

Agenda

Reigate & Banstead
Local Committee

**We welcome you to
Reigate and Banstead Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You



Discussion

Improving the Transport
Network; a Transport Strategy
for Reigate & Banstead

Peter Hitchings

Update on Commissioning of
Healthcare Services for
patients in East Surrey

*East Surrey Clinical
Commissioning Group
Representative*

Priorities for Youth Work in
Reigate & Banstead

Jeremy Crouch

Venue

Location: Reigate Town Hall,

Castlefield Road,

Reigate, Surrey RH2

0SH

Date: Monday, 1 December
2014

Time: 2.00 pm



SURREY

You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Thank you for coming to the Local Committee meeting

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

Email: joanna.hardy@surreycc.gov.uk

Tel: 01737 737695

Website: <http://www.surreycc.gov.uk/reigateandbanstead>



SURREY



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Surrey County Council Appointed Members

Mrs Dorothy Ross-Tomlin, Horley East (Chairman)
 Mr Bob Gardner, Merstham and Banstead South (Vice-Chairman)
 Mrs Natalie Bramhall, Redhill West and Meadvale
 Mr Jonathan Essex, Redhill East
 Mr Michael Gosling, Tadworth, Walton and Kingswood
 Dr Zully Grant-Duff, Reigate
 Mr Ken Gulati, Banstead, Woodmansterne and Chipstead
 Mrs Kay Hammond, Horley West, Salfords and Sidlow
 Mr Nick Harrison, Nork and Tattenhams
 Ms Barbara Thomson, Earlswood and Reigate South

Borough Council Appointed Members

Cllr Michael Blacker, Reigate Central
 Cllr Julian Ellacott, Redhill West
 Cllr Ms Sarah Finch, Redhill East
 Cllr Norman Harris, Nork
 Cllr Richard Mantle, Chipstead, Hooley and Woodmansterne
 Cllr Roger Newstead, Reigate Hill
 Cllr Graham Norman, Meadvale and St Johns
 Cllr Tony Schofield, Horley East
 Cllr Mrs Joan Spiers, Kingswood with Burgh Heath
 Cllr Mrs Rachel Turner, Tadworth and Walton

Chief Executive
David McNulty

			
Mrs Dorothy Ross-Tomlin (Chairman) Horley East	Mr Bob Gardner (Vice-Chairman) Merstham & Banstead South	Mrs Natalie Bramhall Redhill West & Meadvale	Mr Jonathan Essex Redhill East

			
<p>Mrs Kay Hammond Horley West, Salfords & Sidlow</p>	<p>Mr Michael Gosling Tadworth, Walton & Kingswood</p>	<p>Dr Zully Grant-Duff Reigate</p>	<p>Mr Ken Gulati Banstead, Woodmansterne & Chipstead</p>
		 <p>SURREY COUNTY COUNCIL</p> <p>Local Committee (Reigate & Banstead)</p> <p>County Councillors 2013-17</p>	
<p>Mr Nick Harrison Nork & Tattenhams</p>	<p>Ms Barbara Thomson Earlswood & Reigate South</p>		

For councillor contact details, please contact Joanna Long, Community Partnership and Committee Officer (joanna.hardy@surreycc.gov.uk / 01737 737695)

			
Cllr Michael Blacker Reigate Central	Cllr Julian Ellacott Redhill West	Cllr Ms Sarah Finch Redhill East	Cllr Norman Harris Nork
			
Cllr Richard Mantle Chipstead, Hooley & Woodmansterne	Cllr Roger Newstead Reigate Hill	Cllr Graham Norman Meadvale & St Johns	Cllr Tony Schofield Horley East
		 <p>Local Committee (Reigate & Banstead)</p> <p>Borough Council Co-optees 2014-15</p>	
Cllr Mrs Joan Spiers Kingswood with Burgh Heath	Cllr Mrs Rachel Turner Tadworth & Walton		

For councillor contact details, please contact Joanna Long, Community Partnership and Committee Officer (joanna.hardy@surreycc.gov.uk / 01737 737695)

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call Joanna Hardy, Community Partnership and Committee Officer on 01737 737695 or write to the Community

Partnerships Team at Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH
or joanna.hardy@surreycc.gov.uk

This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

Note: This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

*If you have any queries regarding this, please contact the representative of **Legal and Democratic Services** at the meeting.*

OPEN FORUM

Before the formal Committee session begins, the Chairman will invite **questions relating to items on the agenda from members of the public** attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

PART ONE - IN PUBLIC

1 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY)

To receive any apologies for absence.

2 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY)

(Pages 1 - 8)

To approve the minutes of the previous meeting as a correct record. The minutes will be available in the committee room half an hour before the start of the meeting, or online at www.surreycc.gov.uk/reigateandbanstead or by contacting the Community Partnership and Committee Officer.

3 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY)

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- Each Member must declare any interest that is disclosable under the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, unless it is already listed for that Member in the Council's Register of Disclosable Pecuniary Interests.
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner).
- If the interest has not yet been disclosed in that Register, the Member must, as well as disclosing it at the meeting, notify the Monitoring Officer of it within 28 days.
- If a Member has a disclosable interest, the Member must not vote or speak on the agenda item in which it arises, or do anything to influence other Members in regard to that item.

4 PETITIONS (AGENDA ITEM ONLY)

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting. Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

5 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY)

To answer any questions from residents or businesses within the

Reigate and Banstead Borough area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon 4 working days before the meeting.

6 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY)

To receive any questions from Members under Standing Order 47. Notice should be given in writing to the Community Partnership and Committee Officer before 12 noon 4 working days before the meeting.

7 TRADING STANDARDS SERVICE UPDATE (FOR INFORMATION)

(Pages 9 - 16)

Please find attached a briefing paper in respect of the work currently being undertaken by the Trading Standards Service. It also includes some newer work that we are carrying out in respect of Surrey and Reigate and Banstead residents who have been responding to Mass Marketing Scam Mail. We would also like to make Carers and householders aware of the new Scam Sticker packs.

8 REIGATE AND BANSTEAD LOCAL TRANSPORT STRATEGY AND FORWARD PROGRAMME - (EXECUTIVE FUNCTION - FOR DECISION)

(Pages 17 - 108)

This paper presents the outcomes of the development of a Reigate and Banstead Local Transport Strategy (LTS) and Forward Programme. It makes recommendations that the Committee approve the Local Transport Strategy and Forward Programme.

The county council is producing Local Transport Strategies and Forward Programmes for each district and borough in the county. The purpose of these strategies is to support the growth set out within district and borough local plans and provide a programme of transport infrastructure required to deliver this growth. They also provide an evidence base for future funding bids.

9 HIGHWAYS SCHEME UPDATE (EXECUTIVE FUNCTION - FOR DECISION)

(Pages 109 - 122)

At the 2nd December 2013 Local Committee, Members agreed a programme of revenue and capital highway works in Reigate and Banstead. Delegated Authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress, updates Members on other maintenance programmes in Reigate and Banstead and on customer enquiries.

10 HIGHWAYS FORWARD PROGRAMME 2015/16 - 2016/17 (EXECUTIVE FUNCTION FOR DECISION)

(Pages 123 - 132)

This report seeks approval of a programme of highway works for Reigate and Banstead funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets.

