areas to bolster the local character. Building heights and enclosure considerations can help the Code with urbanisation aims. Retrofitting will be challenging to incorporate but should be in the Code.
  - The Code incorporates the materials specifications, street furniture, building heights (as context) into the codes. The SPD also requires applicants to demonstrate retrofitting into applications for sustainable design.
- SCC Highway engineers contact details passed to RBBC.

- A meeting was held on March 21<sup>st</sup> to discuss the Code with the SCC highway engineers.

## **Design Code Roundtable Discussion with Development Management Colleagues Reigate and Banstead Borough Council**

18<sup>th</sup> May 2023

### Attendees

#### **Development Management Team**

Steven Lewis	Development Management Manager
Hollie Marshall	Senior Planning Officer
Natalia Achilleos	Senior Planning Officer

#### Meeting key notes:

- Concern towards the guidance areas of the Code being too flexible for developers to bypass.
  - The guidance presented is built upon previous work such as the SCC Healthy Streets guidance.
- It was raised that Design Codes in built up areas are very challenging with what you can actually develop going forward.
  - The Code is not expected to identify any sites for development as it is outside the realms of a SPD, but it does identify some opportunities that users can consider.
- The Development Management team is very limited with time and resources and so there is concern about the use of the SPD.
  - The SPD is designed to be well structured and easy to navigate to save time.
- A checklist is important and helpful for the users but doesn't want to be seen as a tickbox exercise.
  - The checklist at the end of the chapters are designed to be a tracker to help users keep track of the codes to consider. They can be a useful and streamlined way to consider the codes.
- Concern was raised towards the 'must' requirements being prescriptive and difficult to find the flexible angles.
  - The Design Code sets out a set of rules for development to follow and be stricter than guidance in some aspects where there are policies hooks already.
- The corridor contains 'ribbon development', but the area around it is important to consider.
  - The Code is focussed on the A23 corridor but considers the greater area within the boundaries of the study area.

- 2.6. Comments received from officers regarding the draft SPD were received through email exchange outside of the meetings and roundtable discussions. The main summary of such comments received are displayed in Table 5 below, along with the response to the Design Code.

*Table 5 Summary of general comments received from Officers and how it is addressed in the Design Code*

<b>Summary of General Comments from consulted RBBC and SCC Officers</b>	<b>How the feedback is addressed in the Design Code</b>
Consider the right tree and planting species as the wrong species in certain areas can actually add to the pollution impact.	Existing trees and plants are to be retained and enhanced if possible, and new tree species must be native and/or ecologically compatible to the soils and subsoils where they will be planted.
Concern raised towards the hedge and shaw buffers south of Redhill that provide a buffer from harming the local Wealden character.	The hedge features are to relate harmoniously with the local conditions and character and to be retained where existing planting exists.
The A23 corridor contains listed mileposts that need to be retained.	The heritage assets along the A23 are to be enhanced and strengthened and the text now references the listed mileposts as examples.
Concerns raised on detailing of illustrations.	Illustrations amended to reflect the feedback.
Code ID2 – Building Design, doesn't reference the Local Character and Distinctiveness SPD.	Amendments in the text with reference to the document.
Suggestion to remove the Cambridge Hotel, Bonehurst Road from the Design Code Enhancement Sites due to the lack of redevelopment potential.	The site was reassessed and removed from the list.
Green infrastructure is well picked up in the document, but the concept of blue infrastructure is lacking. Suggestion to rename 'Flood Resilience and SUDs' to 'Blue Infrastructure'.	The amendments have been reflected with a rename to blue infrastructure.
Code N1 could be significantly developed to explore access to nature and the green spaces identified.	The existing green network is explored and the diagram highlights key cycle and pedestrian routes to help improve access to the existing green spaces.
Concerns over the lack of vernacular and traditional examples of design throughout the document.	The document has been checked to show as many local vernacular and traditional examples as appropriate.

### 3. Next Steps

- 3.1. The Council's Planning Policy Service will hold a statutory consultation on the draft SPD, planned to be held for a minimum of six weeks between December 2023 and January 2024. We will invite comments by emailing and writing to the "specific" and "general" consultees, and "prescribed bodies" (for the Duty to Co-operate organisations) as specified in the Local Planning Regulations, and other individuals and organisations registered on the Council's Planning Policy database for planning consultation purpose. RBBC will make the documents available on our website and in paper format in the main Town Hall and at the six libraries in the borough.
- 3.2. The consultation draft Supplementary Planning Document (SPD), the Sustainability Appraisal and Habitats Regulation Assessment Screening Statement will be available on the Council's website on its [Planning Emerging SPD webpage](#).
- 3.3. Following the formal consultation period, this Initial Consultation Statement will then be updated with a list of who we consulted on the draft SPD, a summary of the comments received, and how those comments have been addressed in finalising the SPD.
- 3.4. The draft SPD will then be amended to take account of consultation responses received, and any other matter the Council thinks relevant (as specified in Section 23(1) of the Planning and Compulsory Purchase Act 2004 (as amended)).
- 3.5. The SPD will be put to the Council's Executive in March 2023 for adoption. Following its adoption, the SPD will be a material consideration to inform the production of sustainable design in the Design Code area. The Code will be used by a variety of users, including the Council when assessing planning applications.

# APPENDIX 1 – Commonplace respondents

Commonplace responses received on Map-based survey between the dates of 09/08/2022 - 18/11/2022																								
date	agreements	latitude	longitude	Postcode	Road	Ward/Suburb	District/Town	How does this place make you feel?	What is the name of the place or feature you are commenting on?	Is this located in one of the following areas?	Why is this place or feature of interest to you?	(If applicable) How do you usually travel around this area?	Which overarching Design Code theme does your comment relate to?	What aspects do you like about this place (if any)?	"This feature or place needs to change"	What would make this a better place?	Would you like to share any images of this place or feature?	Any other comments? - (62ea31e183ed440012de12d2) - Leave a comment on our map	How do you usually travel around the area?	What is your age group?	What is your connection to the area?	What is your employment status?	Agreements made	Agreements received
2022-08-09T08:32:37.281Z	1	51.19448159	-0.164043814	-	-	-	-	Unhappy	Balcombe Road	Horley	I drive here	By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected	Strongly agree	Improving usability		The comment is about Balcombe Road in its entirety. The road is the only North-South connection between Redhill all the way down to Horley (on this map only, in reality it continues South). This road has been continuously loaded with cars from new developments on each side of the road throughout its length on the map. It's a vital connection line and it's massively overloaded with no alternative road parallel to it. It's also the main access line to East Surrey Hospital. No matter how nice and beautiful and functional the "corridor" will be access to it will continue to be a disaster if the road is not enlarged, or doubled. I would focus my full attention on ACCESS to this corridor as a priority rather than on any other aspect.	By car	55-64	-	Retired	C	1
2022-08-09T08:43:09.675Z	1	51.218002	-0.168066311	RH1 5GT	Three Arch Road	Whitebushes	Redhill	Dissatisfied	Train station	Redhill	I come here for my health and wellbeing	Cycling, By car, By train	Active travel (cycling, walking, etc.)	None	Strongly agree	Improving access		There should be a train station here to provide access to the hospital by train. This would significantly reduce the amount of motor vehicle traffic and the need for so much parking for these vehicles. It would also benefit staff working at the hospital.	Cycling, By car, By train	55-64	I commute through the area, I visit here	Working full-time	C	4
2022-08-09T08:50:02.887Z	3	51.17418862	-0.159315611	RH6 9HW	Station Road	Meath Green	Horley	Neutral	Cycling infrastructure	Horley	I come here to walk and cycle	Cycling	Active travel (cycling, walking, etc.)	None	Agree	Improving usability, Improving access, Enhancing safety, Enhancing opportunities for health and wellbeing		NCN 21 which (in this area) connects Redhill and Gatwick Airport/Crawley has a serious gap through the centre of Horley. There is no safe route through the town.	Cycling, By car, By train	55-64	I commute through the area, I visit here	Working full-time	C	4
2022-08-10T14:40:07.999Z	1	51.21591889	-0.319763986	RH5 4TH	Lake View	-	-	Unhappy	Flint Hill	Dorking	I live near here	Walking, Cycling, By car, By bus	Active travel (cycling, walking, etc.)	It is well connected	Strongly agree	Improving usability, Enhancing safety, Traffic calming			-	-	-	-	C	1
2022-08-17T18:19:51.518Z	1	51.23912425	-0.166734231	RH1 4BW	Fenton Close	Earlswood	Redhill	Happy	Recent housing developments	Redhill	I travel on public transport through the area, I live near here	Walking, By car	Possibility for development or change	High design quality	Neutral	Opportunity for high quality development, More trees or planting		Recent housing developments around Redhill station are an excellent example of how flats can be beneficial to local areas. In order to help with the housing crisis, and the exceptionally high cost of housing, more developments such as this should be planned.	Walking, By car	16-24	-	Student	C	1
2022-08-17T18:34:49.824Z	1	51.2233371	-0.175632477	RH1 6HB	Horley Road	Earlswood	Redhill	Satisfied	Earlswood Common	Redhill	I live near here, I come here for my health and wellbeing, I connect with nature here	Walking	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is accessible, The green space, The nature and wildlife, It feels safe, It improves my health	Agree	Enhancing green spaces, Enhancing biodiversity, Enhancing beauty and/or design quality, More trees or planting		Earlswood and Redhill Commons are steeped in history, however the information boards are quite limited on the history. The information boards do not fit with the character, bring green and metallic for a municipal park rather than Nature Reserve. Transition from golf course to a great green space is very slow. Careful tree planting, to break up the golf course required. New picnic area and tables and a cafe that blends properly. There should be a Friends Of group.	Walking, By car	45-54	I live here, I commute through the area, I visit here	Working full-time	C	3
2022-08-17T18:50:54.281Z	0	51.23961642	-0.16681603	RH1 1FG	Marketfield Way	Earlswood	Redhill	Dissatisfied											Walking, By car	45-54	I live here, I commute through the area, I visit here	Working full-time	C	3
2022-08-17T18:58:04.575Z	2	51.21754124	-0.171113041	RH1 5GS	Three Arch Road	South Earlswood	-	Dissatisfied	Three Arch Road junction.	Salfords	I live near here, I come here to walk and cycle, I drive here	Cycling, By car	Active travel (cycling, walking, etc.), Green spaces & links	None	Strongly agree	Improving access, Improving connections, Improving usability, The cycle path seems to disappear when cycling from Earlswood Common to the hospital and Royal Earlswood			Walking, By car	45-54	I live here, I commute through the area, I visit here	Working full-time	C	3
2022-08-17T20:20:07.244Z	1	51.19140629	-0.163670288	RH1 5EX	unnamed road	Salfords and Sidlow	-	Unhappy	Poor road layout	Salfords	I travel on public transport through the area, I drive here	By car, By bus	Design quality (i.e. the functionality and/or aesthetic quality of the feature), Possibility for development or change, Green spaces & links, Active travel (cycling, walking, etc.), Failure of current layout to promote good traffic flow thus reducing pollution	None	Strongly agree	Improving access, Improving usability, Creating a more healthy environment, Reduced congestion and environmental improvements		The current layout for Lawsons and the proposed supermarket is hindering good traffic flow this should be accommodated from the new Westvale access road potentially also incorporating a much improved waste and recycling facility	By bus, By car	45-54	I commute through the area	Working full-time	5	2
2022-08-17T20:27:05.806Z		51.20268201	-0.166725357	RH1 5GR	Napier Close	Salfords and Sidlow	-	Unhappy	Bus lanes required	Salfords	I travel on public transport through the area	By bus	Improving public transport journey times	None	Strongly agree	Improving access, Improving usability, Better facilities, Adding a bus lane would aid more reliable bus services at peak times		The dual carriageway section should be converted to include a bus lane to improve journey times and encourage switch to public transport.	By bus, By car	45-54	I commute through the area	Working full-time	5	2
2022-08-18T13:49:49.564Z	0	51.2394356	-0.168098224	RH1 1RD	Marketfield Road	Earlswood	Redhill	Happy	The Rise, Marketfield Way	Redhill	I live near here	Walking	Possibility for development or change	It is well connected, It is accessible, The retail offer				I am excited to see if the new Marketfield Way development acts as a catalyst for further improvements in the area.	Walking	45-54	I live here, I work here	Self-employed	2	0
2022-08-18T13:58:25.347Z		51.23205343	-0.171816624	RH1 6ET	Hooley Lane	Earlswood	Redhill	Happy	Woodlands Green	Redhill	I live near here, I come here for my health and wellbeing, I come here to exercise	Walking	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	The green space, The nature and wildlife	Neutral	Better facilities, Enhancing beauty and/or design quality	<a href="https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1660832077/projects/62c5532f0952645839ce80dc/respondent-upload/csbkg8nisyrbp8_h7jxw6.jpg">https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1660832077/projects/62c5532f0952645839ce80dc/respondent-upload/csbkg8nisyrbp8_h7jxw6.jpg</a> , <a href="https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1660832078/projects/62c5532f0952645839ce80dc/respondent-upload/g02thpxzbszku_soi6hw.jpg">https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1660832078/projects/62c5532f0952645839ce80dc/respondent-upload/g02thpxzbszku_soi6hw.jpg</a>	This is a beautiful, well utilised, green space. It would be great if we could improve the street furniture (specifically the design of the broken, plastic bins). See photos attached to this pin.	Walking	45-54	I live here, I work here	Self-employed	2	0

2022-08-18T14:02:30.280Z		51.24036888	-0.167662785	RH1 1NN	Station Road	Earlswood	Redhill	Unhappy	Brick wall facing onto shops	Redhill	I live near here	Walking	Possibility for development or change	It is well connected	Strongly agree	Retail and shops		Walking	35-44	-	Working full-time	C	2
2022-08-18T14:06:25.122Z	1	51.24141787	-0.165828727	RH1 1JY	Ladbroke Road	Earlswood	Redhill	Unhappy	Station Car Park	Redhill	I live near here	Walking	Green spaces & links	It is well connected	Strongly agree	Enhancing green spaces, Opportunity for high quality development, Changing its use	Undesirable walking route to Memorial Park. Busy road and unattractive car park	Walking	35-44	-	Working full-time	C	2
2022-08-18T14:09:36.046Z		51.24044993	-0.169534655	RH1 1RJ	Station Road	Earlswood	Redhill	Dissatisfied	Redhill High Street	Redhill	I live near here	Walking	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected	Strongly agree	Retail and shops, Changing its use, Enhancing beauty and/or design quality		Walking	35-44	-	Working full-time	C	2



2022-08-18T14:11:57.974Z	1	51.24210365	-0.167698849	RH1 1LY	London Road	Earlswood	Redhill	Dissatisfied	Link to Park	Redhill	I live near here	Walking	Green spaces & links	None	Agree	Improving connections, Improving views, Better Connections to Park		Walking	35-44	-	Working full-time	C	2	
2022-08-18T16:44:43.662Z		51.17473592	-0.153013817	RH6 9AT	unnamed road		Horley	Dissatisfied	Smallfield road/wheatfield way roundabout		I live near here, I connect with nature here, I come here to walk and cycle, I connect with my community here, I drive here	Walking, Cycling, By car	Active travel (cycling, walking, etc.)	The nature and wildlife, It feels safe	Strongly agree	Improving connections, Improving access, Enhancing safety		Walking, Cycling, By car	45-54	I work here, I live here	Working part-time	C	0	
2022-08-18T16:52:40.534Z		51.17456013	-0.158191024	RH6 9AQ	Smallfield Road	Meath Green	Horley	Dissatisfied	Smallfield road		I live near here, I work near here, I come here to walk and cycle, I connect with my community here	Walking, Cycling, By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It feels safe	Agree	Enhancing biodiversity, Enhancing green spaces, Improving views, More trees or planting			This is a very drab looking part of smallfield road. There's very little planting, lots of concrete, buildings, cars, roads. Some trees to soften the look and feel, bring some shade when walking into town, improve wellbeing					
2022-08-19T16:34:53.325Z	0	51.204249	-0.160624332	RH1 5JN	Honeycrock Lane	Salfords and Sidlow		Dissatisfied	National Cycle Network 2 / Avenue Verte - London to Paris	All of the above	I come here to walk and cycle, This is an international route that isn't marked on your map	Cycling, Walking, By train	Active travel (cycling, walking, etc.), Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature), Possibility for development or change	It is well connected, It is accessible, It gives me a sense of well-being, It improves my health	The whole of the route here needs upgrading.	Improving connections, Improving access, Improving usability, Enhancing green spaces, Enhancing biodiversity, Better facilities, Enhancing safety, Improving views, Opportunity for high quality development, Opportunities for play, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment, Enhancing opportunities for health and wellbeing, Connecting with local services, Helping tourism and links to London/Paris		Walking, Cycling, By train	55-64	-	Working full-time	C	0	
2022-08-20T08:51:56.167Z	1	51.21801942	-0.171179595	RH1 5GS	Three Arch Road	Whitebushes	Redhill	Unhappy										By bus, By car	45-54	I commute through the area	Working full-time	5	2	
2022-08-20T09:05:24.310Z		51.21946622	-0.172906548	RH1 5HG	Woodhatch Road	South Earlswood		Unhappy	Relocation of the council recycling centre	Redhill	I work near here, I travel on public transport through the area, I drive here	By car	Possibility for development or change	None	Strongly agree	Changing its use		By bus, By car	45-54	I commute through the area	Working full-time	5	2	
2022-08-20T09:18:26.217Z	0	51.21437108	-0.160297339	RH1 5LY	Spencer Way	Whitebushes		Dissatisfied	Bus service enhancements	Redhill	I live near here, I come here to walk and cycle, I connect with my community here, I travel on public transport through the area, I drive here, I shop here, The sense of community	Walking, By car	Promoting greener transport and reducing pollution	It feels safe, It feels comfortable	Strongly agree	Improving connections, Improving access, Improving usability, Better facilities, Enhancing safety, Improving views, Creating a more healthy environment, Enhancing opportunities for health and wellbeing, Connecting with local services		By bus, By car	45-54	I commute through the area	Working full-time	5	2	
2022-08-20T09:30:45.273Z		51.24030037	-0.166320616	RH1 1JY	Ladbroke Road	Earlswood	Redhill	Dissatisfied	Improved public transport	Redhill	I travel on public transport through the area, I drive here, I shop here, The sense of community, I live near here, I come here for relaxation, I come here to socialise with friends and family, I come here for my health and wellbeing	Walking, By car, By bus, By train	Active travel (cycling, walking, etc.), Design quality (i.e. the functionality and/or aesthetic quality of the feature), Possibility for development or change, Green spaces & links	It is well connected	Strongly agree	Improving connections, Improving access, Improving usability, Enhancing green spaces, Enhancing biodiversity, Better facilities, Enhancing safety, Improving views, Opportunity for high quality development, Changing its use, Retail and shops, Opportunities for play, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment, Enhancing opportunities for health and wellbeing, Connecting with local services		By bus, By car	45-54	I commute through the area	Working full-time	5	2	

2022-08-20T09:41:28.943Z		51.24110183	-0.204150544	RH2 0QG	Rushworth Road	-	Reigate	Dissatisfied	Bus interchange improvements - Reigate BR	Redhill	I work near here, I travel on public transport through the area	Walking, By car	Active travel (cycling, walking, etc.), Design quality (i.e. the functionality and/or aesthetic quality of the feature), Green spaces & links	None	Strongly agree	Improving connections, Improving access, Improving usability, Enhancing biodiversity, Enhancing safety, Creating a more healthy environment, Connecting with local services		Can we reroute buses 430/435 down Rushworth Road to accommodate easier transition from rail to bus.	By bus, By car	45-54	I commute through the area	Working full-time										
2022-08-23T20:29:54.606Z		51.17202665	-0.15846634	RH6 9HG	Rosemary Lane	Meath Green	Horley	Neutral											By car	35-44	I live here	Working full-time										
2022-08-31T16:18:49.747Z		51.23929578	-0.167349196	RH1 1EU	Marketfield Way	Earlswood	Redhill	Unhappy	Flat developments	Redhill	I live near here, I work near here, I come here to walk and cycle, I shop here	Walking, By car, Cycling	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving views, Enhancing beauty and/or design quality		The proliferation of high-rise development has very negatively changed the appearance of the town centre. It now feels like a mini-Croydon made of modern, miserabilist flat blocks of no architectural merit. It's now simply another town to get through as quickly as possible but I'm now stuck with it until I move. The change of all the offices to residential flats has also had a hugely negative impact as the population density has increased hugely along with the associated issues that it creates. In all, the current scale of development is basically disastrous and has destroyed what used to be a tolerable townscape. Just awful.	Cycling, By car	45-54	I live here, I work here	Working full-time										
2022-08-31T17:51:44.810Z		51.22578808	-0.167745825	RH1 6TN	Princes Road	Earlswood	Redhill	Happy	Brambletyne park road - open space	Redhill	I live near here, I come here for relaxation, I come here for my health and wellbeing, I connect with nature here, I come here to walk and cycle, I come here to exercise	Walking	Green spaces & links	The green space, The nature and wildlife, It is beautiful	Strongly Disagree	Enhancing biodiversity																
2022-08-31T21:10:02.448Z		51.20176364	-0.159226309	RH1 5HN	Dunraven Avenue	Salfords and Sidlow	-	Happy		Salfords		Walking	Design quality (i.e. the functionality and/or aesthetic quality of the feature), Green spaces & links	The green space, The nature and wildlife, It feels safe, It feels comfortable, The views, It improves my health, It gives me a sense of well-being	Strongly Disagree	Creating a more healthy environment	<a href="https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1661980596/projects/62c5532f0952645839ce80dc/respondent-upload/8dad19evkxrg_uomm7.jpg">https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1661980596/projects/62c5532f0952645839ce80dc/respondent-upload/8dad19evkxrg_uomm7.jpg</a> , <a href="https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1661980598/projects/62c5532f0952645839ce80dc/respondent-upload/hwoxsshskdcbh_8vuq8a.jpg">https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1661980598/projects/62c5532f0952645839ce80dc/respondent-upload/hwoxsshskdcbh_8vuq8a.jpg</a>		Walking	55-64		Working full-time										
2022-08-31T21:21:49.113Z	0	51.20151349	-0.167313831	RH1 5BZ	Brighton Road	Salfords and Sidlow	-	Neutral	Dual carriageway	Salfords	I live near here	Walking, By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Agree	Enhancing beauty and/or design quality, Enhancing safety		I cross this road every morning to go for my walk as do many local residents who are not going to walk to the crossing. Which the timing for pedestrians is terrible. I understand this is a junction to the industrial estate but the speed of some cars due to the dual carriageway makes it dangerous for those who cross including children going to the station to get the train to school	Walking	55-64		Working full-time										
2022-09-01T07:23:24.939Z		51.23430772	-0.171144962	RH1 6QT	Brighton Road	Earlswood	Redhill	Dissatisfied	Retail Shops	Redhill	I live near here, I work near here, The sense of community, I shop here	Walking, By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving connections, Improving access, Improving usability, Enhancing safety		Shops here have minimal chance due to poor access. Having to cross a busy street to get to them and poor footfall opportunity due to distance from Redhill centre means these shops have little opportunity to survive and prosper.														
2022-09-01T12:16:28.310Z	0	51.24282854	-0.171415613	RH1 1EQ	North Street	Earlswood	Redhill	Dissatisfied	Road	Redhill	I live near here, I come here to socialise with friends and family	Walking, By car	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature), Possibility for development or change	The green space	Strongly agree	Enhancing green spaces, Enhancing safety, Changing its use, More trees or planting, Creating a more healthy environment		North Street is a cut through from the town centre for vehicles who often drive at excessive speed making it dangerous for pedestrians. The Area would be suitable to become a LTN by blocking off North Street before the junction with Park road, creating a no traffic area with separate paths for Cycles and pedestrians by the existing green space which could also be extended. If Gloucester Road and Warwick Road were also made into a one-way circle then some of the Road could be taken to create segregated cycle path.	Walking, By car, By bus, By train	55-64	I live here	Unemployed										
2022-09-01T15:54:40.816Z	2	51.1911338	-0.163756007	RH1 5EX	unnamed road	Salfords and Sidlow	-	Unhappy			I live near here, I travel on public transport through the area	By car, By bus	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving traffic flow		With two sets of traffic lights within 100 metres of each other, and with apparent priority to traffic joining Bonehurst Road, early morning congestion is a regular and unnecessary occurrence. Why and how two sets of independent lights were approved in the first instance is a mystery.														
2022-09-01T18:25:25.783Z	0	51.2398702	-0.167040102	RH1 1UF	Marketfield Way	Earlswood	Redhill	Dissatisfied	Marketfield Way	Redhill	I drive here, I shop here	By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving usability, Enhancing safety		Marketfield Way going from the Reading Arch into the Station roundabout, is currently very poorly lit and when it is dark and rainy, visibility is very poor. I am hoping that there will be streetlighting on the left hand side of the road, as currently it is non-existent. My other comment is that there is far too much development in the area, with no provision being made for extra water resources, ie reservoirs etc, the local infrastructure is already overloaded and unable to cope. Please stop any more development along this corridor. Thank you	By car		I live here	Retired										
2022-09-03T19:59:25.157Z	1	51.18082986	-0.177623745	RH6 8HA	Parkhurst Road	Greenfields	Horley	Unhappy	Cycle Paths	Salfords	I come here to walk and cycle	Cycling	Active travel (cycling, walking, etc.)	It is dangerous. Cyclists have no right of way and cars are allowed to park on the cycle path	Strongly agree	Improving usability																
2022-09-04T08:41:44.335Z		51.23865885	-0.167740752	RH1 1SH	Marketfield Way	Earlswood	Redhill	Unhappy	Walkability and design in the area	Redhill	I live near here, I connect with nature here, I come here to walk and cycle, I come here to exercise, I connect with my community here, I travel on public transport through the area, I drive here, I shop here, The sense of community, I come here for relaxation, I come here to socialise with friends and family, I come here for my health and wellbeing	Walking, By car, By train	Active travel (cycling, walking, etc.), Green spaces & links, Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected, The green space, The nature and wildlife, It feels comfortable	Strongly agree	Improving usability, Improving access, Enhancing green spaces, Opportunity for high quality development, Retail and shops, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment, Enhancing opportunities for health and wellbeing, Connecting with local services																

2022-09-04T08:49:39.891Z	3	51.23876782	-0.167546956	RH1 1EU	Marketfield Way	Earlwood	Redhill	Unhappy	Walkability and design in the area		I live near here, I come here for relaxation, I come here to socialise with friends and family, I come here for my health and wellbeing, I connect with nature here, I come here to walk and cycle, I come here to exercise, I connect with my community here, I travel on public transport through the area, I shop here, I drive here, The sense of community	Walking, By car, By train	Active travel (cycling, walking, etc.), Green spaces & links, Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected, The green space, The nature and wildlife	Strongly agree	Improving access, Improving usability, Enhancing green spaces, Better facilities, Enhancing safety, Improving views, Opportunity for high quality development, Retail and shops, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment, Enhancing opportunities for health and wellbeing, Connecting with local services	- extremely poor walkability: the area is mainly designed for car traffic with poor pedestrian connections from one place to another, narrow pavements or no pavements at all in many cases making roads unavailable to pedestrians. Life happens with a constant background of heavy car traffic and pollution, joggers running near cars, strollers pushed near cars, going for a walk with the constant noise of cars. We need roads that have less traffic or no traffic, connecting towns, villages, parks and points of interest on foot, are pedestrian focused, are not crowded. Pavements should be a bit larger and more pavements should be added to make further areas walkable. - poor design in some cases: I have no issue with having new developments as long as the design is integrated properly and is of actual high quality. The facade of the new cinema is poor quality in terms of materials used for the brown tiles, the design/colour is not properly integrated. The Water Colour development was created in a beautiful area but design is low quality and it's a pity given the surroundings and potential. We need proper high quality design. - more new shops (hopefully other than chain) and service businesses needed in the Redhill area. It looks a bit run down as it is and in need of a refresh. - also want to thank you for this open consultation and for working to fix the parts that need attention. The area can be developed in a great way, looking forward to see it grow to its potential	Walking, By car, By train	35-44	I work here, I live here	Working full-time									
2022-09-04T08:51:38.027Z		51.20342258	-0.152979829	RH1 5JT	Axes Lane	Salfords and Sidlow	-	Satisfied										By car	35-44	I live here, I visit here	Working full-time									
2022-09-05T10:53:21.147Z		51.1909851	-0.163583305	RH1 5EX	Bonehurst Road	Salfords and Sidlow	-	Unhappy	Traffic lights	Horley	I live near here, I travel on public transport through the area, I drive here	By car, By bus	Possibility for development or change	None	Strongly agree	Improving usability	These traffic lights cause regular traffic jams back to the Chequers roundabout and along Brighton Road (where Tesco local is sited). Once you have driven through the lights the traffic moves well, so the congestion must be solely caused by the incorrect or unsuitable phasing of these lights.	By car, Walking, By bus	45-54	I work here, I commute through the area, I live here	Working full-time									
2022-09-05T11:13:10.600Z	1	51.19433803	-0.163478963	RH1 5EQ	Bonehurst Road	Salfords and Sidlow	-	Dissatisfied	A23 Industrial area	Salfords	I live near here, I travel on public transport through the area, I drive here	By car, By bus	Possibility for development or change	None	Strongly agree	Improving access, Enhancing safety	There are frequently large lorries stopped on the road here, waiting to access the industrial sites or garages, and with bollards/traffic islands they can be tricky to negotiate. Also, vehicles pulling out from these premises sometimes do so indiscriminantly and at speed.	By car, Walking, By bus	45-54	I work here, I commute through the area, I live here	Working full-time									
2022-09-05T11:29:21.493Z	0	51.20093489	-0.167032499	RH1 5GL	Bonehurst Road	Salfords and Sidlow	-	Neutral	Verges in Salfords	Salfords	I drive here, I travel on public transport through the area	By car, By bus	Green spaces & links	The green space	Agree	Enhancing green spaces, Enhancing biodiversity, More trees or planting	There is lots of green space here (verges, central reservations). They could be planted with wildflowers and managed in a way that assists biodiversity and provides a nicer visual aspect.	By car, Walking, By bus	45-54	I work here, I commute through the area, I live here	Working full-time									
2022-09-06T14:17:18.414Z		51.24023114	-0.166722311	RH1 1PA	The Stations Roundabout	Earlwood	Redhill	Unhappy	The ugliest Gateway to Redhill	Redhill	I live near here, I drive here, I shop here, I travel on public transport through the area, The Front Door to Redhill	Walking, Cycling	Active travel (cycling, walking, etc.), Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected, None	Strongly agree	Enhancing biodiversity, Improving connections, Improving access, Enhancing safety, Improving views, Opportunity for high quality development, Enhancing beauty and/or design quality, More trees or planting, Connecting with local services, Big opportunity to put people first, reduce the dominance of vehicles and create an attractive welcoming (possibly partly green) gateway to Redhill. This is Redhill's front door and it currently says 'you are not welcome! A complete redesign would be welcome to reorganise the station, bus station, pedestrian access to the high street														
2022-09-06T20:27:50.544Z	0	51.22308079	-0.183771494	RH1 6LD	Pendleton Road	Meadvale	Reigate	Neutral	Earlwood common	Redhill	I come here to walk and cycle, I come here to socialise with friends and family, I come here for my health and wellbeing, I come here to exercise	Walking	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature), Active travel (cycling, walking, etc.)	The green space, The nature and wildlife	Agree	Improving usability, Enhancing green spaces, Enhancing biodiversity, Better facilities, Opportunities for play, Enhancing beauty and/or design quality, More trees or planting, Enhancing opportunities for health and wellbeing, Creating a more healthy environment	The grounds were meant to be transitioned from a golf course to an area to help it's bio diverse ecosystem. I think design needs to be taken to improve the use of the land, such as a play area for children than crossing the Pendleton road, picnic areas, walk ways more plants, trees, flowers than leaving the land to grow. Adding a better car park and access for all around the land such as disabled routes and cycle paths etc to use the land to its full potential inviting people and wildlife.													
2022-09-06T20:39:35.943Z		51.22024889	-0.185444108	RH2 7QH	Woodhatch Road	Meadvale	Reigate	Neutral	Woodhatch road path to Felland way		I come here to socialise with friends and family, I come here to walk and cycle	Walking	Possibility for development or change	None	Strongly agree	Improving connections	A crossing would be helpful to provide safer crossing. Many use the bus stops and the road is fast. Since the bus layby has been taken away has caused the road to be more chaotic if a bus stops heading towards Salford's. A crossing upon this rise of the road would help to provide a easier way for the elderly and children to cross													
2022-09-06T20:44:49.508Z		51.18934626	-0.195665737	RH6 0HU	Westvale Road	Salfords and Sidlow	-	Dissatisfied	Westvale roundabout	Horley	I live near here	By car	Possibility for development or change	It is well connected, It is accessible, The nature and wildlife	Strongly agree	Improving connections, Improving access, Improving usability, Enhancing safety	The round about needs better definition of the directions each lane is used for also lines in the round about to keep all traffic in the right place. Many near misses have been seen where people use the wrong lane to cross the road about or cars cutting into the lane of another.													
2022-09-06T20:50:49.419Z		51.18246314	-0.187650408	RH6 8GU	unnamed road	Greenfields	Horley	Dissatisfied	Path and playground	Horley	I live near here, I come here for relaxation, I come here to socialise with friends and family, I come here for my health and wellbeing, I connect with nature here, I come here to walk and cycle, I come here to exercise, I connect with my community here	Walking	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It feels safe, The nature and wildlife, The green space	Strongly agree	Improving connections, Improving access, Improving usability	The path is not finished and does not connect to the road or stile or if required to be extended to the other part of the estate to connect through the other fields along the front. The grass land here has not been seeded but when ploughed it seemed weeds were added which needs addressing. The playground here has also not been completed and is not being over grown by weeds.													