11 TRAVEL SMART - PROGRAMME UPDATE INCLUDING BUS

(Pages 133 -

**CLEARWAY ORDERS AND CYCLE ROUTE IMPROVEMENTS
(EXECUTIVE FUNCTION FOR DECISION)**

146)

In June 2012, Surrey County Council was successful in securing an award of £14.3 million in grant funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). This is in addition to the award of £3.9 million LSTF Key Component secured in July 2011. Both grants are for the period up to 31 March 2015 and jointly form the Surrey Travel SMART programme. A total of £4.8million has been allocated for sustainable travel improvements in Redhill/ Reigate. This report provides an update to the committee on the progress of the programme in Redhill and Reigate and asks members to consider a number of bus clearway improvements, and cycle route improvements.

**12 YOUTH NEEDS ASSESSMENT AND COMMISSIONING FOR
LOCAL PREVENTION (EXECUTIVE FUNCTION FOR DECISION)**

(Pages 147 -
156)

Services for Young People is re-commissioning services for 2015-2020, the new service model was approved by Cabinet on 23 September 2014. The current Local Prevention commission ends on 31 August 2015 and new funding agreements will be awarded for provision to start on 1 September 2015. The Youth Task Group has developed a set of priorities for Local Prevention in Reigate & Banstead based on local needs which providers who bid for Local Prevention will be asked to respond to. The Local Committee is asked to approve the Reigate & Banstead priorities so that the procurement exercise can start in December.

**13 PRESENTATION - UPDATE FROM EAST SURREY CLINICAL
COMMISSIONING GROUP (CCG) (FOR INFORMATION)**

Update on the commissioning of Healthcare Services for patients in East Surrey from NHS East Surrey Clinical Commissioning Group (CCG).

14 PARKING ENFORCEMENT (FOR INFORMATION)

(Pages 157 -
164)

Local Committees are responsible for installing and reviewing on street parking restrictions. Committees have a scrutiny role of the enforcement operation and a share of any surplus income. This report sets out the background for these arrangements and provides an overview of the enforcement operation.

15 MEMBER'S ALLOCATIONS (FOR INFORMATION)

(Pages 165 -
172)

16 CABINET FORWARD PLAN (FOR INFORMATION)

(Pages 173 -
174)

The Cabinet Forward Plan details the reports and decisions on Council policies, major plans and budgets the Cabinet will be considering over the next three months. This report highlights the key decisions of interest to the Local Committee.

17 LOCAL COMMITTEE FORWARD PLAN (FOR DECISION)

(Pages 175 -
176)

To note the forward programme of reports to the Local Committee (Reigate & Banstead) in 2014-15 as set out below and agree the dates

of meetings for 2015/16. This is an indicative forward programme. Further items are likely to be added and the list is subject to amendment.

DRAFT

Minutes of the meeting of the
Reigate AND BANSTEAD LOCAL COMMITTEE
 held at 2.00 pm on 22 September 2014
 at Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH.

Surrey County Council Members:

- * Mrs Dorothy Ross-Tomlin (Chairman)
- * Mr Bob Gardner (Vice-Chairman)
- * Mrs Natalie Bramhall
- * Mr Jonathan Essex
- * Mr Michael Gosling
- * Dr Zully Grant-Duff
- * Mr Ken Gulati
- * Mrs Kay Hammond
- * Mr Nick Harrison
- * Ms Barbara Thomson

Borough / District Members:

- * Cllr Michael Blacker
- * Cllr Julian Ellacott
- * Cllr Ms Sarah Finch
- * Cllr Norman Harris
- * Cllr Richard Mantle
- * Cllr Roger Newstead
- * Cllr Graham Norman
- * Cllr Tony Schofield
- * Cllr Mrs Joan Spiers
- * Cllr Mrs Rachel Turner

* In attendance

37/14 APOLOGIES FOR ABSENCE (AGENDA ITEM ONLY) [Item 1]

Apologies for absence were received from Councillor Richard Mantle, Councillor Mrs Kay Hammond and Councillor Mrs Joan Spiers

38/14 MINUTES OF PREVIOUS MEETING (AGENDA ITEM ONLY) [Item 2]

The following correction was made to the minutes:
 Councillor Michael Blacker attended the previous meeting.

Subject to the above amendment, the minutes were agreed as a true and accurate record of the meeting.

39/14 DECLARATIONS OF INTEREST (AGENDA ITEM ONLY) [Item 3]

ITEM 2

None received.

40/14 PETITIONS (AGENDA ITEM ONLY) [Item 4]

Two petitions were received.

Traffic light pedestrian crossing on Pendleton Road, Redhill

The Committee received a petition signed by 800 residents, agreeing with the statement: "support for a light controlled crossing at the intersection of Abinger Drive and Pendleton Road in Redhill."

The Committee **NOTED** the response of the Highways Manager.

Reigate High Street 20mph Speed Limit

The Committee received a petition signed by 700 residents agreeing with the statement: "to support for a reduction in the speed limit from 30 mph to 20 mph in Reigate High Street".

The Committee **NOTED** the response of the Highways Manager to the petitions attached as Annex A.

Annex A

41/14 FORMAL PUBLIC QUESTIONS (AGENDA ITEM ONLY) [Item 5]

One formal public question was received. A response was tabled and is attached to the minutes as **Appendix B**.

[Cllr Alex Horwood asked a supplementary question "Given that Surrey County Council is aware of this issue already, how is the Local Committee going to improve parking?] The Highways Manager committed to providing an answer to this question at a later date.

Annex B

42/14 FORMAL MEMBER QUESTIONS (AGENDA ITEM ONLY) [Item 6]

One Member question was received from Cllr Barbara Thomson. A response was tabled and is attached to the minutes as **Appendix C**.

[Cllr Thomson asked a supplementary question " Please can the Head of Service, Early Years and Childcare Service clarify whether the last paragraph of the report refers to January 2015. Please can the Head of Service, Early Years and Childcare Service also keep Cllr Thomson updated on support for the Dovers Green Play group?"]

The Head of Service, Early Years and Childcare Service confirmed that the last paragraph of the report did refer to January 2015 and that he would keep Cllr Thomson updated on support for the Dovers Green Play group.

Annex C

43/14 EARLY YEARS AND CHILDREN'S CENTRES UPDATE (FOR INFORMATION) [Item 7]

Declarations of Interest: None

Officers attending: Phil Osborne, Early Years and Childcare Service Manager

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members were informed that the quality and availability of Early Years provision in Reigate and Banstead was in general very good. However, the service would like to do more work with disadvantaged families in the borough. Members requested that more focused support is provided for vulnerable families.

The level of qualifications for group leaders are excellent at 87% at level 3 and above and are good for other paid staff at 49%. Members stated that they would like to see a higher percentage of staff gaining a Level 3 or above qualification.

Members discussed supporting organisations with identifying children with special needs which would assist with buying in additional staffing. Members noted that 20% of children are not achieving and queried the reasons for this and stated that they wished to see the gap lowered.

Members noted that work is being undertaken on a project to provide better information services for families moving into the area. Early Years are also working with services for Young People to gain more information about young parents and their needs.

Members were informed that the service is looking to expand places for 2 year olds in the boroughs and districts in Surrey. The Chairman requested that the Committee be kept updated on developments for the Early Years Service in the borough.

The Committee:

NOTED the report.

44/14 LOCAL COMMITTEE TASK GROUPS 2014/15 - VACANCIES (FOR DECISION) [Item 8]

The Local Committee AGREED: to appoint the below representatives from Reigate and Banstead Borough Council to the Youth Task Group, the Local Sustainable Transport Fund Task Group and the Redhill Parking Task Group for 2014-15.

The membership of these task groups for 2014-15 to be as follows:

ITEM 2

Youth Task Group – Councillor Julian Ellacott, Councillor Mrs Rachel Turner and
Councillor Ms Sarah Finch

Local Sustainable Transport Fund Task Group – Councillor Ms Sarah Finch, Councillor Julian Ellacott and Councillor Michael Blacker

Redhill Parking Group – 3 councillors were nominated to the 2 places on the group.

The Committee took a vote: Councillor Tony Schofield received 10 votes
Councillor Julian Ellacott received 9 votes
Councillor Ms Sarah Finch received 2 votes

It was therefore agreed that Councillors Schofield and Ellacott would represent the Committee on the Task Group for 2014/15.

45/14 SURREY FIRE AND RESCUE SERVICE - LOCAL UPDATE AND PERFORMANCE REPORT (FOR INFORMATION) [Item 9]

Declarations of Interest: None

Officers attending: Steve Goodsell Firefighter and Eddie Roberts Area Manager East Area Command

Petitions, Public Questions, Statements: None

Member Discussion – key points:

It was noted that East Surrey Hospital is still generating many Automatic Fire Alarm (AFA) calls, and Members wished to know how the service was responding to this. Ongoing work was taking place with East Surrey Hospital around this to reduce the false activations that are attended.

Members noted that the number of fire safety visits in the borough had reduced, it was explained that visits were taking time to complete. Members were reassured that the service was focusing on vulnerable groups, with volunteers delivering enhanced safety checks.

Members asked what the latest was with the Banstead Fire Station, the committee was informed that Epsom Fire station is moving 1 fire engine to Banstead Station. Members noted that the reporting structure for Firefighters in this area would be changing and that there would be reporting by borough area. Members were also informed that in mid November Firefighters would be moving into Banstead Fire station to provide support for Purley Fire Station when that closes.

Members noted that attendance to fires is increasing in the borough and requested that these figures be incorporated into next year's report.

The Committee:

- (i) RECOGNISED the achievements of the borough teams within the Reigate & Banstead borough.

- (ii) SUPPORTED the borough team's commitment to deliver initiatives to reduce risk and make the Reigate & Banstead Borough safer through the delivery of the borough/station plan.
- (iii) NOTED the targets and initiatives set within the Reigate & Banstead Borough Plan for 2013/14 and support the Fire and Rescue Service in the delivery of this plan.

46/14 TRAVEL SMART - APPROVAL OF BUS CLEARWAYS AND CYCLE IMPROVEMENTS (EXECUTIVE FUNCTION - FOR DECISION) [Item 10]

Declarations of Interest: None

Officers attending: Marc Woodhall Sustainable Transport Manager and Alison Houghton Senior Transport Officer (Infrastructure)

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members discussed the installation of 50 bus stop clearways to allow people greater accessibility at bus stops with buses being able to pull up and away smoothly. This would also improve buses being able to keep to schedule.

Members asked if residents would be consulted on the introduction of the clearways, officers confirmed that residents would be written to.

The Committee:

- (iv) AGREED the proposed bus stop clearways are introduced at the existing bus stops along the improved quality bus corridors (Redhill-Merstham (bus routes 430/435), and Earlswood-Whitebushes (bus routes 420/460, 430/435, 424) as specified in Annexes A and B to the report submitted.
- (v) AGREED the proposed cycle route improvements to the National Cycle Route (NCR 21) be approved for construction.
- (vi) AGREED the proposed cycle route improvements to St Annes Drive (Redhill) be approved for construction including the conversion of the western footway between Noke Drive and the traffic island near Warwick School to shared pedestrian and cycle use.
- (vii) AGREED the proposed improvements submitted by the Reigate and Redhill Business Travel Forums outlined in Annexes H and I to the report submitted, be approved to proceed to delivery.

ITEM 2

(viii) AGREED to delegate authority for decision making on the final round of business travel forum schemes to the Head of Travel and Transport in consultation with the Chair of the Reigate and Banstead Local Committee and the LSTF Task Group.

(vi) NOTED the progress of the 2014/15 Travel SMART Wayfinding programme for Redhill.

47/14 REDHILL BALANCE NETWORK - APPROVAL OF BUS ONLY RIGHT TURN FROM PRINCESS WAY INTO LADBROKE ROAD (EXECUTIVE FUNCTION - FOR DECISION) [Item 11]

Declarations of Interest: None

Officers attending: Paul Fishwick, LSTF Project Manager

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members noted that the works on Redhill Balance Network would be moved back until February 2015 because of safety concerns and the Christmas shopping period.

The Committee:

(ix) NOTED the update provided and the latest programme of works in Annex A of the report submitted.

(x) AGREED to the creation of a bus only right turn into Ladbroke Road once the new junction is constructed, Annex B of the report submitted.

(iii) AGREED that if objections are received to advertisement of the legal notices and traffic orders, the Area Team Manager is authorised to try and resolve them in consultation with the Chairman, vice chairman, Divisional Members and Project Manager, and decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification.

48/14 HIGHWAYS SCHEMES UPDATE (EXECUTIVE FUNCTION - FOR INFORMATION) [Item 12]

Declarations of Interest: None

Officers attending: John Lawlor, Area Highways Manager

Petitions, Public Questions, Statements: None

Member Discussion – key points:

Members noted that Highways had been allocated a large portion of pipe repairs, officers were working to improve customer contact in this area.

Members queried whether blocked gullies are logged as blocked and were informed that this was the case. Funding that is being received locally was being used to target areas that needed more cleans. Highways would be receiving more historical information about silt levels.

Members were informed that Highways were in regular contact with Thames Water and that they hoped to start to bring local flood groups and farmers together in Reigate and Banstead.

Members wished to know whether Street Works worked closely with Highways to carry out inspections. The officer informed Members that inspections are coordinated with Street Works.

Members asked what the process was for adding broken pipes to a list for action. Members were requested to contact Terry O'Neil to report any issues. Members requested a list of broken pipes per division for the next informal Local Committee.

Councillor Gosling raised questions regarding Woodmansterne Road, officers were requested to respond to the councillor directly.

Councillor Gulati raised the issue of flooding of Outwood Lane and Holly Lane that occurred in June 2014 and the planned resurfacing of Woodmansterne Lane, officers agreed to find out and come back to the councillor.

Members noted that a list of works to address flooding damage have been compiled and asked officers to come back with dates of these works to the Committee.

The Committee:

NOTED the contents of the report.

49/14 MEMBER ALLOCATIONS (FOR INFORMATION) [Item 13]

Declarations of Interest: None

Officers attending: Rowena Zelle, Local Support Assistant

Petitions, Public Questions, Statements: None

Member Discussion – key points:

The Committee **NOTED** the amounts that have been spent from the Members' Allocation (revenue) and Local Committee capital budgets, as set out in Annex 1 of the report submitted.

ITEM 2

[The Chairman reminded Members that all funding must be committed by the end of February 2014.]

50/14 CABINET FORWARD PLAN (FOR INFORMATION) [Item 14]

The Committee **NOTED** the report.

51/14 LOCAL COMMITTEE FORWARD PLAN (FOR INFORMATION) [Item 15]

The Committee **NOTED** the report.