2022-09-30T16:49:58.871Z	51.21778313	-0.171229387	RH1 5GS	Horley Road	Whitebushes	Redhill	Dissatisfied	Poor road layout	Redhill	I live near here, I come here for relaxation, I come here to socialise with friends and family, I come here for my health and wellbeing, I come here to walk and cycle, I come here to exercise, I connect with my community here, I travel on public transport through the area, I drive here, I shop here	Walking, By car, By bus	Design quality (i.e. the functionality and/or aesthetic quality of the feature), Possibility for development or change	None	Strongly agree	Improving connections, Improving access, Improving usability, Better facilities, Enhancing safety, Creating a more healthy environment	There was a plan to remodel this junction that is often congested with local residents, Hospital/Redhill Aerodrome traffic and through traffic. The original consultation failed to look at a large enough scope of works with congestion on the approaches a nightmare. Maple Road needs parking bays or lay-by to aid traffic flow especially when buses are there. The A23 southbound needs a longer filter lane towards the hospital. A redesign is needed on the northbound approach to aid flow when hospital queues are back to the junction and Three Arch Road needs widening with dual carriageway status (one bus lane plus one general lane eastbound) (two westbound lanes dividing into three on the west side of the railway line to allow hospital roundabout to A23 South to flow better and potentially traffic heading into Maple Road which could have the green light as traffic exits Maple road. Pedestrian access on both sides needs improving including better crossing to the football club and ideally a partial opening of the Southern arch for a relocated foot and cycle path thus allowing the current middle arch footpath to be incorporated into a wider roadway to reduce potential delays to emergency vehicles.	By bus, By car	45-54	I commute through the area	Working full-time	5	2
2022-09-30T16:59:17.171Z	51.21986245	-0.171881878	RH1 6PN	Horley Road	Whitebushes	Redhill	Neutral	Dangerous layout by council tip	Redhill	I travel on public transport through the area, I drive here, I live near here	By bus, By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving access, Improving usability, Enhancing safety, Better facilities, Changing its use, Creating a more healthy environment	The access and egress to the current council tip/recycling centre is less than ideal and can cause congestion at peak times. Poor line of sight is also a concern when leaving the site. Either improvements to this site are required or consideration should be given to relocate the recycling centre to off the new Westvale Park access road to the south of Salfords.	By bus, By car	45-54	I commute through the area	Working full-time	5	2
2022-09-30T21:23:55.605Z	51.20338243	-0.153489153	RH1 5JT	Picketts Lane	Salfords and Sidlow	-	Unhappy	Staggered Junction	Salfords	I live near here	Walking	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	The views	Agree	Enhancing safety	Pathways and the tarmac along this stretch between here to Perrywood are in disrepair. All surrounding roads and pathways have been resurfaced over the past 5 years, except this stretch of road. Pathway near junction is narrow, overgrown and dangerous as pedestrians must navigate the curbside alongside traffic.	-	-	-	-	C	C
2022-10-01T00:08:57.935Z	51.24028422	-0.167033624	RH1 1RJ	Station Road	Earlwood	Redhill	Unhappy			I live near here, I drive here	Walking, By car	Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Agree	Improving usability, Enhancing green spaces, Changing its use, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment	The road gets very jammed up due to have a bus station, train station, busy junction and multiple predestination crossings in a very small area. I think this has been designed a lot better. There is lots of illegal parking near McDonalds. There is a lot of anti social behaviour outside the McDonalds, there is also a lot of litter. Mainly generated from McDonalds purchases.	-	-	-	-	C	C
2022-10-01T06:43:05.815Z	51.17849617	-0.165722768	RH6 7JH	Le May Close	Meath Green	Horley	Neutral	Cycle Lanes	Horley	I live near here	By car, Walking, By bus	Active travel (cycling, walking, etc.)	None	Neutral	Enhancing green spaces, More trees or planting	I would guess that part of the green corridor plan includes the development of the cycle ways being constructed throughout the Borough? This is costing hundreds of thousands of pounds and I wonder what the penalties will be for those cyclists who STILL ride on the main roads totally ignoring these designated lanes. Those already open along the A23 are generally ignored.	Walking, By car, By bus	65-74	I live here	Retired	C	C
2022-10-01T07:10:46.128Z	0 51.21770612	-0.17119277	RH1 5GS	Horley Road	Whitebushes	Redhill	Unhappy	Junction with A23/Maple Rd and Three Arch Rd	Redhill	I live near here, I come here for relaxation, I drive here	By car	Possibility for development or change	None	Strongly agree	Improving access, Improving usability, Enhancing safety, Connecting with local services	We need a roundabout as the traffic lights do not work for us. It would also help if the Hospital had more car parking spaces ie. multi story.	By car, Walking	75-84	-	Retired	C	C
2022-10-06T14:56:07.479Z	51.21770254	-0.166187934	RH1 5LN	Whitebushes	Whitebushes	-	Neutral	Cycle path	Redhill	I work near here, I come here to walk and cycle	Cycling, By car	Active travel (cycling, walking, etc.)	It feels safe, The green space	Strongly agree	Improving usability, Resurfacing cycle path as the unmade road is full of potholes.	This is a good route but the cycle path needs resurfacing as currently it is an unmade up road and full of potholes. It is a much safer way to cycle than by the roundabout at East Surrey Hospital entrance where I have seen several accidents with cyclists/motorists.	Cycling, By car	-	I commute through the area, I work here	Working part-time	C	C
2022-10-08T11:24:19.042Z	51.16834981	-0.163638483	RH6 7PE	Cheyne Walk	-	Horley	Dissatisfied	Cheyne Walk	Horley	I live near here, I come here to walk and cycle	Walking, Cycling	Green spaces & links	It is well connected, It is accessible, It improves my health	Strongly agree	Enhancing green spaces, Enhancing biodiversity, More trees or planting	On a summer's day one avoids walking along Cheyne Walk because it's unbearably hot, there are no trees along this road, it's a sea of concrete and tarmac. The council needs to up its game and start a tree planting program in our town roads, this will help lower the temperature, provide shade for humans and support wildlife biodiversity.	Walking, Cycling, By car, By train	35-44	-	Working full-time	2	C
2022-11-04T20:59:32.652Z	51.17040874	-0.1751782	RH6 8AB	Church Road	Meath Green	Horley	Neutral	Church Road	Horley	I live near here, I come here to socialise with friends and family, The sense of community, Historical value	Walking, By car	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature), Historical value	The green space, Historic Value	Strongly agree	Enhancing beauty and/or design quality, More trees or planting, Enhancing green spaces	As a road of historic value would be nice to enhance further with a history information board, improved road features such as cobbled Road to slow speeding traffic from the pub. Also improve drainage as makes some pathways unusable in wet weather	Walking, By car	35-44	I live here, I commute through the area, I visit here	Working full-time	C	C

Commonplace responses received on Workstage 2 Vision survey between the dates of 03/12/2022 and 16/02/2023

date	How do you feel about this vision for your local area?	Which vision statements are most important to you?	What other suggestions do you have for the vision of the area?	How do you feel about this?	Do you have any suggestions, comments or concerns?	How do you feel about this?	Do you have any suggestions, comments or concerns?
2023-02-16T08:34:48.593Z	Satisfied	Access for all, Diverse types of high quality new homes, Connecting Places, A sense of place, community and culture, Climate & Environmental Action, Health and well-being, Civic Streets, Vibrant Urban Centres, Blue & Green, Changing Employment Patterns	It's really important that accessibility for autistic and other neurodivergent people is considered in the design of buildings and infrastructure. Understanding of what this means is developing, and nationally it is only just starting to be taken account of sufficiently. All design processes should be looking at the new BSI standards - <a href="https://www.bsigroup.com/en-GB/standards/pas-6463/">https://www.bsigroup.com/en-GB/standards/pas-6463/</a>	Satisfied	-	-	-
2023-02-13T22:26:33.995Z	Unhappy	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	First of all where is the Redhill to Horley corridor? The write up is all a load of fancy words. What is going to change? apart from more developments, more people clogging up the roads, hospitals and doctors surgeries. Why don't you build more houses in Reigate? Maybe it's because most of the councillors live there.	-	More flats!!!	Dissatisfied	More developments
2023-02-13T21:41:19.687Z	Neutral	Civic Streets, Vibrant Urban Centres, A sense of place, community and culture, Health and well-being, Blue & Green, Connecting Places, Climate & Environmental Action, Access for all, Changing Employment Patterns, Diverse types of high quality new homes	To be more specific about the Redhill character. To include direct references and names for local places and features. To avoid generalisms like 'a variety of shopping and cultural experiences', which is open to interpretation. To be specific about the maximum height of buildings. Also, to use less urban design jargon like 'contextual and high quality new homes'.	Satisfied	I would be concerned to lose the open aspect that is currently one of the few features of the town I value. The 'after' image feels quite closed in, with the height and blockiness of buildings close to the pavement. I like the tree-lined streets. It feels a bit identikit with no unique features.	Happy	I feel this is a superb visualisation of what Salfords might become. It is distinctive. I like the green boulevard feel. I appreciate there still seems to be light and an open aspect, even though there are new buildings. I would like to see continuation of the green elements on the other side of the road.
2023-02-13T20:17:31.583Z	Satisfied	Diverse types of high quality new homes, Changing Employment Patterns, Connecting Places, A sense of place, community and culture, Health and well-being, Climate & Environmental Action, Access for all, Civic Streets, Vibrant Urban Centres, Blue & Green	Ensure that the housing is actually affordable for people who live here on lower wages.	Satisfied	-	Satisfied	-
2023-02-13T14:59:28.078Z	-	-	-	-	-	Satisfied	-
2023-02-13T14:46:43.593Z	Satisfied	A sense of place, community and culture, Climate & Environmental Action, Blue & Green, Health and well-being, Connecting Places, Access for all, Civic Streets, Changing Employment Patterns, Vibrant Urban Centres, Diverse types of high quality new homes	Crest a distinct village identity centred on the various neighbourhoods encompassed within the corridors.g. Horley, Earlswood.	Neutral	Retain original character but refurbish buildings to be more energy efficient	-	-
2023-02-13T13:57:30.880Z	-	Blue & Green, Climate & Environmental Action, Connecting Places, Access for all, Health and well-being, Civic Streets, A sense of place, community and culture, Vibrant Urban Centres, Diverse types of high quality new homes, Changing Employment Patterns	-	Happy	The Brighton road as it approaches/leaves Redhill is currently a horrible experience for pedestrians. It would be far better if there were greater options to cross the road at more than one place, and there was more green space. It currently looks rundown, ugly and boring. The uninspiring nature of the priority given to road users in cars is out of keeping with the rest of the borough's beautiful green space. The shared pedestrian and cycle path is unsafe for pedestrians, and cyclists should be on the road with their own protected cycle path. Even just adding more trees and shrubbery would make Redhill a much more welcoming place to visit and live	Happy	This would look so much better. Again, the greenery in the middle of the carriageway protects pedestrians, makes it a more welcoming and homely place, and encourages motorists to slow down. It would be much safer for vulnerable road users. The more green space the better, particularly again as it is currently out of keeping with the rest of the area
2023-02-13T13:12:28.595Z	Satisfied	Connecting Places, Blue & Green, Health and well-being, Climate & Environmental Action, Diverse types of high quality new homes, A sense of place, community and culture, Access for all, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns	Proper pedestrian/ cycle highways connecting the main areas. It should be possible to cycle from Merstham to Horley however the routes are often poorly maintained and flood for huge parts of the year.	Satisfied	Will there be a separate cycle highway so that pedestrians do not have to share access?	Satisfied	Same question about shared usage for cyclists and pedestrians
2023-02-13T13:06:00.537Z	-	-	-	Happy	-	Happy	-
2023-02-13T11:22:06.578Z	Dissatisfied	Access for all, Civic Streets, A sense of place, community and culture, Vibrant Urban Centres, Health and well-being, Blue & Green, Climate & Environmental Action, Changing Employment Patterns, Connecting Places, Diverse types of high quality new homes	-	Dissatisfied	-	Unhappy	-