Meeting ended at: 4.55 pm

Chairman

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 1st December 2014



LEAD OFFICER: David Bullen, Senior Trading Standards Officer

SUBJECT: Trading Standards Service update

DIVISION: ALL

SUMMARY OF ISSUE:

Please find attached a briefing paper from the Trading Standards Service in respect of work currently being undertaken by the Trading Standards Service.

It also includes some newer work that we are carrying out in respect of Surrey and Reigate and Banstead residents who have been responding to Mass Marketing Scam Mail.

We would also like to make Carers and householders aware of the new Scam Sticker packs which contain stickers to affix to cheque books and phones to act as an aide memoire.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to note:

- (i) Note this report for information
- (ii) Trading Standards work to raise awareness of Mass Marketing Fraud, including scam sticker packs and Guidance Notes for individuals and Carers and the Committee is requested to note the attached report and packs

REASONS FOR RECOMMENDATIONS:

This report is for information only but we are drawing the committees attention to our work tackling mass marketing fraud because this is a new area of work and we are keen to raise the profile of mass marketing fraud and scams and make residents and committee members aware of our role in this area.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Trading Standards have responsibility for dealing with unsafe or unfair trading practices and applying regulations in relation to quality, quantity, safety, description and price. We also enforce regulations covering the composition, labelling and advertising of food and ensuring animal health and welfare on farms, minimising the risk of spread of animal disease.

ITEM 7

We support and educate reputable businesses, providing information and advice on consumer and regulatory issues.

We tackle rogue traders and deceptive business practices, protecting all Surrey residents, particularly the most vulnerable from doorstep deception, scams and other illegal practices.

A scam is an illicit scheme to con people out of their money. They can appear by post, phone or e-mail. It is estimated that in the UK £3.5 billion is lost to scams each year with only 1 in 5 cases reported. Some people are often too embarrassed to admit they have fallen victim to a scam but we must remember that scammers are professionals and we are all potential targets.

2. ANALYSIS:

2.1

We are trying to deter local residents from sending money to those who are committing Fraud and to support the UK economy.

3. OPTIONS:

3.1

We are keen to identify any other groups who we can approach who may benefit from information about scams or who can disseminate our message.

4. CONSULTATIONS:

4.1

Not applicable in this case.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1

Not applicable in this case.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1

Previously considered

http://snet.surreycc.gov.uk/snet/core/sccwspages.nsf/LookupWebPagesByTITLE_RTF/Equalities+impact+assessment+guidance?opendocument.

7. LOCALISM:

7.1

County Council will cover all areas and have a strong working relationship within Reigate and Banstead.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report. Where there are identified Crimes Trading Standards will use their policies and consider prosecution where appropriate.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report/ Set out below. <i>(delete as appropriate)</i>
Corporate Parenting/Looked After Children	No significant implications arising from this report/ Set out below. <i>(delete as appropriate)</i>
Safeguarding responsibilities for vulnerable children and adults	Where appropriate safeguarding referrals will be made.
Public Health	No significant implications arising from this report/ Set out below. <i>(delete as appropriate)</i>

8.1 Crime and Disorder implications

Will be investigated in line with our policy

8.2 Safeguarding responsibilities for vulnerable children and adults implications

Referrals will be made to Adult Social Care in appropriate cases where we identify victims of financial abuse or people who we feel may be subject to other forms of abuse or are at risk.

Contact Officer:

David Bullen, Senior Trading Standards officer and district and Borough Liaison Officer for Reigate and Banstead.

Annexes:

Local Committee briefing report

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Trading Standards – who are we and what do we do

About the Trading Standards Service

Trading Standards has responsibility for dealing with unsafe or unfair trading practices and applying regulations in relation to quality, quantity, safety, description and price. We also enforce regulations covering the composition, labelling and advertising of food and ensuring animal health and welfare on farms, minimising the risk of spread of animal disease.

We support and educate reputable businesses, providing information and advice on consumer and regulatory issues.

We tackle rogue traders and deceptive business practices, protecting all Surrey residents, particularly the most vulnerable from doorstep deception, scams and other illegal practices. We have a dedicated Vulnerable Persons Officer, Linda Crowley (formerly Cobbett)

Current Major Projects and Initiatives:

Business Advice and Support:

Surrey Trading Standards operates a business advice line 5 days a week for businesses based in Surrey. We offer free initial advice on consumer protection legislation and free signposting to other sources of information, including trader advice leaflets.

We also promote the Better Regulation Delivery Office (BRDO) Primary Authority Partnership (PAP) scheme to businesses, which offers them the choice of more protection from inconsistent advice or even prosecution by other Authorities from around the country. We have signed up 39 businesses including many household names such as Shell, British Gas and Robert Dyas, with another 15 in active negotiation.

We also support local businesses with other support such as an approved trader scheme

Doorstep Crime/Rogue Trading:

We operate a Rapid Action Team made up of dedicated officers who respond to calls for help from consumers and other organisations by offering advice and attending the scene of alleged doorstep crime. Surrey Police are always in attendance as part of partnership arrangements. Our work featured on an ITV 1 TV show (Hunting the Doorstep Conmen) in July last year and showed the challenges of confronting doorstep traders and the executing of warrants at addresses where suspects were arrested for rogue trading incidents concerning fraudulent building work and money laundering.

Between 1st November 2013 and 31st October 2014 we assisted 297 residents who have been cold called at their doors. In October we assisted a resident of Reigate and Banstead who had paid £270,000 to suspected rogue traders.

No Cold Calling Sticker Scheme:

Surrey County Council Trading Standards were one of the first authorities in the country to develop a no cold callers sticker scheme. We work closely with Surrey Police and other agencies to help reduce incidents of distraction burglary and rogue trading. Our sticker initiative is designed to empower residents, giving them the confidence to deal with cold calling traders. "Stop Cold Calling" leaflets with "Superstickers" for display on front doors and porches have been distributed to over 150,000 properties in Surrey.

Scam Hub project:

The Trading Standards Service is taking part in a major project nationally, known as the "Scam Hub". Working closely with the Metropolitan Police we are dealing with a list of over 700 scam victims who live in Surrey. As part of the project, the service is making contact with all of these people who have been identified as receiving "scam" mail and we are offering support to those identified to be at risk of financial abuse.

Of the 235 who had responded to scam mailings and who we have contacted, we have written to 27 in Reigate and Banstead. In the last couple of months we have also received further priority referrals and in October we visited 1 person in Reigate and Banstead and returned a cheque to them which had been intercepted by the Police and the National Scams Team. Those scammed ranged in age from 55 to 94.

We have also devised a scam pack which comprises of stickers for cheque books and the telephone to remind residents not to part with money or information if it could be a scam.

Social media

Trading Standards issue regular information about our service on facebook, twitter and through TS@lerts.

@surreyts has 2284 followers on twitter. We have 405 'likes' on Facebook. Earlier in the year an @surreyts tweet about flooding repairs reached over 75,000 users and we have now sent out 6393 tweets.

TS @lert is our weekly email news bulletin that contains information on rogue traders, frauds, scams, product recalls. The latest bulletins can be found at <http://www.surreycc.gov.uk/business-and-consumers/latest-news-for-business-and-consumers>. Evaluation of the TS @lert service showed that our initial mailing to approx 3000 people in Surrey is then disseminated to many thousands of residents. To sign up to TS @lert please contact trading_standards@surreycc.gov.uk.

Animal Health:

Animal health legislation exists to protect both human, through the food chain, and animal health. This prevents the introduction of serious diseases such as Foot and Mouth and includes requirements for maintaining records and ensuring livestock are identified. Measures also exist to protect the welfare of livestock, whether on farms, in transit or at abattoirs.

Petroleum and Explosives:

Trading Standards have responsibility for the licensing and registration of all petrol stations and many of the explosive stores to reduce the risk of both fire and explosion. In Surrey there are 191 petrol stations, 190 firework retailers and 34 larger explosive stores (November 2013). Recently, we have also been working closely with the Environment Agency to monitor and advise retail petrol stations at risk of flooding.

Age restricted products such as alcohol and cigarettes

Premises are targeted for advice visits on the basis of intelligence and risk assessment. We aim to work closely with local businesses providing advice and support to assist them to comply with their legal responsibilities in relation to age restricted products. In addition, intelligence led test purchasing is carried out in partnership with Surrey Police in accordance with the Code of Practice for Regulatory Delivery for Age Restricted Products. We have recently conducted an operation with a sniffer dog to detect illicit tobacco being sold and intend to repeat this exercise.

Food Standards:

Surrey Trading Standards is responsible for enforcing food standards e.g. the labelling and quality of food, to ensure consumers are not misled. We carry out this function in partnership with our colleagues in Environmental Health who are responsible for food hygiene and safety. As well as giving advice and dealing with enquires and complaints we also visit food businesses to ensure they are trading fairly.

Working with the Illegal Money Lending Team (IMLT):

The national IMLT has been set up to tackle loan sharks who lend money without the appropriate license.. Loan Sharks rarely, if ever, give any paperwork and if payments are missed they often use intimidation and violence to get money from their 'clients'. We work in partnership with the IMLT including taking part in targeted campaigns, publicity and training with other groups and organisations to make them more aware of loan sharks and money lending.

The IMLT collated evidence that using loan sharks is cyclical in families and are currently educating children about the dangers of loan sharks by providing them with better money management skills via the provision of teacher guidance and classroom resources for children and young people aged 5 – 19. The take-up of these packs in Surrey schools has been very high.

Together with local partners, the IMLT has completed Education and awareness activities in a number of including Reigate and Banstead.

Further Information: www.surreycc.gov.uk/business-and-consumers/trading-standards

Investigating trading standards complaints

Every year the service receives thousands of complaints and enquiries. Unfortunately, we can't investigate every complaint but we do prioritise the most serious cases and use all the others to help us to plan our intervention and prevention work.

Need help with a consumer issue?

Our partner organisation, Citizens Advice Consumer Service, is now the first point of contact for all consumer complaints and enquiries. They provide free advice and assistance and can be contacted on 03454 040506 or through the website: www.adviceguide.org.uk. As well as providing advice Citizens Advice Consumer Service also provide information and intelligence to us. The complaints that this service receives from them are reviewed regularly in order to identify repeated patterns of behaviour by businesses operating in Surrey.

A business that needs help or advice?

For more information, see our website (using the link shown above) or contact the Business Advice Line: **Tel:** 01372 371737 **Email:** business.advice@surreycc.gov.uk

District and Borough Liaison Officer for Reigate and Banstead, David Bullen, Tel. 01372371743

For other matters or further information please contact

Steve Ruddy , Community Protection Manager

Trading Standards, Consort House, 5-7 Queensway, Redhill, Surrey, RH1 1YB

01372 371370

Email: trading.standards@surreycc.gov.uk

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)****SURREY**

DATE: 1st December 2014
LEAD OFFICER: Lyndon Mendes
 Team Manager, Transport Policy

SUBJECT: Reigate and Banstead Local Transport Strategy and Forward Programme

DIVISION: All

SUMMARY OF ISSUE:

This paper presents the outcomes of the development of a Reigate and Banstead Local Transport Strategy (LTS) and Forward Programme. It makes recommendations that the Committee approve the Local Transport Strategy and Forward Programme.

The county council is producing Local Transport Strategies and Forward Programmes for each district and borough in the county. The purpose of these strategies is to support the growth set out within district and borough local plans and provide a programme of transport infrastructure required to deliver this growth. They also provide an evidence base for future funding bids.

The strategies are 'live documents' which will be updated at regular intervals to ensure they remain relevant and current. They will become part of the Surrey Transport Plan.

They contain two main elements. The main document provides a commentary on the transport provision and transport problems in each district or borough. It also provides possible solutions to the identified problems.

The annex contains a forward programme of transport infrastructure that we would like to see implemented in the district or borough, subject to funding. The programme would seek to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

RECOMMENDATIONS:**The Local Committee (Reigate & Banstead) is asked to**

- (i) Approve the Reigate and Banstead Local Transport Strategy and its suggested objectives
- (ii) Approve the list of schemes provided in the Forward Programme (Annex of the Local Transport Strategy)

REASONS FOR RECOMMENDATIONS:

Delivering the Reigate and Banstead Local Transport Strategy will support the County Councils priorities to promote sustainable economic growth and secure investment in infrastructure. It also supports the Borough Councils objectives provide effective services, infrastructure and transport options. The Reigate and Banstead

ITEM 8

Local Transport Strategy will benefit Surrey residents and businesses accommodating sustainable population growth, driving the economy and reducing impacts on the environment.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Surrey Transport Plan is the county's third Local Transport Plan (LTP3). It is a statutory document. The Reigate and Banstead Local Transport Strategy and Forward Programme forms part of the LTP3.
- 1.2 The documents were prepared by Surrey County Council officers, working with Reigate and Banstead Borough Council officers. It has been subject to officer consultation in both the County Council and Borough Council.
- 1.3 The Reigate and Banstead Local Transport Strategy and Forward Programme were taken to the Informal Reigate and Banstead Local Committee on 14th July 2014. Members of the Committee were given the opportunity to give their comments, which were then incorporated into the Transport Strategy and Forward Programme.
- 1.4 An online public consultation was carried out from 16th September – 28th October 2014 on the Surrey County Council website. Following this, revisions were made to the Reigate and Banstead Local Transport Strategy and Forward Programme and a finalised version was produced. Details of the consultation and engagement carried out can be found in the Consultation Report (Annex 2).

2. ANALYSIS:

- 2.1 The strategy aims to identify current problems and issues on the boroughs transport network and where possible, list possible solutions to these problems and issues.
- 2.2 The strategy also aims to mitigate against planned growth in the borough.
- 2.3 The strategy will become part of the Surrey Transport Plan.

3. OPTIONS:

- 3.1 As and when schemes are developed possible options will be investigated and evaluated. However, proposed schemes contained within the forward programme are not currently at that stage.

4. CONSULTATIONS:

- 4.1 The draft Local Transport Strategy and Forward Programme has been subject to a 6 week online public consultation, including close working with the Borough Council and officers at Surrey County Council. Engagement has included discussion at the Reigate and Banstead Informal Local Committee on 14th July 2014.

- 4.2 As a result of the public consultation some changes have been made to the Local Transport Strategy and a summary of these can be found in a full consultation report in Annex 2

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 This report only provides estimated costs of possible schemes scheduled within the Forward Programme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 An Equalities Impact Assessment (EIA) has been drafted for the Reigate and Banstead Local Transport Strategy and Forward Programme.
- 6.2 No negative impacts on any protected characteristic group were identified.
- 6.3 No changes have been made to the Local Transport Strategy and Forward Programme as a result of the EIA.