2023-02-07T16:02:01.688Z	Satisfied	Health and well-being, Connecting Places, Climate & Environmental Action, Blue & Green, Access for all, A sense of place, community and culture, Civic Streets, Vibrant Urban Centres, Diverse types of high quality new homes, Changing Employment Patterns	-	Satisfied	I walk along this section several times a week. One of the worst problems is traffic noise, which is a problem all along the road. It makes for a horrible walk. In places, it's so loud it's not possible to have a conversation with my son when we're walking together. The proposal is a vast improvement, but it's important to slow cars down to reduce noise, and I think more planting would also reduce road noise and pollution and make for a more pleasant road. I appreciate that narrowing the road should naturally reduce speed a little, but small changes like ensuring that pedestrian crossing points are raised and continuous would make for a more pleasant town centre. Additionally, this is a route I cycle with my son and we use the current infrastructure, which is adequate. But the problem at the moment is that it just ends at the train station, and then you have to navigate a fast road, and narrow pavement, with car park crossing points. When it comes to providing bike infrastructure it can only be assessed in terms of the whole network, so I'm neutral on the presentation. You need to deliver infra which goes from the front door to the doctor's surgery, the school, the park, etc. An isolated good stretch is meaningless. One more point - I question the need for on-street parking here, at least at the levels proposed. There's no benefit.	Neutral	I think this really illustrates my point above. The general urban design is great, and I like that there seems to be a little more planting here. But, at the junction of Honeycrock Lane and Brighton Road you break up the pedestrian and cycle routes to prioritise cars, when this should be a continuous route, especially to prioritise walking to Salfords Primary. And in addition, commuter cyclists go to the same places that drivers do - in this case Salfords station, but the route just ends at Brighton Road. How should cyclists navigate that junction to go to the station? You can do a lot more to make it safe, e.g. narrow the road, change the road surface, provide a clear route for cyclists on the road, give them priority. I think these are good quality visions for individual places, but transport is a network and it's impossible to assess that network from a single snapshot like this. So it's impossible to have a strong opinion on whether you've addressed that vision statement well.
2023-02-07T12:38:33.782Z	Dissatisfied	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	Stop building. Stop flat roofed developments. Leave whatever green space you have left us alone. Excessive development has to stop. Reigate and Banstead have destroyed Horley and it's environs. Horley was a lovely semi rural town with attractive buildings and lots of independent shops until R&B made it a charity shop and barbers town (9 barbers - really!!!) Replacing the old buildings with flat roofed monstrosities has made Horley look cheap and nasty.	-	-	-	-
2023-02-07T09:15:37.590Z	Satisfied	Vibrant Urban Centres, A sense of place, community and culture, Climate & Environmental Action, Health and well-being, Blue & Green, Access for all, Civic Streets, Connecting Places, Changing Employment Patterns, Diverse types of high quality new homes	A consistent design style, Redhill has too many inconsistent design styles in buildings and developments. It creates an unloved, haphazard feeling. When compared with Reigate which had restrained a lot of the historic charm, Redhill looks run down. It would be good to have a cohesive approach to all development in Redhill and create a style that brings all parts together rather than feeling like lots of random changes.	Neutral	I am concerned about adding more high rise flats than really designing spaces that will support family life. Houses are probably more in demand than small apartments and imperishable to ensure that supporting amenities such as doctors and schools are considered too. We cannot continue to build flats, often with limited parking, without considering the pressure that it adds to local services. Creating more parking near these shops would enable paying trade. At present it's very hard to park near these shops so people tend not to go there.	Satisfied	Adding greenery and trees in all these areas is great. The maintenance is also important. Attracting different types of shops and activities to all these areas will stop people feeling like they are forced to go out of town for a decent range of shops.
2023-02-06T20:39:15.982Z	Neutral	-	-	Satisfied	-	Dissatisfied	-
2023-02-04T11:47:21.403Z	Happy	Climate & Environmental Action, A sense of place, community and culture, Health and well-being, Access for all, Diverse types of high quality new homes, Civic Streets, Changing Employment Patterns, Connecting Places, Vibrant Urban Centres, Blue & Green	-	Happy	-	Happy	-
2023-02-03T17:25:23.001Z	Happy	A sense of place, community and culture, Access for all, Vibrant Urban Centres, Health and well-being, Climate & Environmental Action, Connecting Places, Blue & Green, Civic Streets, Diverse types of high quality new homes, Changing Employment Patterns	plenty of cycleways	Happy	-	Happy	-
2023-02-03T16:19:51.952Z	-	-	Improved rail links to redhill and better road conditions	-	-	-	-
2023-02-03T16:12:48.723Z	Happy	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	-	-	-	-
2023-02-03T14:41:37.517Z	Neutral	A sense of place, community and culture, Vibrant Urban Centres, Civic Streets, Health and well-being, Access for all, Connecting Places, Climate & Environmental Action, Blue & Green, Changing Employment Patterns, Diverse types of high quality new homes	Horley - invest in brands to come into the town centre by supporting the rents levied by greedy landlords - more pedestrian areas and ensure all types of shops like in the 60-70's are back in the area and can compete the big supermarkets	Happy	-	Happy	-

2023-02-03T13:51:31.752Z	Happy	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	Satisfied	-
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2023-02-03T13:15:27.716Z	Neutral	-	-	-	-	-	-
2023-02-03T12:50:39.846Z	Dissatisfied	-	Buttons are not working for me to arrange the priorities. Climate and environmental action come first. Without these, the rest is irrelevant	Neutral	Small businesses at risk.	Neutral	-
2023-02-03T12:36:22.631Z	Neutral	Health and well-being, A sense of place, community and culture, Access for all, Changing Employment Patterns, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Diverse types of high quality new homes	-	-	-	-	-
2023-02-03T11:33:10.775Z	Happy	A sense of place, community and culture, Vibrant Urban Centres, Health and well-being, Connecting Places, Access for all, Blue & Green, Climate & Environmental Action, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	Happy	-
2023-02-03T11:32:14.247Z	Neutral	Connecting Places, Climate & Environmental Action, Health and well-being, Access for all, A sense of place, community and culture, Civic Streets, Vibrant Urban Centres, Blue & Green, Diverse types of high quality new homes, Changing Employment Patterns	-	Satisfied	-	Satisfied	-
2023-02-03T11:15:58.749Z	-	-	-	Unhappy	This is the main route through redhill and is not practical. Where is all the traffic going to go to and how are the businesses going to get passing trade if there's no where for that trade to park. Its a pretty picture but off the mark as far as reality goes	-	-
2023-02-03T11:15:38.776Z	Unhappy	-	Increasing the number of homes in that area will, at the very least, require a major upgrade to the A23 and the A217. Traffic jams cause pollution and waste fuel and time. Cars may be hated but they are still necessary. The people in your "vibrant urban centres" will still need to move around and go to work. So get the infrastructure right first.	-	-	-	-
2023-02-03T10:58:59.555Z	Happy	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Vibrant Urban Centres, Civic Streets, Diverse types of high quality new homes, Changing Employment Patterns, Connecting Places	Cycling	Satisfied	-	Happy	-
2023-02-02T19:13:15.916Z	Unhappy	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	Just another horrible urban mess	-	-	-	-
2023-02-02T19:11:38.633Z	-	-	-	Happy	I like that the entrance to Redhill looks more appealing and inviting	Dissatisfied	This looks too cluttered and slow. It's a busy road and people want to drive through this area quickly and efficiently
2023-02-02T19:05:36.303Z	Happy	Health and well-being, A sense of place, community and culture, Vibrant Urban Centres, Civic Streets, Access for all, Changing Employment Patterns, Connecting Places, Blue & Green, Climate & Environmental Action, Diverse types of high quality new homes	-	-	-	-	-
2023-02-02T18:59:20.021Z	Unhappy	-	-	-	-	-	-
2023-02-02T15:59:10.317Z	-	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	Accessibility for all includes others on this list, whether urban, shops, health, transport and rural, open spaces etc. Cant access your boxes to put in order.	-	-	-	-
2023-02-02T15:39:26.759Z	Happy	A sense of place, community and culture, Health and well-being, Connecting Places, Access for all, Vibrant Urban Centres, Civic Streets, Climate & Environmental Action, Blue & Green, Changing Employment Patterns, Diverse types of high quality new homes	More local shops along the corridor which are walking distance for residents, reducing the need to drive everywhere. Re-purposing or redevelopment of derelict shops in Horley town centre.	Happy	-	Happy	Very excited to see this!!! :)

2023-02-02T15:29:26.427Z	-	Blue & Green, Climate & Environmental Action, Access for all, Connecting Places, Health and well-being, A sense of place, community and culture, Civic Streets, Vibrant Urban Centres, Diverse types of high quality new homes, Changing Employment Patterns	The Blue & Green priority is a good one, and could usefully be integrated into the other priorities. To support biodiversity and biosecurity, it would be good to see a commitment to promote locally (or at least UK) sourced plants and trees, of predominantly natives species.  Under Climate & Environmental action, in addition to protecting our natural resources, harness nature-based solutions to address environmental challenges (eg trees for urban cooling & shading and improving air quality, bioswales and rain gardens for sustainable drainage, etc).  Vibrant urban centres and Civic streets should both include greening, bringing nature into the town.  Changing employment patterns could usefully include reference to the emerging green economy and interest in local sourcing.	-	Welcome the additional trees, should seek to survey and protect the existing mature trees adjacent to the vehicle showroom.	Happy	Support the vision for significant increase in trees, which will transform the appearance and the environmental resilience of the street scene for the better.
2023-02-01T20:45:47.466Z	Happy	Vibrant Urban Centres, A sense of place, community and culture, Diverse types of high quality new homes, Health and well-being, Access for all, Climate & Environmental Action, Connecting Places, Civic Streets, Blue & Green, Changing Employment Patterns	-	Happy	-	Happy	-
2023-01-31T07:58:27.165Z	Satisfied	A sense of place, community and culture, Vibrant Urban Centres, Connecting Places, Health and well-being, Civic Streets, Access for all, Blue & Green, Climate & Environmental Action, Changing Employment Patterns, Diverse types of high quality new homes	Transport links are key. Something that brings together different ethnic and cultural groups so the towns feel welcoming to all. Safety is also an important feature and ensuring our public spaces remain open and safe for all. And please more things for young people to do in the town centres so they are less likely to get drawn into ASB	Happy	-	Happy	I think it looks lovely but just wonder what it might do to the traffic on that stretch?
2023-01-30T20:25:49.377Z	Neutral	Climate & Environmental Action, A sense of place, community and culture, Health and well-being, Vibrant Urban Centres, Access for all, Blue & Green, Connecting Places, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	Less poor quality identical housing. No more high rise flats. People live off the Brighton Road, we had community and now your just allowing more warehouses	Unhappy	More high rise flats are not the solution, poor architecture	Unhappy	Again more faceless flats, develop high quality housing, with real architects and pretty buildings
2023-01-30T19:24:37.185Z	-	Blue & Green, Climate & Environmental Action, A sense of place, community and culture, Health and well-being, Access for all, Vibrant Urban Centres, Connecting Places, Changing Employment Patterns, Diverse types of high quality new homes, Civic Streets	No more high rise flats! Parking and access. Activities for young people. Control the amount of mopeds and inconsiderate parking.	Neutral	More open spaces not less. More doctors, dentists. Fruit bearing trees. Water fountains. Shared areas to sit and chat with wooden play areas for children. Tree lined roads, wildlife plants and flowers to increase biodiversity.	Satisfied	-
2023-01-28T20:22:05.827Z	-	-	-	Happy	People need to get out of their cars. Buses need to be frequent on main road routes, electric and cheap!	Happy	How will you ensure traffic isn't gridlocked! Again, buses need to be useful, often enough that can turn up and jump on one easily at an affordable price and one that's quick and doesn't go all the way around the houses.  Also it'll take a while to grow the trees, but will make a beautiful difference once done.  Air pollution is a huge concern in the area. Stop cars idling (educate the public especially near schools with signage), encourage cycling by ensuring safe continuous cycle paths, day passes for buses! Encourage people to shop and work locally.¶
2023-01-28T13:18:52.694Z	-	-	-	Happy	-	Happy	-
2023-01-26T13:38:01.128Z	Happy	-	-	Happy	-	Happy	-
2023-01-26T11:49:01.684Z	Happy	A sense of place, community and culture, Vibrant Urban Centres, Connecting Places, Blue & Green, Health and well-being, Access for all, Climate & Environmental Action, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Happy	-	Happy	-
2023-01-26T08:11:10.099Z	Satisfied	A sense of place, community and culture, Health and well-being, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Access for all, Blue & Green, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	-	-

2023-01-25T21:36:41.412Z	Satisfied	Vibrant Urban Centres, Civic Streets, A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Changing Employment Patterns, Diverse types of high quality new homes	-	Neutral	You need both ensure that you don't alienate the commuter who has to drive, and balance that with the safety of cyclists and pedestrians. Don't do force drivers off the Rd in search of a completely green solution. If you clo a e of large areas and rds to vehicles you cause chaos and ultimately more pollution from standing vehicles	-	Big mistake. You would cause chaos on the approaches to the hospital (which is bad already) and cause Aggravation between rd users.
2023-01-25T14:33:36.364Z	-	-	-	Satisfied	-	-	-
2023-01-21T10:16:40.923Z	Unhappy	Health and well-being, A sense of place, community and culture, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	The enhanced pavement between Westgate and the Blackhorse pub is not used. Bikes still use the road. Before you ruin lives while your vision is implemented consult everyhouse in the local area that will be affected while work is carried out and only go ahead if the majority support it. You do not champion the local community as you wasted an awful lot of money putting in a cycle lane in Reigate that lasted a weekend, oh and let's not forget the planed crematorium in Woodhatch that caused anger amongst the local population. Survey the local population and spend the money on what they say, not more cycle lanes and pointless projects.	Unhappy	The road looks like it has been reduced in size. People are not going to abandon their cars, locally public transport is too limited, slow and expensive.	-	-
2023-01-21T08:44:12.722Z	-	-	-	Happy	-	Happy	-
2023-01-20T18:43:52.756Z	Happy	A sense of place, community and culture, Health and well-being, Climate & Environmental Action, Blue & Green, Connecting Places, Civic Streets, Access for all, Vibrant Urban Centres, Changing Employment Patterns, Diverse types of high quality new homes	Less high rise buildings, more character buildings, yet ecologically efficient & friendly. Improved pedestrian routes. More street cameras to deter crime. Better planning when it comes to shops on high streets - no too many of the same type - eg. Way too many 'Áupound land type, 'Áu shops and charity shops in Redhill Center, not enough quality restaurants or middle class brands. Railway bridges need urgent attention - an real eyesore. Town centre definitely needs more greenery and evergreen trees.	Satisfied	Less high rise building in Redhill - it already starting to feel claustrophobic and dark.	Satisfied	Less high rise buildings, live the greenery and free road decider with all the bushes & trees.
2023-01-20T10:11:29.582Z	Dissatisfied	Access for all, Health and well-being, A sense of place, community and culture, Blue & Green, Connecting Places, Vibrant Urban Centres, Climate & Environmental Action, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Dissatisfied	No space for overtaking eg ambulances, emergency services	Dissatisfied	No space for overtaking eg ambulances, emergency services
2023-01-19T22:06:30.966Z	-	-	-	Satisfied	Increased greenery and improved footways brilliant for encouraging walking/cycling etc. I worry about how many stories may be permitted on new buildings and a risk of feeling hemmed in from this and taking away views of the hillside to the north of redhill	Satisfied	-
2023-01-19T19:58:04.735Z	-	Diverse types of high quality new homes, A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns	Make women and elderly people feel safe	Happy	-	Happy	-
2023-01-19T17:12:34.995Z	-	-	-	Happy	-	Happy	Nice but where are all the cars going to go?
2023-01-19T13:24:42.201Z	-	-	-	-	-	Happy	-
2023-01-19T09:18:06.365Z	-	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Happy	Heights of buildings on the right and feasibility of making shopfronts uniform with different landlords.	-	-
2023-01-19T08:46:21.186Z	-	Climate & Environmental Action, A sense of place, community and culture, Access for all, Health and well-being, Changing Employment Patterns, Blue & Green, Connecting Places, Vibrant Urban Centres, Civic Streets, Diverse types of high quality new homes	-	Neutral	Good for redhill but what about horley? This all seems to be redhill?	Neutral	Horley seems to be left out again. Horley is like the forgotten town.
2023-01-19T07:50:43.914Z	-	-	-	Satisfied	-	Satisfied	-