7. LOCALISM:

- 7.1 The Reigate and Banstead Local Transport Strategy is a borough wide document which seeks to address transport across the entire borough area. Specific schemes will have local impacts in their specified areas, and these will be assessed when a scheme is brought forward. The Forward Programme will be updated on a yearly basis and will offer the opportunity for local ideas to be included in the programme during these revisions.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below

8.1 Sustainability and Public Health implications

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Local Transport Strategy.

ITEM 8

Transport is responsible for one third of carbon emission in Surrey. Surrey's Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on personal health. The NHS identifies cycling as an activity which provides significant health benefits.

It is expected that increased levels of walking and cycling to and around the town centre will have a positive effect on the local economy with recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than motorist.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Reigate and Banstead Local Transport Strategy and Forward Programme has been produced to support the growth set out within the borough local plan and provides a programme of transport infrastructure required to deliver this growth. It also provides an evidence base for future funding bids.

9.2 It is recommended that the strategy is approved by the committee.

10. WHAT HAPPENS NEXT:

10.1 The Reigate and Banstead Local Transport Strategy will be taken to a Surrey County Council Full Cabinet. Subject to approval it will then be a public document on the SCC website as part of the Surrey Transport Plan. The Local Transport Strategy will be updated at regular intervals, and the Forward Programme will be updated yearly.

Contact Officer:

Lyndon Mendes, Team Manager, Transport Policy.

Consulted:

The draft strategy has been subject to a six week public consultation. Details of which can be found in Annex 2.

Annexes:

Annex 1: Reigate and Banstead Local Transport Strategy and Forward Programme
Annex 2: Consultation Report

Sources/background papers:

- Surrey Transport Plan (LTP3)
-

Surrey Transport Plan

Reigate and Banstead Local Transport Strategy & Forward Programme



December 2014

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Draft

Alternative formats

Surrey County Council has actively considered the needs of blind and partially sighted people in accessing this document.

We are happy to give information in either large print or in another language. If you want this service please call us on 03456 009 009.

If you have other needs in this regard please contact Surrey County Council in one of the following ways.

In writing

Surrey County Council
Transport Policy (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN

By phone

03456 009 009 (8am-6pm weekdays)

By email

localtransport.strategiesinfo@surreycc.gov.uk

Surrey Transport Plan

Reigate and Banstead Draft Local Transport Strategy and Forward Programme

December 2014

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4	Reigate and Banstead Transport Trends.....	14
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Executive Summary

The Surrey Transport Plan is the third Local Transport Plan (LTP)¹ for the county. It is a statutory plan (required by the Local Transport Act 2008 and Transport Act 2000), which replaced the second LTP on 1 April 2011. Like the previous Plans, the Surrey Transport Plan is partly an aspirational document. The Reigate and Banstead Local Transport Strategy and Forward Programme forms part of the LTP3. Local Transport Strategies and Forward Programmes will be produced for all districts and boroughs within Surrey and will be 'live' documents, updated every 2-3 years whilst the Forward Programme (annex) will be updated yearly.

The purpose of the strategy is to support the growth set out within the borough's local plan documents and provide a programme of transport infrastructure required to deliver this growth. Together they provide an evidence base for future funding bids.

The objectives of this strategy are to economic development and regeneration in Reigate and Banstead, to encourage a modal shift to more sustainable travel modes and to improve air quality especially in those areas designated as Air Quality Management Area (AQMAs). These objectives are in accordance with Surrey's Environment and Infrastructure priorities.

In order to achieve these objectives the strategy focuses on the current issues and problems on the transport network in Reigate and Banstead. The strategy considers potential solutions and mitigation and also seeks to take account of planned future growth in the borough and related work streams being carried out by the County and Borough Councils and by external stakeholders. A Forward Programme has been produced (see annex) which details the schemes identified to achieve the objectives set out in this strategy.

As such, the Forward Programme contains an aspirational list of transport infrastructure schemes which would achieve the objectives of the Reigate and Banstead Local Transport Strategy, subject to funding and feasibility. The programme seeks to address the problems identified in the main document of the strategy and mitigate the impact of future growth on the transport network.

The strategy has been produced by the County Council in partnership with Reigate and Banstead Borough Council. Public consultation on the draft strategy took place during May-July 2014. The final version takes on board comments received during consultation and will be considered by the Reigate and Banstead Local Committee and by Surrey County Council's Cabinet to be adopted as part of Surrey's Local Transport Plan (LTP3).

¹ http://www.surreycc.gov.uk/_data/assets/pdf_file/0010/842698/01-STP-Executive-summary-July-2014.pdf

1. Introduction

- 1.1 The Reigate and Banstead Local Transport Strategy and Forward Programme are part of the [Surrey Transport Plan](#) (LTP3) and support the Borough Local Plan. The LTP3 is the county's third Local Transport Plan and is a statutory document. The Surrey Transport Plan sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.
- 1.2 Local transport strategies have been developed to take account of and provide a plan for addressing transport problems and opportunities in a geographical area. A local transport strategy (LTS) has been produced for each district and borough in the county.
- 1.3 This LTS considers the Borough Local Plan and is a key document in informing the response to Central Government and the Coast 2 Capital Local Enterprise Partnership (LEP) in terms of potential funding bids. The emerging local transport strategies were used to respond to and inform the LEP Strategic Economic Plan which considers the ability of highway and transport interventions to achieve growth in terms of jobs, employment floor space and housing created. The LTS also considers interventions required to address existing problems on the transport network. Finally, the LTS is a mechanism to respond to, and inform, local Infrastructure Delivery Plans (IDPs) and help identify projects which could be funded through the Community Infrastructure Levy.
- 1.4 The LTS is a 'live document' that it is intended will be updated every two to three years. The LTS consists of two main parts:
 - The main document, which provides a commentary on the characteristics, problems and opportunities in the area
 - An annex consisting of a forward programme detailing highway and transport interventions to address the problems identified.
- 1.5 The LTS sets out the short, medium and long-term approach by which Surrey County Council (SCC) and Reigate and Banstead Borough Council (EBC) seek to encourage sustainable travel patterns and manage congestion in the borough.
- 1.6 The schemes outlined in the forward programme are intended to provide a cohesive package of measures to address all modes of transport and to work towards providing an effective choice of transport for all users.
- 1.7 The forward programme identifies a number of transport infrastructure schemes which could be implemented over the next 15 year period, subject to feasibility and funding. The status of each scheme has been defined as:

- local schemes, at a cost less than £250,000
- intermediate schemes, at a cost between £250,000 and less than £2m
- , Major schemes, at a cost of £2m and above.

1.8 The forward programme will help the county council and borough council to identify strategic infrastructure delivery priorities and guide future investment from a range of funding sources including:

- Major schemes funding via the C2C Local Transport Body
- Potential funding via the Coast 2 Capital Local Enterprise Partnership (LEP)
- Local Committee funding including the Integrated Transport Block (Minor improvement schemes)
- Developer contributions including the Community Infrastructure Levy and Section 106 agreements.

Structure of the Document

1.9 Chapter 2 'Objectives and delivery priorities' outlines the agreed objectives for the strategy, based on any issues on the transport network.

1.10 Chapter 3 'Reigate and Banstead transport network' describes the key highways, public transport, walking and cycling infrastructure in the district and describes overall issues experienced on the transport network.

1.11 Chapter 4 'Reigate and Banstead Transport Trends' outlines the key trends on the Reigate and Banstead transport network.

Chapter 2	Chapter 3	Chapter 4	Chapter 5	Chapter 6	Chapter 7	Chapter 8
• Objectives and delivery priorities	• Reigate and Banstead Transport Network	• Reigate and Banstead Transport Trends	• Future Growth and its Impact	• Related workstreams and projects	• Places in Reigate and Banstead	• Forward Programme, Funding and Delivery

1.12 Chapter 5 'Future growth and its impact' outlines planned growth in the district, drawing from the Reigate and Banstead Core Strategy and associated strategic modelling.

1.13 Chapter 6 'Related workstreams and projects' places this transport strategy in a wider context.

1.14 Chapter 7 'Places in Reigate and Banstead' gives descriptions of the local transport networks in the boroughs main settlements.

1.15 Chapter 8 'Forward Programme, Funding and Delivery' outlines the main funding sources which it is anticipated may be used to deliver the schemes included in the annex, in line with the objectives.

2. Objectives and delivery priorities

- 2.1 This chapter sets out the objectives of the Reigate and Banstead Local Transport Strategy and the visions and objectives of the documents which influence these objectives. The objectives of this strategy have been developed using the Local Transport Plan (LTP3), the Surrey County Council Directorate Priorities and the Reigate and Banstead Borough Council Core Strategy. These documents, and their visions and objectives, have been summarised below.

Reigate and Banstead Local Transport Strategy Objectives

Objective 1

Encourage economic growth across the borough

- Improving accessibility in Redhill, Merstham, Preston and Horley
- targeting the economic regeneration of these areas in particular Horley and Redhill
- improving accessibility between residential areas and employment and retail centres
- reducing community severance particularly between residential areas and employment and retail centres.
- improving accessibility to local town centres
- improving surface access to Gatwick Airport

Objective 2

Encourage more sustainable travel on foot, bicycle and public transport

- providing a balanced and sustainable transport system through improvements to walking and cycling provisions
- improving accessibility to public transport, including rail
- developing Redhill as a transport hub
- implementing town centre travel planning and residential travel planning as part of new development and through the LSTF bid

Objective 3

Improve Air Quality where pollutants exceed recommended levels

- Reduce car use and congestion in the borough
- Continue to monitor and analyse pollutant levels

- 2.2 The objectives outlined above have been considered in relation to specific areas across the borough. The documents which influence these objectives are summarised below:-

Vision and objectives of the Local Transport Plan LTP3

Vision

To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.

Objectives

Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.

Reliable transport: To improve the journey time reliability of travel in Surrey.

Safe transport: To improve road safety and the security of the travelling public in Surrey.

Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

Surrey County Council Environment & Infrastructure Directorate Priorities 2014/15

Vision: A leading economy and an attractive environment, with better roads and transport networks.

Theme 1: Maintain and improve highway and transport infrastructure to support economic growth

- Repair road defects within appropriate timescales.
- Deliver the county council priority to renew 100 km of the county's roads.
- Work with the Local Enterprise Partnerships (LEPs) to secure funding to enhance highways and transport infrastructure.
- Invest up to £10m to tackle damage to roads from severe weather and flooding.

Theme 2: Optimise the use of highway and transport infrastructure to support health, wellbeing and economic development

- Deliver the Travel SMART programme.
- Deliver the Surrey cycling strategy with Local Committees.
- Complete the passenger transport review.
- Develop business cases for major transport schemes to secure required funding.

Theme 4: Enable and facilitate the sustainable development of key 'places' in Surrey

- Work with District and Boroughs to support investment in key places in Surrey.
- Support the county council priority to deliver the necessary additional school places through a robust and timely planning process.

Reigate and Banstead Core Strategy Spatial Vision

Reigate & Banstead will be one of the most desirable and attractive areas in the region. It will be a place where:

- People who live in, work in and visit the borough enjoy the benefits of a prosperous economy.
- Neighbourhoods are renewed, improved and supported by effective services, infrastructure and transport options.
- The wellbeing of communities is supported by accessible health, leisure, education and information services.
- People take personal responsibility, enjoy active, healthy and diverse lifestyles.
- The environment, and green space, is maintained and enhanced for the future.

2.3 Based on these visions and objectives² the Reigate and Banstead Local Transport Strategy and Forward programme has the following objectives and delivery priorities:

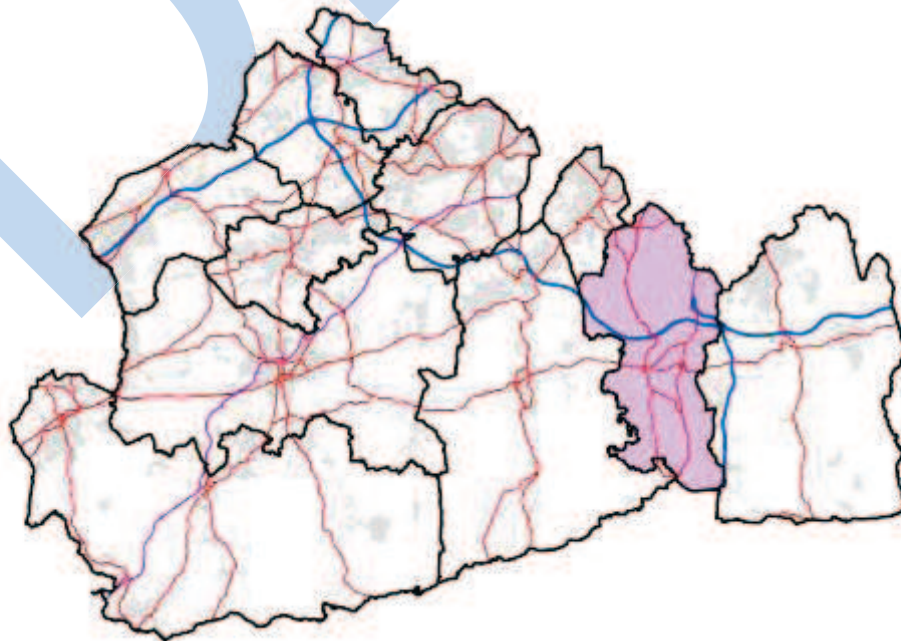
² This document mainly addresses SCC E&I Directorate priorities 1,2 and 4. Theme 3 can be found on the Surrey County Council [website](#).

3. Reigate and Banstead transport network

- 3.1 The following Chapter aims to give a description of the current transport network within the borough of Reigate and Banstead. It describes the boroughs context within the South East of England and Surrey; it then goes into further detail, focusing in on the modes of transport and the infrastructure available across Reigate and Banstead.

Surrey and its transport network

- 3.2 The county of Surrey is located within the South East region of Great Britain and contains 11 districts. Surrey has a population of 1.144 million and, with an area of some 1,670 square kilometres, is one of the most densely populated counties in England. Much of the county is rural and is protected by the green belt. Surrey, however, also contains large urban areas, mostly concentrated in the north of the county, where it adjoins the London conurbation. Due to Surrey's location next to London, and the proximity of both Heathrow and Gatwick Airports, there is considerable demand for movement within, to, from, and through the county.
- 3.3 Surrey's road network has developed over many years to suit the prevailing movement demands. The strategic network, comprising motorways and trunk roads, has evolved principally to serve London, with several nationally important routes passing through the county, including the M3, M23, M25 and the A3.
- 3.4 The local bus network is an integral part of the transport system in Surrey providing valuable transport provision to communities and supporting the economy. Some of the more urbanised areas of Surrey, and particularly those areas bordering London, are relatively well served by bus services.