2023-01-11T11:48:24.197Z	-	-	It is crucially important that companies offering employment opportunities in the Redhill-Horley areas should do so at salaries that make living with dignity in the region possible. At present, the low, slave-wage salaries offered do not reflect the high cost of living in Surrey nor the high rents being demanded for homes nor the soaring costs of utility bills. One cannot enjoy the amenities and the environment in the Redhill-Horley area unless one is financially secure and not suffering from the constant daily stress & anxiety of trying to make ends meet. I also find that persons with non-English sounding names or not of white, British origin are facing hostility, discrimination and a dismissive attitude from restaurants, shops, housing services and local authorities. The fundamental rights of people who have been given pre-settled status by the Home Office in the UK are not being adhered to nor followed by the Councils and the DWP in their decisions and policies, and many persons, such as I, are being refused State Benefits such as Universal Credit or Housing Register entry and are being disregarded as human beings who are desperately in need of financial assistance and are doing all they can to find a job.	Dissatisfied	Bus services are not affordable and cannot be used by poor people. Railway tickets also cost too much. Taxi fares are also very high. How can one shop and bring a wagon full of shopping home all the way on foot from the superstore. It is physically not possible to carry so much. The Council should offer free shuttle transport services from the front door of the resident to the superstore and back, for low and no income households and for all citizens above 50 years' old. The same transport and cost problems exist for people such as I who need to travel to the Food Bank and Food Club for food. There is no money to pay for a shopping trolley and taxi fare when one is not being helped with Universal Credit from the DWP. In addition, more detached and suitable housing units should also be made available for poor people in the Borough with enough bathrooms/toilets and preferably all rooms should be at ground floor level, as those with back & knee problems have difficulty using the stairs.	-	-
2023-01-11T09:41:04.935Z	Satisfied	Connecting Places, A sense of place, community and culture, Climate & Environmental Action, Vibrant Urban Centres, Civic Streets, Health and well-being, Access for all, Blue & Green, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	Satisfied	-
2023-01-10T12:08:21.078Z	-	A sense of place, community and culture, Health and well-being, Blue & Green, Connecting Places, Vibrant Urban Centres, Civic Streets, Climate & Environmental Action, Access for all, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	Idea is great but needs highway modelling at peak rush hour times to ensure that narrowing of carriageways does not lead to increased traffic issues in areas already experiencing high volumes of traffic. As a key vehicular route (A23 Generally) the need for cars to be on the roads will remain, albeit some short journeyers by local residents might be replaced, therefore, it needs careful consideration.	Neutral	As above, the idea is great but needs highway modelling at peak rush hour times to ensure that narrowing of carriageways does not lead to increased traffic issues in areas already experiencing high volumes of traffic. As a key vehicular route (A23 Generally) the need for cars/ vehicles to be on the roads will remain, albeit some short journeyers by local residents might be replaced, therefore, it needs careful consideration. Particularly at this juncture the A23 is a key route for emergency vehicles to access the hospital. The images would indicate that if heavy traffic ambulances would not be able to overtake cars.
2023-01-10T11:30:02.562Z	-	-	-	Neutral	-	-	-
2023-01-09T22:04:07.964Z	Satisfied	Connecting Places, Health and well-being, A sense of place, community and culture, Access for all, Blue & Green, Diverse types of high quality new homes, Climate & Environmental Action, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns	An outdoor gym like in Regents Park with pull up bars etc, not one of those awful ones with the terrible machines.	Neutral	Isn't the road too busy?	Neutral	Will it cause big traffic jams?
2023-01-09T15:33:24.385Z	Satisfied	-	-	Satisfied	-	Happy	-
2023-01-08T01:07:18.931Z	-	-	-	Happy	-	Happy	-
2023-01-07T23:51:27.909Z	-	-	-	Happy	Great designs, we more if this to reclaim streets for people instead of being dominated by cars.	Happy	-
2023-01-07T22:11:03.358Z	Neutral	A sense of place, community and culture, Access for all, Health and well-being, Changing Employment Patterns, Civic Streets, Vibrant Urban Centres, Blue & Green, Climate & Environmental Action, Connecting Places, Diverse types of high quality new homes	-	Neutral	-	Satisfied	-

2023-01-07T18:14:33.044Z	Satisfied	Climate & Environmental Action, Health and well-being, Access for all, A sense of place, community and culture, Blue & Green, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	The Access for all, in my view needs to ensure that SCC Highways provide textured & highlighted raised curbs at all stops within the purview of this project and they ensure that curb drops have gentle gradients that do not put wheelchair & mobility scooter users at risk of being toppled over if inappropriate gradients are present through sloppy design & construction.  Such care in public space design needs to extend to the pedestrian approaches to railway stations. the pic on these pages of a mobility scooter seems to feature a German train with a textured section of platform by each set of doors. Not easy to achieve at UK stations served by a range of trains often with different door locations on different families of rolling stock	-	-	-	-	Any design visions yet for Horley & Salfords station?
2023-01-07T08:04:48.126Z	Satisfied	Diverse types of high quality new homes, Changing Employment Patterns, A sense of place, community and culture, Access for all, Connecting Places, Health and well-being, Vibrant Urban Centres, Blue & Green, Civic Streets, Climate & Environmental Action	-	Unhappy	The traffic flow through Redhill is already poor in high traffic times and the extensive narrowing of the roads will make this worse. Additionally isn't there enough accommodation in Redhill that has no parking - these flats on the current Ford site look as though they will exacerbate the problem	Dissatisfied	-	Again too restrictive to traffic flow. These shops survive on people being able to use cars to access - there is far too little parking to allow this - people won't want to cross the road to access shops You haven't shown the Co-op store correctly on junction with Honeycrock Lane - permission has already been granted and site cleared
2023-01-07T08:04:46.789Z	Satisfied	Diverse types of high quality new homes, Changing Employment Patterns, A sense of place, community and culture, Access for all, Connecting Places, Health and well-being, Vibrant Urban Centres, Blue & Green, Civic Streets, Climate & Environmental Action	-	Unhappy	Poor traffic flow what is already an area that queues significantly at peak times Redhill doesn't need more accommodation without car spaces - its a noble idea but every scheme like this just makes parking more difficult in roads around.	Dissatisfied	-	these shops depend on people arriving by car. People won't want to cross road to visit shops and there is too little parking provided. The road idea is ok if there are no shops but with shops (that are to be successful you have to have easy car parking that won't restrict the flow of traffic on the main A23
2023-01-06T19:54:58.492Z	Dissatisfied	A sense of place, community and culture, Health and well-being, Access for all, Connecting Places, Climate & Environmental Action, Blue & Green, Changing Employment Patterns, Vibrant Urban Centres, Civic Streets, Diverse types of high quality new homes	Dedicated bus route/lane rather than shared space as a single lane A23 will increase not calm the traffic. Crawley does this well by having a central bus lane  Honestly looks a bit of nightmare once you read in between all the fluffy wording. Has anyone actually taken into account the local traffic during especially ravel to schools and work	Unhappy	Looks pretty for sure but very crowded and high rise and probably unaffordable	Unhappy	-	Again definitely enough space for a dedicated bus lane
2023-01-06T16:00:57.518Z	Neutral	Health and well-being, A sense of place, community and culture, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Neutral	-	Neutral	-	-
2023-01-06T11:48:00.651Z	Satisfied	A sense of place, community and culture, Vibrant Urban Centres, Access for all, Connecting Places, Climate & Environmental Action, Health and well-being, Changing Employment Patterns, Blue & Green, Civic Streets, Diverse types of high quality new homes	-	Satisfied	-	Satisfied	-	-
2023-01-06T08:32:54.778Z	Happy	A sense of place, community and culture, Health and well-being, Access for all, Vibrant Urban Centres, Civic Streets, Connecting Places, Blue & Green, Climate & Environmental Action, Changing Employment Patterns, Diverse types of high quality new homes	More visible policing in problem areas in Redhill & Horley.	Satisfied	It would be a great improvement on how it looks at present. Is adequate parking to be included in these proposals?	Satisfied	-	-
2023-01-06T05:55:25.979Z	Neutral	Health and well-being, Access for all, A sense of place, community and culture, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	test	Neutral	test	Neutral	test	test
2023-01-06T00:53:45.646Z	-	-	Too much blah blah blah. Too many fancy phrases from someone who's been on too many courses. Before boredom set in I saw some fine sentiments, but keep it real. Don't alienate people from understanding, from sharing.	-	-	-	-	-
2023-01-05T22:38:41.523Z	Happy	Connecting Places, Vibrant Urban Centres, Health and well-being, Diverse types of high quality new homes, Access for all, A sense of place, community and culture, Blue & Green, Climate & Environmental Action, Civic Streets, Changing Employment Patterns	-	Happy	-	Happy	-	-
2023-01-05T21:43:58.881Z	Satisfied	-	-	-	-	-	-	-

2023-01-05T21:11:11.668Z	-	-	A waste of public money. More trees and shrubs that will not be maintained and become overgrown and untidy. It would be better spent on fixing pot holes and very poor pavements.	-	-	-	-
2023-01-05T20:18:01.881Z	Satisfied	Access for all, Climate & Environmental Action, Health and well-being, Blue & Green, A sense of place, community and culture, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	Those improvements would make such a difference to this area	Satisfied	A great improvement to this area - is it affordable though?
2023-01-05T19:54:33.443Z	-	A sense of place, community and culture, Climate & Environmental Action, Health and well-being, Connecting Places, Access for all, Vibrant Urban Centres, Blue & Green, Civic Streets, Diverse types of high quality new homes, Changing Employment Patterns	More public transport. At the moment there are few routes between Horley and Redhill (and Reigate). Whenever there are train strikes or closed roads, the bus journey is not the ideal. Horley's vibe is totally different to Redhill's. To be honest I'm not a fan of Redhill so I don't go there that often because of that. I do like Reigate even though I live in Horley. Maybe you can take some of Reigate's vibe (not the house prices though)	Satisfied	-	Happy	-
2023-01-05T19:05:05.078Z	-	-	-	Satisfied	-	-	-
2023-01-05T18:55:16.381Z	Dissatisfied	Climate & Environmental Action, Health and well-being, Connecting Places, Blue & Green, Civic Streets, Changing Employment Patterns, Access for all, A sense of place, community and culture, Diverse types of high quality new homes, Vibrant Urban Centres	Leave the wildlife areas as we are losing so many of them!	Unhappy	-	Dissatisfied	-
2023-01-05T18:55:04.475Z	-	-	There is already a cycle route which existed before the bonehurst road path was widened. This 'plan' tells us nothing about what will happen and sounds deliberately misleading and too airy fairy. There is no clear information to form an opinion so asking for votes is redundant. Please draw some plans with good scale and references so we know what is possible.	Neutral	Do we need more offices / ? Buildings as there are too many empty ones to fill already	Unhappy	Looks like a nightmare scenario for road users and pedestrians not taking local traffic into account.
2023-01-05T17:42:14.849Z	-	-	-	Happy	-	Happy	Concerns on traffic!
2023-01-05T15:05:57.764Z	Happy	Climate & Environmental Action, Blue & Green, Health and well-being, Access for all, A sense of place, community and culture, Diverse types of high quality new homes, Connecting Places, Civic Streets, Vibrant Urban Centres, Changing Employment Patterns	Traffic speed reduction to 30mph and appropriate enforcement on the approach to Horley and along the A23 and Horley Row / Lee Street. Traffic speeds make being a pedestrian very unpleasant particularly when walking with children.	Satisfied	Good to see more trees	-	-
2023-01-05T14:57:02.825Z	Satisfied	Access for all, Vibrant Urban Centres, A sense of place, community and culture, Civic Streets, Connecting Places, Health and well-being, Changing Employment Patterns, Climate & Environmental Action, Blue & Green, Diverse types of high quality new homes	-	Neutral	Redhill Kebab House must remain!	Satisfied	-
2023-01-05T14:53:18.618Z	Dissatisfied	A sense of place, community and culture, Civic Streets, Vibrant Urban Centres, Diverse types of high quality new homes, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Changing Employment Patterns	Free car parking, easy and free access to local doctor surgery, reliable bus and train service, more trees in town center and also attractive signages on shops, don't make it a town without soul building houses that look all the same.	Satisfied	-	Dissatisfied	Where is the parking? In our area, we can not rely on busses alone.
2023-01-05T14:47:47.516Z	Happy	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Connecting Places, Changing Employment Patterns, Diverse types of high quality new homes, Civic Streets, Climate & Environmental Action, Vibrant Urban Centres	The corridor needs to look smarter, well looked after more people need to start taking pride in their homes and where we live. Money helps but you can still keep the place clean and tidy, hedges, greenery needs to look tidier. Dog littering needs to stop. The area needs to function more as a community. There needs to be somewhere for the older kids to go to stop the loitering outside McDonalds as it looks awful and brings the area. More activities for the younger groups maybe would help.	Happy	This looks a lot better than current, by having maybe coffee shops, dessert parlours this would encourage safe socialising, the bike stand looks good, there is still parking. But it looks a lot more inviting than it's current state. Maybe a noodle bar, or even tea shop, would give the community somewhere to meet and gather rather than just the M&S cafe.	Happy	Adding more greenery is a definite plus, it already looks more alive, extra living space and small little shops, boutiques will bring more people out and help to spend more within the community rather than going outside of it all the time. As currently there really isn't a great shopping atmosphere at all. I don't even bother going shopping around here other than a food shop. As there are no shops here. Which is a shame. Any other shopping I do is all online. It would be nice to see more in the community to bring people out whether exercising, socialising or shopping. Somewhere that looks like a real community that takes pride in where they live.
2023-01-05T14:33:08.618Z	Satisfied	Access for all, Vibrant Urban Centres, A sense of place, community and culture, Health and well-being, Connecting Places, Civic Streets, Blue & Green, Climate & Environmental Action, Changing Employment Patterns, Diverse types of high quality new homes	-	Neutral	Where are the cars going to park? The businesses on that stretch of road depend on people being able to park quickly outside while using the services such as take aways. It's not practical to get rid of the parking. I say this as a mother of two young children- one of whose is disabled and requires a wheelchair- we wouldn't use those shops if we had to park in Sainsbury's and walk all the way along	Neutral	-

2023-01-05T14:26:43.927Z	Unhappy	Health and well-being, A sense of place, community and culture, Access for all, Blue & Green, Connecting Places, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes, Climate & Environmental Action, Vibrant Urban Centres	Fewer property developments. Enhancement of the natural environment rather than covering everything in gravel resin surfacing and planting non-native but easy to maintain shrubs. Fewer fast food outlets which will cut down litter. Fewer blocks of flats and more family houses. Bringing in hundreds or renters rather than a few families will greatly improve the population density problem we now face around here.	Unhappy	Flatten the buildings on the approach to town and expose the covered waterway fully. The entire area could then be re-greened. Creating business areas isn't really called for as making the area anti-car means that people will simply continue the move to 'head' out of town' or online.	Unhappy	I suspect the bill will be huge for what is effectively planting a few trees.
2023-01-05T14:23:20.050Z	Unhappy	A sense of place, community and culture, Health and well-being, Access for all, Vibrant Urban Centres, Civic Streets, Connecting Places, Changing Employment Patterns, Climate & Environmental Action, Blue & Green, Diverse types of high quality new homes	Maintain the green belt. Build only for local needs rather than for the needs of developers or so called Travellers setting up unauthorised camps. Or allow everyone to set up their own camps when they feel like it. Install high speed broadband into the country lanes where there are many small businesses crying out for speedy connections.	Unhappy	What facilities are there for Council Tax payers that live in the rural areas around Redhill? How do I get to a bus when I live a mile from a bus stop down an unlit country lane. This lifestyle is totally impractical unless you can provide facilities for families and the elderly living in the lanes around Redhill not served by or near to any transport. These designs are thought up by small minded ill-informed employees and/or developers, to make money. I can see they're ill-informed immediately. It looks like our freedoms are being eroded by this scheme. We'll all be sitting around staring at concrete buildings sipping coffee and eating buns, not doing anything. No individuality. All town centres will be featureless places. How are you going to arrange the constant sunshine that seems to be implied in your plans? A waste of public funds. Where's the incentive to attract business other than coffee shops? Where are the facilities for sport and exercise.	Unhappy	Absolutely horrified. What a disgusting vision. I cannot believe what you have done to this area which is my local village. You don't need to do all this to improve the area. Your vision is taking away any character that remained of Salfords. There have been some very interesting local discussions about how to bring back our sense of community but it didn't involve this. Totally shocking. Why are you preventing free movement of people again. So all those masses of people in the area end up living in the same old 60's style precincts that didn't work then and won't work in the future. Like Lambeth Walk and Erith Town Centre. There are ways to improve the area without stealing its spirit. As for the promise of linking local services and amenities, that's a big promise. Salfords isn't just the A23! What about the lane as around how does this provide any convenience to the people and businesses there, other than to hinder them. Your visions are very short sighted and very un-inclusive or did you conveniently forget that not everyone lives on the main road. Good luck with fostering the social inclusion of some sectors of the community of Salfords. I'll wait with baited breath on that one. This looks like it's a developers dream of how to wreak havoc in an area and to make money at the expense of all. How else will you raise
2023-01-05T14:01:49.585Z	Happy	Health and well-being, Vibrant Urban Centres, A sense of place, community and culture, Access for all, Connecting Places, Civic Streets, Blue & Green, Climate & Environmental Action, Changing Employment Patterns, Diverse types of high quality new homes	Clean, Safe, and Secure	Happy	-	Happy	I don't see space for car parks, bike lanes, and bus stations visualized on the plan. Remodeling doesn't mean such facilities are neglected.
2023-01-05T13:59:18.217Z	Happy	Health and well-being, A sense of place, community and culture, Access for all, Blue & Green, Climate & Environmental Action, Civic Streets, Connecting Places, Vibrant Urban Centres, Changing Employment Patterns, Diverse types of high quality new homes	Keep the green spaces along major roads, no roads that go through concrete jungles	Satisfied	More greenery	Happy	a great improvement
2023-01-05T13:54:55.515Z	Unhappy	-	-	Unhappy	-	-	-
2023-01-05T13:36:35.270Z	-	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Civic Streets, Changing Employment Patterns, Vibrant Urban Centres, Diverse types of high quality new homes	-	-	-	-	-
2023-01-05T13:32:47.958Z	-	-	-	Dissatisfied	-	-	-
2023-01-05T13:19:30.119Z	-	-	-	Satisfied	-	Satisfied	-
2023-01-05T13:17:57.192Z	-	-	-	Neutral	Looks nice but it needs to be pragmatic, cars aren't disappearing and delivery trucks need space to park unload and deliver..it is a main Trunk Road after all.. also having a main dealer in Town Centre is great rather than it being hidden on a out of town estate..dont drive Ford away!	-	-
2023-01-05T13:17:07.631Z	Happy	-	Lower bus fare please	Happy	-	Happy	-

2023-01-05T13:15:00.169Z	Happy	A sense of place, community and culture, Vibrant Urban Centres, Civic Streets, Connecting Places, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Changing Employment Patterns, Diverse types of high quality new homes	-	Happy	-	Happy	-
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2023-01-05T13:14:28.224Z	Happy	Climate & Environmental Action, Blue & Green, Health and well-being, A sense of place, community and culture, Vibrant Urban Centres, Civic Streets, Connecting Places, Access for all, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	Happy	-
2023-01-05T13:07:38.170Z	-	-	-	Satisfied	-	Happy	-
2023-01-05T13:00:45.434Z	Neutral	A sense of place, community and culture, Access for all, Health and well-being, Climate & Environmental Action, Civic Streets, Connecting Places, Blue & Green, Vibrant Urban Centres, Diverse types of high quality new homes, Changing Employment Patterns	-	Happy	I am disabled and use blue badge parking that has significantly reduced over the past few years. I need to access the town and surrounding areas so this needs to be taken into account. More free parking days should also be put in place to allow the town to thrive and grow for people and businesses. Another worry is that I will be priced out of my town because of improvements.	Happy	Congestion needs to be considered as it already gets backed up at peak times. Housing needs to be affordable and not inflated because of improvements to surrounding areas.
2023-01-05T12:58:32.064Z	Satisfied	Climate & Environmental Action, Vibrant Urban Centres, Connecting Places, A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Civic Streets, Diverse types of high quality new homes, Changing Employment Patterns	-	Happy	-	Happy	I fully support the vision. I have concerns about the ability to achieve them without being watered down. I hope the council has the courage of their convictions to make the vision a reality.
2023-01-04T10:38:53.448Z	Satisfied	Connecting Places, Vibrant Urban Centres, Changing Employment Patterns, Diverse types of high quality new homes, Access for all, A sense of place, community and culture, Civic Streets, Health and well-being, Blue & Green, Climate & Environmental Action	-	Satisfied	Just to make sure pedestrians have enough space and the new building additions are high quality design. Where possible in the area to add public benches/chairs/tables etc. for people to rest or socialise. Also to make all routes to green spaces/parks 100% in the area walkable (extended pavements, less cars)	-	Same as above
2023-01-04T10:35:49.630Z	-	-	-	Satisfied	Just to make sure pedestrians have enough space, more than is currently available, and the new building additions are high quality design. Where possible across the area, please add more spaces to rest or socialise, public benches, chairs, tables and to make all routes that lead to parks/green spaces walkable (extended pavements, less cars)	Satisfied	Same as above
2023-01-03T20:39:56.401Z	-	-	-	Satisfied	-	-	-
2023-01-03T19:15:12.797Z	Neutral	Connecting Places, Health and well-being, A sense of place, community and culture, Vibrant Urban Centres, Access for all, Climate & Environmental Action, Civic Streets, Blue & Green, Changing Employment Patterns, Diverse types of high quality new homes	Not just safe but segregated pedestrian and cycle routes to promote active travel.	-	-	-	-
2023-01-03T18:34:27.829Z	Satisfied	Climate & Environmental Action, Vibrant Urban Centres, Blue & Green, Connecting Places, A sense of place, community and culture, Diverse types of high quality new homes, Health and well-being, Access for all, Civic Streets, Changing Employment Patterns	-	Satisfied	It could be greener, like the A23 through Salfords below	Happy	-
2023-01-03T17:49:14.505Z	Happy	Health and well-being, Climate & Environmental Action, Diverse types of high quality new homes, A sense of place, community and culture, Blue & Green, Connecting Places, Vibrant Urban Centres, Access for all, Civic Streets, Changing Employment Patterns	-	Happy	-	Happy	-
2023-01-03T17:15:46.951Z	Neutral	A sense of place, community and culture, Vibrant Urban Centres, Civic Streets, Connecting Places, Health and well-being, Climate & Environmental Action, Access for all, Changing Employment Patterns, Diverse types of high quality new homes, Blue & Green	Needs something about embracing the history of the area. There are so many beautiful buildings and showcasing that with heritage development eg cobblers, appropriate street lighting, signage to points of interest, historical information/stories boards, or now and then boards, suggested walking routes. Such an easy way to attract more people and better quality business to the area as a destination in itself eg Dorking, Reigate	Neutral	Unless the quality of maintenance of the shop fronts improve, it will aesthetically make minimal difference	-	-

2023-01-03T17:07:43.595Z	Satisfied	A sense of place, community and culture, Health and well-being, Connecting Places, Blue & Green, Access for all, Climate & Environmental Action, Vibrant Urban Centres, Civic Streets, Diverse types of high quality new homes, Changing Employment Patterns	Not sure about the order but businesses need to have accessibility for parking it customers will be able to stop and give then business. The lack of parking in Redhill sees vast misuse of disabled parking bays by Papa John customers and delivery staff.  The Salfords proposal whilst looking good also fails to provide a bus lane that would promote bus usage through this busy area	-	-	Unhappy	Lack of bus priority measures that could be useful to emergency vehicles during peak travel time
2023-01-03T17:05:58.558Z	Happy	Climate & Environmental Action, Blue & Green, Connecting Places, Access for all, Health and well-being, Vibrant Urban Centres, Civic Streets, Diverse types of high quality new homes, Changing Employment Patterns, A sense of place, community and culture	-	Happy	-	Happy	-
2023-01-03T16:57:35.516Z	-	-	-	Neutral	Is there sufficient demand for the units and will the see businesses behind the Ford garage lost? If so will they be relocated to equally useful location.	Unhappy	Whilst I like the concept there needs to be parking provision for businesses but this stretch of road also needs to have bus lanes to encourage bus usage even further in an area where bus usage is recovering well.
2023-01-03T16:52:39.922Z	-	-	-	Satisfied	-	-	-
2023-01-03T16:51:50.357Z	Dissatisfied	Climate & Environmental Action, Blue & Green, Connecting Places, Health and well-being, A sense of place, community and culture, Access for all, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	All I see in this survey is for people. What about our Wildlife that is becoming more endangered the more you build for people	-	-	-	-
2023-01-03T16:35:06.987Z	-	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	The A23 is a very busy road and heavily congested during rush hours between Horley and Redhill. The proposals look a bit more pedestrianised so suggest evidence be provided to demonstrate it would be unaffected or improved, especially if public transport and cycling routes are improved.	Satisfied	Looks good and a positive change. I'd like to see architecture in the Georgian or Victorian style, it appears to be timeless and adds character to an area that doesn't have much. If you make the buildings beautiful then you'll attract businesses and people to spend time and money there.
2023-01-03T13:12:38.807Z	Satisfied	Connecting Places, Health and well-being, Access for all, Climate & Environmental Action, Changing Employment Patterns, A sense of place, community and culture, Blue & Green, Vibrant Urban Centres, Civic Streets, Diverse types of high quality new homes	Good quality cycling and walking infrastructure.	Satisfied	It looks grand, but the cycling infrastructure needs to be joined up.	Satisfied	What plans do have to prevent the diverted traffic from going through Reigate ? I would like to see the proposed changes to the A23 crossing by East Surrey Hospital amended so that it joins up with the existing cycle "lanes"
2023-01-03T09:10:16.652Z	Satisfied	Climate & Environmental Action, Connecting Places, Civic Streets, Vibrant Urban Centres, Diverse types of high quality new homes, A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Changing Employment Patterns	-	Neutral	Good road layout but too much high rise housing creating a continuous canyon into Redhill centre	Satisfied	Need to stop traffic diverting through Reigate if it causes disruption
2023-01-01T22:41:37.374Z	Satisfied	Health and well-being, Diverse types of high quality new homes, Climate & Environmental Action, A sense of place, community and culture, Connecting Places, Access for all, Civic Streets, Vibrant Urban Centres, Changing Employment Patterns, Blue & Green	-	Neutral	-	-	-
2023-01-01T10:44:58.815Z	Neutral	Access for all, Diverse types of high quality new homes, A sense of place, community and culture, Health and well-being, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns	Need to address anti social behaviour. Litter in Redhill town centre. Change paving stones as they look dirty Update sign posts for Redhill as still have blue/red ones in place. Keep areas with traditional buildings in character. New and old New supermarket (Waitrose) on Gloucester Road Car park site	Unhappy	Reduce number of buildings/flats as looks squashed especially in first picture. Trees etc looks good . Hope flats being built will serve key workers especially staff at East Surrey Hospital and other public workers.  Need to address Cromwell Road estate. Maybe another supermarket or revamp housing as very run down now.	Neutral	First picture - Too built up with flats. Replace with houses  Second picture ok
2022-12-31T18:50:50.005Z	Happy	Access for all, Health and well-being, A sense of place, community and culture, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	Happy	-
2022-12-31T13:01:25.233Z	-	Vibrant Urban Centres, Climate & Environmental Action, A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Connecting Places, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	High street indoor markets for collections of small businesses that are hand made/designed locally in Surrey. Empty office spaces used for permanent art/design studios instead of hot desk spaces	Happy	-	Happy	I would love to see more safe bike paths between towns like Redhill and Reigate

2022-12-31T10:20:48.710Z	Satisfied	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	I think all the vision statements are of equal importance. No one statement is more important than the others.	Dissatisfied	As much as I like the idea of using cycle paths and walking to get around the reality is that the majority of people will use their car's especially to get to work. What about the people who are more dependent on their cars to get around? For example people with disabilities and the elderly who will find it more difficult to walk or cycle. What has been happening to the pull in bus stops in the area recently? Are we going to see more of them disappear? Are you investing in public transport? Is there going to be someone making sure people on bikes are using the cycle paths? I can't count the amount of times I have seen someone cycling on the road right next to a cycle path. What is the point of putting in more cycle paths if people don't use them?	Dissatisfied	My concerns are the same as for the Redhill development.
2022-12-31T09:10:50.824Z	Happy	Blue & Green, Health and well-being, A sense of place, community and culture, Climate & Environmental Action, Vibrant Urban Centres, Connecting Places, Civic Streets, Access for all, Diverse types of high quality new homes, Changing Employment Patterns	-	Happy	-	Happy	-
2022-12-31T02:10:03.350Z	Satisfied	Vibrant Urban Centres, A sense of place, community and culture, Health and well-being, Civic Streets, Connecting Places, Access for all, Blue & Green, Climate & Environmental Action, Changing Employment Patterns, Diverse types of high quality new homes	-	Happy	-	Happy	-
2022-12-30T21:49:12.185Z	Happy	Civic Streets, Diverse types of high quality new homes, Connecting Places, A sense of place, community and culture, Vibrant Urban Centres, Health and well-being, Climate & Environmental Action, Access for all, Blue & Green, Changing Employment Patterns	Clean and bright appearance	Satisfied	-	-	-
2022-12-30T20:56:35.551Z	Unhappy	-	Immediately stop any form of building and development	Satisfied	-	Happy	-
2022-12-30T19:29:32.818Z	-	-	-	Happy	It looks great! It looks like it would cost a lot of money though.	Satisfied	Again, it looks great! Although the road currently is a very busy road. Would there be enough space for the traffic still?
2022-12-30T18:31:46.772Z	Dissatisfied	-	Tony *****. Vote for motherhood and apple pie	-	-	-	-
2022-12-30T17:26:43.881Z	Satisfied	Connecting Places, Climate & Environmental Action, Health and well-being, Access for all, A sense of place, community and culture, Blue & Green, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	-	-	-	-
2022-12-30T16:34:58.533Z	Happy	Connecting Places, Vibrant Urban Centres, Health and well-being, Climate & Environmental Action, A sense of place, community and culture, Access for all, Blue & Green, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	Inticing more mainstream brands to open stores in the town and better connecting the town centres so it doesn't feel so disjointed	Happy	Improving traffic management to reduce congestion along this road	Happy	-
2022-12-30T16:15:35.530Z	Satisfied	Connecting Places, Health and well-being, Blue & Green, Climate & Environmental Action, Vibrant Urban Centres, A sense of place, community and culture, Civic Streets, Diverse types of high quality new homes, Changing Employment Patterns, Access for all	Focus on reduction in traffic, speeding, noise etc from private vehicles. Priority in every sense for pedestrians. Greater promotion of independent & local shops, business and hospitality/leisure facilities. New housing to be built with regard to ascetic quality - no cheaply built but expensive priced volume- housebuilder usual new build rubbish.	Satisfied	The mock up of the "new homes" appear be of the common style of mid rise flats we see built everywhere. There are plenty of these already and the buildings are unattractive and the flats usually of poor quality (and rarely affordable anyway). If housing is to be built please ensure proper care and attention is given to the planning, design and build. Use appropriate modern firms that build attractive, eco, sustainable and affordable housing solutions	-	-
2022-12-30T15:37:39.375Z	Satisfied	Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes, A sense of place, community and culture, Access for all, Health and well-being, Blue & Green, Climate & Environmental Action	-	-	Ok, if the pedestrian lanes are enlarged and design is of high quality	-	Ok, if pedestrian lanes are enlarged and design is of high quality
2022-12-30T15:19:39.485Z	-	A sense of place, community and culture, Health and well-being, Blue & Green, Access for all, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	-	-	-	-
2022-12-30T14:44:06.249Z	Happy	Connecting Places, Health and well-being, A sense of place, community and culture, Access for all, Climate & Environmental Action, Civic Streets, Blue & Green, Vibrant Urban Centres, Changing Employment Patterns, Diverse types	-	Happy	Priorities walking (especially safe routs for the oldest and youngest) and cycling. If vehicle traffic has to slow down, go further, or take longer to enable the above then that is an acceptable price to pay	Happy	-

		of high quality new homes					
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2022-12-30T14:01:58.361Z	Happy	Climate & Environmental Action, A sense of place, community and culture, Health and well-being, Blue & Green, Access for all, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	Happy	Better for pedestrians and greener!
2022-12-30T13:52:05.395Z	Happy	-	-	Happy	-	-	-
2022-12-30T13:37:27.195Z	-	-	-	Happy	-	Happy	-
2022-12-30T11:53:34.470Z	Happy	Connecting Places, Climate & Environmental Action, Health and well-being, Access for all, Blue & Green, Civic Streets, Vibrant Urban Centres, A sense of place, community and culture, Changing Employment Patterns, Diverse types of high quality new homes	De-prioritization of personal vehicle usage in favour of active travel. Actively encouraging active travel by providing the infrastructure for ALL to be able to use it safely and securely. This includes segregated cycle paths and well-lit accessible footpaths connecting all of our neighbourhoods. When new developments are being built, ensuring that the focus is on this active travel and not on discouraging use of private cars as a necessary means to travel	Happy	Consider: Cycle paths on secondary roads- encouraging cycling not only on main thoroughfares. Provision of cycle racks to ensure cyclists feel able to park bikes where necessary. Can some secondary roads be considered as low traffic neighbourhoods?	-	-
2022-12-30T11:16:43.627Z	Satisfied	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	Happy	-
2022-12-30T10:21:45.078Z	Satisfied	-	-	Happy	-	-	-
2022-12-30T07:56:12.940Z	Neutral	A sense of place, community and culture, Vibrant Urban Centres, Connecting Places, Health and well-being, Access for all, Changing Employment Patterns, Diverse types of high quality new homes, Civic Streets, Blue & Green, Climate & Environmental Action	-	Satisfied	Road appears to have been changed to separated carriageways which would cause a lot of issues on the main road	-	-
2022-12-29T21:24:21.792Z	Neutral	Climate & Environmental Action, Health and well-being, Access for all, Blue & Green, Connecting Places, A sense of place, community and culture, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	-	-	-	Cannot read this on a phone as cannot zoom in but like that there is tree planting
2022-12-29T21:19:52.008Z	-	-	-	-	The trees are the best bit	-	-
2022-12-27T12:49:04.099Z	Neutral	Vibrant Urban Centres, Civic Streets, Diverse types of high quality new homes, A sense of place, community and culture, Connecting Places, Changing Employment Patterns, Blue & Green, Health and well-being, Access for all, Climate & Environmental Action	The vision above is very generic - nothing is specific to the area.	Dissatisfied	I think this is nearly the right vision, ie is nice boulevard with plenty of pedestrian and cycle space, but it is spoiled by the high building height on the eastern side. It is important to distinguish this area from the core of the town centre, so the heights need to be stepped back more towards the railway - the frontage on the eastern site should start at 2 storey level, ie symmetrical with the western side. That will give a much more spacious feel rather than the feel of a tunnel.	Neutral	I think that has gone from one extreme (too open) to the other (too crowded). I think it needs to be questioned very hard whether a space like this will ever be suitable for outdoor seating space, given that it remains on a main A road and there will never be a significant amount of commercial space here - this is not the pedestrianised centre of Redhill. Creating seating space which is then not used looks awful. The trees are a big positive, though. The road space should be reduced but looks too constricted in this version - there is no off lane bus stop (admittedly this is just a detail!).
2022-12-05T13:56:20.147Z	Satisfied	Health and well-being, Connecting Places, A sense of place, community and culture, Climate & Environmental Action, Access for all, Civic Streets, Changing Employment Patterns, Blue & Green, Vibrant Urban Centres, Diverse types of high quality new homes	-	Satisfied	-	Satisfied	-
2022-12-03T16:22:08.257Z	Neutral	Connecting Places, Climate & Environmental Action, Blue & Green, Vibrant Urban Centres, Health and well-being, A sense of place, community and culture, Access for all, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	The vision statements do not address sufficiently clearly the need for net zero carbon retrofit to existing buildings	-	-	-	-

Commonplace responses received on Workstage 3 survey between the dates of 23/03/2022 and 02/04/2023

date	How do you feel about these ambitions for the A23 Great Street?	Which of the identity ambitions are the most important to you?	Which of the movement ambitions are the most important to you?	Which of the streets, public spaces and nature ambitions are the most important to you?	Which of the built form ambitions are the most important to you?	Do you think these sketches reflect the ambitions? (1 - Strongly disagree to 5 - Strongly Agree)	What other suggestions do you have?
2023-04-02T17:56:41.007Z	Satisfied	To create an environment that is accessible to all and improves personal safety, To respond to the historic character and distinctiveness of Surrey and the local area	To improve access to strategic transport links by active modes, To provide attractive alternatives to the private car	To reduce unnecessary hard surfaces and replace these with green, To plant more street trees, To deliver a consistent, well-maintained public realm	To provide a more consistent building frontage to the street, To provide development that is flexible and can change over time, To identify opportunity for development that reinforces character and distinctiveness	4	As much as we want to move to greens and eco, car is still king so please provide better parking and traffic management.
2023-04-02T13:56:05.165Z	Happy	To create appropriate settings that support and encourage public life, To create an environment that is accessible to all and improves personal safety, To increase climate change resilience	To provide attractive alternatives to the private car, To improve road safety particularly for pedestrians and cyclists, To provide a continuous high-quality cycling facility	To deliver a consistent, well-maintained public realm, To deliver biodiversity net gain, To reduce unnecessary hard surfaces and replace these with green	To ensure that development responds to and enhances the natural environment, To provide development that is flexible and can change over time	4	-
2023-04-01T20:00:08.491Z	Happy	To increase climate change resilience, To create an environment that is accessible to all and improves personal safety, To create a street that is beautiful, To create appropriate settings that support and encourage public life	To improve road safety particularly for pedestrians and cyclists, To provide attractive alternatives to the private car, To provide a continuous high-quality cycling facility, To provide better active travel crossings and connections, To facilitate expeditious access by emergency vehicles, To provide pedestrian priority over vehicles, To make drivers' guests within the place	To link green spaces in a connected network, To plant more street trees, To deliver biodiversity net gain	To ensure that development responds to and enhances the natural environment	5	-
2023-03-30T15:04:07.013Z	Unhappy	-	-	-	-	-	-
2023-03-29T14:11:55.554Z	-	To enhance the sense of arrival and provide greater identity to the centres	To provide better active travel crossings and connections	To improve access to open spaces and nature	To identify opportunity for development that reinforces character and distinctiveness	-	-
2023-03-28T11:19:20.274Z	Neutral	To respond to the historic character and distinctiveness of Surrey and the local area, To create an environment that is accessible to all and improves personal safety	To provide better active travel crossings and connections, To provide safe, convenient and legible routes to schools, To facilitate expeditious access by emergency vehicles	To deliver a consistent, well-maintained public realm, To minimise street clutter and formalise its location, To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To link green spaces in a connected network, To plant more street trees, To manage all water run-off within the confines of the corridor	To ensure that development responds to and enhances the natural environment, To provide development that is flexible and can change over time	2	Stop filling Redhill with high rise blocks of flats, they're not wanted or needed!!
2023-03-28T10:48:51.798Z	Unhappy	To respond to the historic character and distinctiveness of Surrey and the local area	To facilitate expeditious access by emergency vehicles, This seems a phenomenal waste of money which would be better directed towards repairing the current roadways potholes properly and generally improving the efficiency of local public transport services - it is ridiculous to expect to make drivers' guests	To deliver a consistent, well-maintained public realm	We seem to have had quite enough building work in the Redhill area- perhaps Reigate ought to be redeveloped in the same way with a similar lack of care for its "in keeping" development"	1	-
2023-03-27T20:19:16.380Z	-	-	-	-	-	-	Who's paying for this
2023-03-27T16:19:53.896Z	-	-	-	-	-	-	To my view, all of these designs reduce the capacity of the A23 - that is a really bad idea. The A23 is a road, not a street. The purpose of a road is to facilitate quick and efficient transport along it. Anything that reduces

							capacity and increases traffic jams will be incredibly unpopular with the users of this already heavily congested road.
2023-03-27T16:17:30.993Z	Unhappy	, To increase climate change resilience	To keep the A23 a 'road' provides quick and efficient transport	-	-	-	-
2023-03-27T12:54:07.062Z	Dissatisfied	, To respond to the historic character and distinctiveness of Surrey and the local area	To ensure that the A23 remains a functional road for the purpose of which it is intended	To link green spaces in a connected network, To deliver a consistent, well-maintained public realm, To plant more street trees	To identify opportunity for development that reinforces character and distinctiveness, To provide development that is flexible and can change over time	4	The sketches are very ambitious and perhaps not practical when looking at how the road currently functions.

2023-03-26T16:16:29.433Z	Satisfied	To create an environment that is accessible to all and improves personal safety, To create a street that is beautiful, To respond to the historic character and distinctiveness of Surrey and the local area, To increase climate change resilience	To improve road safety particularly for pedestrians and cyclists, To provide better active travel crossings and connections, To improve access to strategic transport links by active modes, To provide attractive alternatives to the private car	To deliver a consistent, well-maintained public realm, To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To plant more street trees	To identify opportunity for development that reinforces character and distinctiveness, To ensure that development responds to and enhances the natural environment	5	-
2023-03-26T14:45:50.546Z	Unhappy	Stop imprisoning us.	Free movement	Free movement	Freedom to act how we want to act, rather than being dictated to	1	-
2023-03-26T13:04:42.456Z	Satisfied	To create a street that is beautiful	To provide pedestrian priority over vehicles, To make drivers, guests, and within the place	To reduce unnecessary hard surfaces and replace these with green, To plant more street trees, To deliver biodiversity net gain, To manage all water run-off within the confines of the corridor	To ensure that development responds to and enhances the natural environment	4	Rain gardens + swales at the forefront of the drainage design
2023-03-26T10:06:25.814Z	-	-	-	-	To provide eyes on the street to improve feelings of safety	1	-
2023-03-26T10:04:17.956Z	Unhappy	To respond to the historic character and distinctiveness of Surrey and the local area	To make drivers, guests, and within the place	To manage all water run-off within the confines of the corridor	-	-	-
2023-03-26T09:25:23.464Z	Happy	To respond to the historic character and distinctiveness of Surrey and the local area, To create an environment that is accessible to all and improves personal safety, To increase climate change resilience, To create a street that is beautiful	To provide attractive alternatives to the private car, To provide pedestrian priority over vehicles, To improve road safety particularly for pedestrians and cyclists, To provide better active travel crossings and connections	To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To plant more street trees, To minimise street clutter and formalise its location, To deliver a consistent, well-maintained public realm	To ensure that development responds to and enhances the natural environment, To provide a more consistent building frontage to the street, To identify opportunity for development that reinforces character and distinctiveness	4	-
2023-03-26T09:19:46.757Z	Happy	-	-	-	-	-	-
2023-03-26T07:06:13.752Z	Happy	To create a street that is beautiful, To respond to the historic character and distinctiveness of Surrey and the local area, To enhance the sense of arrival and provide greater identity to the centres	To provide pedestrian priority over vehicles, To make drivers, guests, and within the place	To improve access to open spaces and nature, To deliver a consistent, well-maintained public realm, To plant more street trees	To identify opportunity for development that reinforces character and distinctiveness, To provide a more consistent building frontage to the street, To provide eyes on the street to improve feelings of safety	4	-
2023-03-26T01:26:25.685Z	Satisfied	To create a street that is beautiful, To create an environment that is accessible to all and improves personal safety	To improve road safety particularly for pedestrians and cyclists, To provide attractive alternatives to the private car, To provide a continuous high-quality cycling facility, To improve access to strategic transport links by active modes	To link green spaces in a connected network, To reduce unnecessary hard surfaces and replace these with green	To provide development that is flexible and can change over time, To ensure that development responds to and enhances the natural environment	4	-
2023-03-25T22:06:09.011Z	Satisfied	To increase climate change resilience, To create appropriate settings that support and encourage public life, To create an environment that is accessible to all and improves personal safety	To improve access to strategic transport links by active modes, To improve road safety particularly for pedestrians and cyclists, To provide a continuous high-quality cycling facility, To provide better active travel crossings and connections, To provide safe, convenient and legible routes to schools	To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To link green spaces in a connected network, To plant more street trees	To ensure that development responds to and enhances the natural environment, To provide eyes on the street to improve feelings of safety	4	-



2023-03-25T19:16:08.542Z	Satisfied	To enhance the sense of arrival and provide greater identity to the centres	To facilitate expedient access by emergency vehicles	To improve access to open spaces and nature	To ensure that development responds to and enhances the natural environment	2	-
2023-03-25T19:12:21.611Z	Happy	To create an environment that is accessible to all and improves personal safety	Improve roads that create congestion	To link green spaces in a connected network, To plant more street trees	To provide eyes on the street to improve feelings of safety	4	-
2023-03-25T19:04:29.017Z	Happy	To create a street that is beautiful, To create an environment that is accessible to all and improves personal safety	To improve road safety particularly for pedestrians and cyclists, To provide safe, convenient and legible routes to schools, To provide better active travel crossings and connections	-	To identify opportunity for development that reinforces character and distinctiveness, To increase housing development, To provide a more consistent building frontage to the street	5	-
2023-03-25T10:22:11.155Z	-	To enhance the sense of arrival and provide greater identity to the centres	-	-	-	-	-

2023-03-25T10:18:41.867Z	Happy	To increase climate change resilience, To create an environment that is accessible to all and improves personal safety, To create a street that is beautiful, To respond to the historic character and distinctiveness of Surrey and the local area, To enhance the sense of arrival and provide greater identity to the centres, To create appropriate settings that support and encourage public life	To provide attractive alternatives to the private car, To improve access to strategic transport links by active modes, To improve road safety particularly for pedestrians and cyclists, To provide a continuous high-quality cycling facility, To provide pedestrian priority over vehicles, To provide better active travel crossings and connections, To provide safe, convenient and legible routes to schools, To make drivers, Åóguests, Åó within the place	To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To link green spaces in a connected network, To plant more street trees, To deliver biodiversity net gain, To manage all water run-off within the confines of the corridor, To deliver a consistent, well-maintained public realm, To minimise street clutter and formalise its location	To identify opportunity for development that reinforces character and distinctiveness, To ensure that development responds to and enhances the natural environment	4	*Street trees - tree species need to be highly resistant to extremes of heat and drought (with planned ongoing maintenance regime), especially within built up sections of the route where heat island effects are more likely.  * Earlswood/Earlswood Common - road speed needs to be reduced along the length of A23 adjacent to Earlswood Common to reduce the segregation of Earlswood and Woodhatch and allow residents to travel safely between the communities by foot/bicycle (with at least one formalised crossing facility at the junction with Asylum Arch Road) * Cycle parking facilities - improving cycle routes is a priority, but it must be accompanied by improvements to street level secure cycle storage (well-designed, individually lockable units, complementary to the street scene). Insufficient, easily accessible cycle storage is still a feature of new development (residential/office). Without ease of access to a bicycle, in close proximity to the cycle tracks, travel by this mode of transport is unlikely to increase
2023-03-25T09:23:30.857Z	-	To increase climate change resilience	To provide attractive alternatives to the private car	To deliver biodiversity net gain	To build to the highest low carbon standards possible	-	-
2023-03-25T07:48:42.932Z	-	To create a street that is beautiful	-	-	-	-	-
2023-03-25T07:15:45.191Z	Happy	To create an environment that is accessible to all and improves personal safety	To provide attractive alternatives to the private car, To provide pedestrian priority over vehicles	To reduce unnecessary hard surfaces and replace these with green, To link green spaces in a connected network, To plant more street trees	To ensure that development responds to and enhances the natural environment, To provide eyes on the street to improve feelings of safety	4	-
2023-03-25T00:03:56.605Z	Unhappy	To create appropriate settings that support and encourage public life	None of these	To plant more street trees	None of these	1	There are more important things that councils should be dealing with. Stop hating cars as free movement is an essential part of life.
2023-03-25T00:01:18.335Z	Satisfied	To increase climate change resilience	To provide attractive alternatives to the private car	-	-	-	-
2023-03-24T22:34:53.268Z	Unhappy	None of the above	None of the above	None of the above	None of the above	-	-
2023-03-24T21:16:03.840Z	Happy	To create a street that is beautiful, To create appropriate settings that support and encourage public life, To increase climate change resilience	To provide attractive alternatives to the private car, To provide a continuous high-quality cycling facility, To provide pedestrian priority over vehicles	To plant more street trees, To manage all water run-off within the confines of the corridor, To link green spaces in a connected network	To identify opportunity for development that reinforces character and distinctiveness, To ensure that development responds to and enhances the natural environment	4	Replace horrifically ugly rail bridge over A23 just before town and roundabout in Redhill

2023-03-24T19:29:29.933Z	Unhappy	Completely unnecessary. No further money should be allocated to this project	Completely unnecessary. No further money should be allocated to this project	Completely unnecessary. No further money should be allocated to this project	Completely unnecessary. No further money should be allocated to this project	1	Completely unnecessary. No further money should be allocated to this project
2023-03-24T19:29:13.113Z	Unhappy	-	-	-	-	-	-
2023-03-24T18:59:28.671Z	Dissatisfied	To respond to the historic character and distinctiveness of Surrey and the local area	To improve access to strategic transport links by active modes	To link green spaces in a connected network	-	1	-
2023-03-24T18:32:19.992Z	Satisfied	To create a street that is beautiful	To facilitate expeditious access by emergency vehicles, To make drivers, ðguests, ð within the place	To reduce unnecessary hard surfaces and replace these with green, To plant more street trees, To deliver a consistent, well-maintained public realm	To ensure that development responds to and enhances the natural environment, To identify opportunity for development that reinforces character and distinctiveness, To provide development that is flexible and can change over time, To provide eyes on the street to improve feelings of safety	5	Allow for parking on the high street to promote customers to visit and shop on our high streets.

2023-03-24T16:32:15.20Z	-	To create appropriate settings that support and encourage public life, To create an environment that is accessible to all and improves personal safety, To respond to the historic character and distinctiveness of Surrey and the local area, To increase climate change resilience	To provide attractive alternatives to the private car, To improve road safety particularly for pedestrians and cyclists, To provide pedestrian priority over vehicles, To provide safe, convenient and legible routes to schools	To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To manage all water run-off within the confines of the corridor, To deliver a consistent, well-maintained public realm	To ensure that development responds to and enhances the natural environment, To identify opportunity for development that reinforces character and distinctiveness	4	-
2023-03-24T16:27:33.66Z	Unhappy	-	-	-	Just remember that the A23 is primarily a route for cars/Lorries/Public Transport. If you want something that isn't that then create a park someplace else.	-	-
2023-03-24T15:54:34.16Z	Neutral	Roads should be functional. Not pretty, none of this climate change nonsense. Functional	See last answer	See previous answer	See previous answer	-	STOP TRYING TO TAKE CARS AWAY!! CARS ARE NOT THE Problem!! THE LACK OF TREES IS!!
2023-03-24T15:53:57.35Z	Unhappy	-	-	-	-	1	-
2023-03-24T15:00:28.13Z	Dissatisfied	To increase climate change resilience, Prioritise the natural environment & nature	To provide attractive alternatives to the private car	To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To link green spaces in a connected network, To plant more street trees, To deliver biodiversity net gain, Plant hedges, wildflowers & safe routes for wildlife	To ensure that development responds to and enhances the natural environment	2	The sketches have higher rise buildings, is the plan to build a lot & distract people with trees? This risks becoming green washing with little to do with increasing climate resilience
2023-03-24T14:15:16.36Z	Happy	To respond to the historic character and distinctiveness of Surrey and the local area, To enhance the sense of arrival and provide greater identity to the centres, To create appropriate settings that support and encourage public life	-	-	-	-	-
2023-03-24T13:09:04.26Z	Unhappy	Address the failing road network by putting in adequate repairs to existing roads and pathways so it is safe for use.	-	-	-	-	-
2023-03-24T13:06:09.27Z	Dissatisfied	To respond to the historic character and distinctiveness of Surrey and the local area, To not add to the overdevelopment of the borough	None - make it easier for people to get through the A23 by car. Nor everyone works locally	To minimise street clutter and formalise its location, To improve access to open spaces and nature, To deliver biodiversity net gain	To stop building more on open spaces	3	Stop trying to make everyone walk or cycle, but keep those who do sFe
2023-03-24T07:42:23.09Z	Satisfied	To create appropriate settings that support and encourage public life, To create an environment that is accessible to all and improves personal safety	To provide attractive alternatives to the private car, To improve access to strategic transport links by active modes, To improve road safety particularly for pedestrians and cyclists, To provide safe, convenient and legible routes to schools	To reduce unnecessary hard surfaces and replace these with green, To plant more street trees, To deliver a consistent, well-maintained public realm	To ensure that development responds to and enhances the natural environment, To provide a more consistent building frontage to the street, To provide eyes on the street to improve feelings of safety	4	-
2023-03-24T07:28:23.16Z	Unhappy	None of the above. We do not need to build any more rubbish like we have already. How about free parking so the towns can recover. Filling in potholes. Making sure that when utilities dig up freshly laid new tarmac which we wait years for is put back seamlessly and not create a pothole within weeks. Sort out East Surrey hospital junction. You can open up one of the other tunnels to let traffic through or just the ambulances. NO MORE BUILDING. we have enough	-	-	-	-	-

		empty offices to convert to housing.					
2023-03-24T07:05:55.994Z	Unhappy	To respond to the historic character and distinctiveness of Surrey and the local area	None of the above	To manage all water run-off within the confines of the corridor, To plant more street trees	None of the above	1	Less houses, less cycle routes as already good not used routes! Stop traffic restrictions.  Invest in police, road development. Hospital traffic is caused by lack of infrastructure and investment.
2023-03-24T06:43:17.157Z	Neutral	To create a street that is beautiful, To increase climate change resilience, To increase the amount of publicly accessible & biodiversity enhancing green space in the area	To ensure traffic flow is not hindered and pressures pushed onto nearby roads/communities	To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To plant more street trees, To link green spaces in a connected network, To deliver biodiversity net gain	To ensure that development responds to and enhances the natural environment	2	Street trees alone insufficient to contribute to biodiversity gain. Though please focus on planting native species rather than ornamental varieties.

2023-03-24T00:28:56.388Z	Unhappy	To stop the restrictions on people and cars	To stop the restrictions on people and cars	To stop the restrictions on people and cars	To stop the restrictions on people and cars	1	-
2023-03-23T23:18:39.159Z	Happy	To increase climate change resilience, To enhance the sense of arrival and provide greater identity to the centres	To provide a continuous high-quality cycling facility, To provide attractive alternatives to the private car	To minimise street clutter and formalise its location, To plant more street trees, To deliver biodiversity net gain	To ensure that development responds to and enhances the natural environment, To identify opportunity for development that reinforces character and distinctiveness	1	-
2023-03-23T23:07:15.293Z	Dissatisfied	-	-	To plant more street trees, To reduce unnecessary hard surfaces and replace these with green, To manage all water run-off within the confines of the corridor	-	2	Pictures seem to just narrow roads, pop trees in and build massive blocks of flats/buildings
2023-03-23T22:46:18.724Z	Happy	To increase climate change resilience	To provide attractive alternatives to the private car, To improve access to strategic transport links by active modes, To improve road safety particularly for pedestrians and cyclists, To provide a continuous high-quality cycling facility, To provide pedestrian priority over vehicles, To provide better active travel crossings and connections, To provide safe, convenient and legible routes to schools, To make drivers, ðguests, ð within the place, To facilitate expeditious access by emergency vehicles	To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To link green spaces in a connected network, To plant more street trees, To deliver biodiversity net gain, To manage all water run-off within the confines of the corridor	To ensure that development responds to and enhances the natural environment	4	More sustainable transport options to get people out of their cars
2023-03-23T22:44:13.584Z	Unhappy	To continue to have freedom of movement to do what i want and go where i want when i want. I do not want to live in an oppressive society in an open prison.	I don't want any of the above. Are we going back to the 1950s	-	This is all nonsense and ridiculous. Stop trying to control everyone. This is a free country and we can do what we want	1	Stop creating ridiculous rubbish. We don't work and live to be controlled
2023-03-23T22:44:09.196Z	Unhappy	-	-	-	-	-	-
2023-03-23T22:37:19.666Z	Satisfied	To create a street that is beautiful	To make drivers, ðguests, ð within the place	To plant more street trees	To ensure that development responds to and enhances the natural environment	4	-
2023-03-23T22:26:49.571Z	Unhappy	To stop this foolishness	To make driver's feel welcome	-	-	1	stop this and improve road conditions and signage instead
2023-03-23T22:23:23.201Z	Unhappy	Keep away dictatorship to England	Keep our freedom	To plant more street trees	To provide eyes on the street to improve feelings of safety	1	Free speech Free travel Free UK
2023-03-23T22:17:42.435Z	Unhappy	To respond to the historic character and distinctiveness of Surrey and the local area	Freedom to roam and live by my own choice	Not to live in a built up authoritarian state	To provide development that is flexible and can change over time, Not to live in a rabbit hutch on top of each other	-	Sorry this development reminds of 1984. A Means to control the masses
2023-03-23T21:50:24.809Z	Neutral	-	-	-	-	-	-
2023-03-23T21:46:24.979Z	Neutral	To create a street that is beautiful	To improve road safety particularly for pedestrians and cyclists	To reduce unnecessary hard surfaces and replace these with green	To identify opportunity for development that reinforces character and distinctiveness	5	-

2023-03-23T21:37:55.313Z	Satisfied	To create a street that is beautiful, To create an environment that is accessible to all and improves personal safety, To increase climate change resilience, To create a space that is inspirational and aspirational; that shows the way forward with urban design, respecting and promoting nature, improving wellbeing with access to open green spaces, a variety of environments, waterways and biodiversity, and p	To improve access to strategic transport links by active modes, To provide a continuous high-quality cycling facility, To provide better active travel crossings and connections, To provide attractive alternatives to the private car, To improve road safety particularly for pedestrians and cyclists, To provide pedestrian priority over vehicles, To provide safe, convenient and legible routes to schools	To improve access to open spaces and nature, To link green spaces in a connected network, To reduce unnecessary hard surfaces and replace these with green, To deliver biodiversity net gain, To manage all water run-off within the confines of the corridor, To show ambition, innovation, creativity and sensitivity to people and nature.	To ensure that development responds to and enhances the natural environment, To provide development that is flexible and can change over time, High energy efficiency, clever and creative design, sustainability in materials and maintenance.	3	In some ways the designs reflect the ambitions, but they are not very innovative - nothing truly ambitious, or that stands out as being really creative and inspiring. I like the cycle paths and wider footpaths but some of the streets feel quite crowded and there is too much uniformity - I realise the idea is to create a recognisable theme that links all the places, but there could do with being a bit more variation in style and layout within this theme. The new buildings Redhill are very tall in and some wooded areas are being replaced by houses. There isn't any significant area of green open space being added; it feels a bit claustrophobic. The changes to Salfords where the road is very wide and fast, would be a welcome change - anything is better than what we currently have in some of those areas.
2023-03-23T21:06:09.118Z	Satisfied	To increase climate change resilience, To create a street that is beautiful, To respond to the historic character and distinctiveness of Surrey and the local area	To facilitate expeditious access by emergency vehicles, To improve access to strategic transport links by active modes, To provide safe, convenient and legible routes to schools	To reduce unnecessary hard surfaces and replace these with green, To deliver a consistent, well-maintained public realm, To link green spaces in a connected network, To plant more street trees, To manage all water run-off within the confines of the corridor	To identify opportunity for development that reinforces character and distinctiveness, To ensure that development responds to and enhances the natural environment	3	Less building so close to the road on the Redhill Central corridor which will take away the light and feel tight and congested. Lower-level building, set further back from the road instead with tree cover. Wildflower planting down the floral banks and beehives in suitable green spaces.
2023-03-23T21:04:48.878Z	Unhappy	Well organised and managed free flow of traffic without penalising or costing the private car driver additional money	Inexpensive free flow of traffic without creating a 15 minute city or similar	To minimise street clutter and formalise its location	To not create a 15 minute city	1	Plant more trees, Do not reduce roads or penalise drivers but instead manage the traffic properly. Traffic lights should be synchronised properly, bus stops not designed to stop traffic etc. No 25 minute cities, ULEZ or payment per mile these only cause congestion and longer journeys.
2023-03-23T20:46:09.878Z	Happy	To create a street that is beautiful, To respond to the historic character and distinctiveness of Surrey and the local area, To enhance the sense of arrival and provide greater identity to the centres, To create appropriate settings that support and encourage public life, To create an environment that is accessible to all and improves personal safety, To increase climate change resilience	To provide attractive alternatives to the private car, To provide a continuous high-quality cycling facility, To provide pedestrian priority over vehicles, To provide better active travel crossings and connections, To provide safe, convenient and legible routes to schools, To make drivers, Å guests, Å within the place, To facilitate expeditious access by emergency vehicles, To improve road safety particularly for pedestrians and cyclists, To improve access to strategic transport links by active modes	To improve access to open spaces and nature, To reduce unnecessary hard surfaces and replace these with green, To link green spaces in a connected network, To plant more street trees	To ensure that development responds to and enhances the natural environment, To provide a more consistent building frontage to the street	5	-
2023-03-23T20:38:51.244Z	Neutral	To create an environment that is accessible to all and improves personal safety, To create appropriate settings that support and	To provide safe, convenient and legible routes to schools	To improve access to open spaces and nature, To plant more street trees, To deliver biodiversity net gain, To manage	To ensure that development responds to and enhances the natural environment	3	-

		encourage public life		all-water run-off-within the confines of the corridor, To-reduce unnecessary hard surfaces-and-replace these with green			
2023-03-23T20:37:14.769Z	Satisfied	-	-	-	-	-	-
2023-03-23T20:36:11.461Z	Unhappy	To create an environment that is accessible to all and improves personal safety	To keep pedestrians on the pavement only and keeps cars in the rd..	To-reduce unnecessary hard surfaces-and-replace these with green	To ensure that-development responds to and enhances the natural environment	1	Hedges trees and grasses everywhere either side of the pavement and ever central reservation
2023-03-23T20:24:24.850Z	Unhappy	To leave it the fuck alone	-	-	-	-	-
2023-03-23T20:24:00.501Z	Happy	To create a street that is beautiful, To enhance the sense of arrival and provide greater identity to the centres, To increase climate change resilience, To create an environment that is accessible to all and improves personal safety, Creating safe routes for cycling - the ultimate sustainable transport!	To provide attractive-alternatives to the private car, To-improve-road safety-particularly for pedestrians and cyclists, To provide a-continuous high-quality cycling facility, To provide-pedestrian priority-over vehicles, To-provide safe, convenient and legible routes to schools, To make drivers-guests, within the place, To facilitate-expeditious access by emergency vehicles, To improve-access to strategic transport-links-by-active modes	To improve-access to open spaces and nature, To-reduce unnecessary hard surfaces-and-replace these with green, To-link green spaces in a connected network, To-plant more street trees, To deliver-biodiversity net gain	To ensure that-development responds to and enhances the natural environment, To provide development that is-flexible and can change over time, To-provide eyes on the street-to improve feelings of safety	5	Ensure that all cycle paths are separated from the road and linked so our children can cycle safely to their schools and friends
2023-03-23T20:03:39.611Z	-	To create an environment that is accessible to all and improves personal safety	To provide-better active travel-crossings and connections	To-manage all-water run-off-within the confines of the corridor	To-provide eyes on the street-to improve feelings of safety	4	-
2023-03-23T20:01:32	Unhappy	To create appropriate settings that support and encourage public life	To facilitate-expeditious access by emergency vehicles	To-manage all-water run-off-within the confines of the corridor	Would rather the potholes were sorted	1	Fox the roads