- 3.5 There are currently 84 railway stations in Surrey and the county is served by an extensive rail network. Movements to and from central London are well catered for via the main London to Brighton line, London to Portsmouth / Southampton services and various secondary and branch line services. There is limited provision for orbital movement across the rest of Surrey, though the North Downs Line connecting Gatwick and Reading via Redhill and Guildford, the line from Redhill to Tonbridge, the Ascot-Aldershot line and the Virginia Water to Weybridge route offer opportunities to move from one part of Surrey to another without having to interchange closer towards London.
- 3.6 The borough of Reigate and Banstead is located in the east of Surrey. The borough borders Greater London, Gatwick Airport and West Sussex. The borough has the largest population in Surrey and has four main towns comprising of Reigate, Redhill, Banstead and Horley and a number of smaller settlements.
- 3.7 This chapter considers the principal road network in Reigate and Banstead; the local bus and rail networks; walking and cycling infrastructure.
- 3.8 It also looks more widely at access to Gatwick airport from within the borough.

Motorways and Principal Route network (PRN)

- 3.9 The main highways in the borough are centred around Redhill. They provide north/south and east/west links across the borough. They consist of:

North/south links

- A217 (Banstead to Horley, Junction 9a of the M23(via the A23) and junction 9 of the M25)
- A23 (London to Horley),
- A240 (Burgh Heath to London)

East/west links

- A25 (Oxted to Dorking via Reigate and Redhill)
- M25 (Access to Kent and M23 to the east and M3, M4 and Heathrow airport to the west)

- 3.10 The main highways and rail corridors are presented on the figure overleaf.

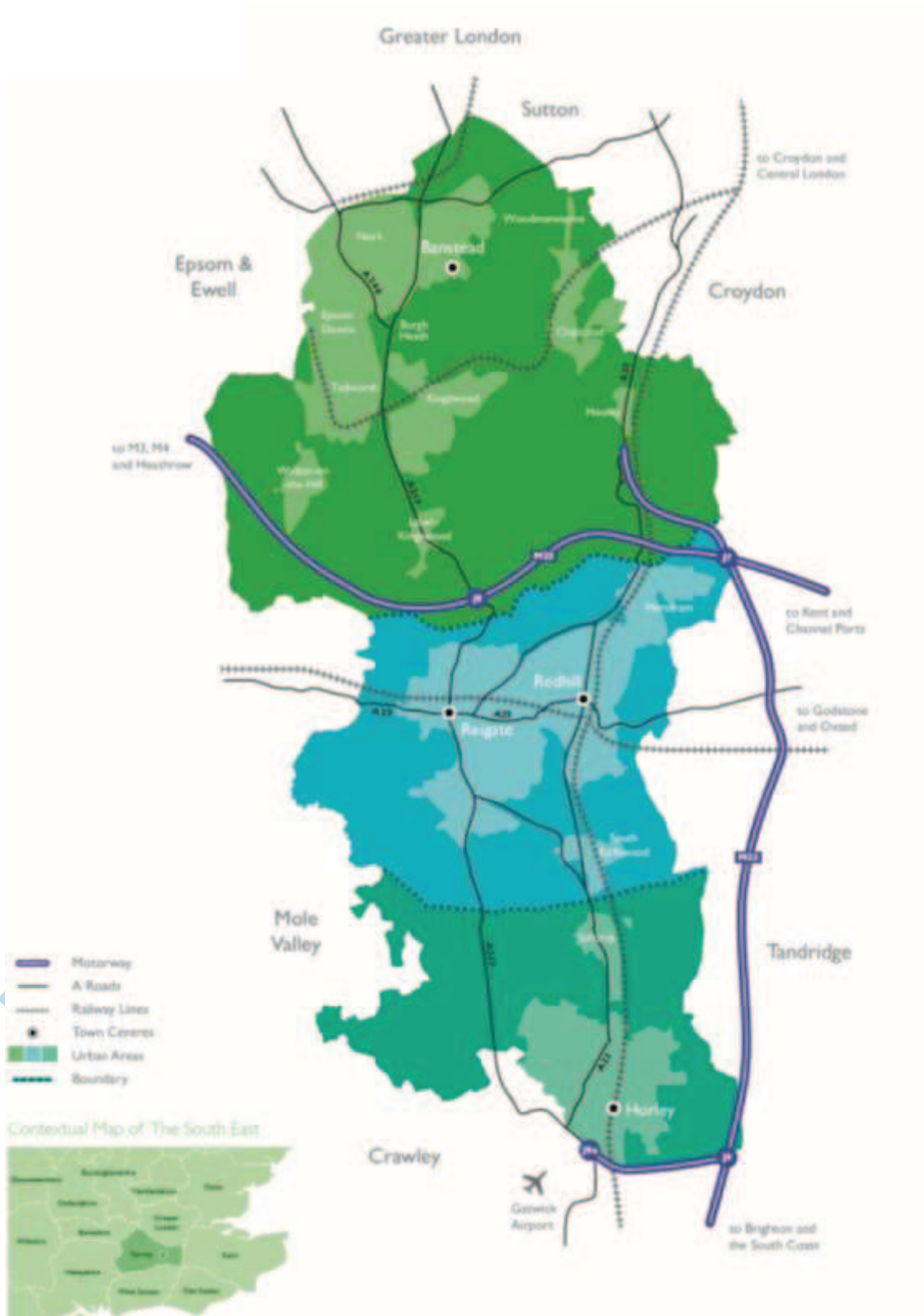


Fig 1 Settlement areas, principal highways and rail network (Reigate & Banstead Borough Council Core Strategy adopted July 2014)

Bus provision

3.11 The current [bus network](#) within the borough is focussed on providing accessibility to the main town centres, with most bus routes running at circa 30 minute intervals during the day. There are limited evening and weekend services around most of the borough but core services along main corridors such as 20, 100, 405 and 430/435 routes run late into the night.



3.12 Implementing improvements to Quality Bus Corridors across the borough is one focus of delivering the successful Local Sustainable Transport Fund (LSTF) bid in Redhill. Details of improvements to be delivered as part of the LSTF are given in the Annex of this document.

3.13 Surrey County Council will seek to implement improvements to bus infrastructure as and when funding becomes available. Improvement measures will include:

- Improvements to bus stop infrastructure along bus corridors including destinations along route – raising kerbing to improve accessibility, provision of seating at bus stops, provision of bus shelters, standardising bus stop layout and alignment to increase reliability and other information and accessibility improvements
- Real Time Passenger Information – equipping bus routes that are not yet on the Surrey RTPI system, installing displays at bus stops, providing information at bus stops on how to obtain RTPI on smart phones/mobile phones or internet
- Surrey-wide smartcard ticketing system working in partnership with bus operators
- Intelligent bus priority and other traffic management measures along bus routes
- Accessibility/safety improvements at railway stations (working in partnership with train operating companies)

- Provision of Community Transport in the area to assist with transport for those who may have mobility problems or other issues which may mean they cannot access public transport.

Rail provision

3.14 Reigate and Banstead is served by two railway lines providing good access to London and Brighton via the Brighton Main Line and Guildford and Reading on the North Downs Line. Redhill is Surrey's fourth busiest station and a key hub on the Brighton Main Line. Redhill and Reigate are also key stations on the North Downs Line. The North Downs Line currently offers a relatively poor orbital service across the county and is one of the few non-electrified lines in the county. It is expected to experience a significant increase in passenger demand due to employment growth in Reading, Gatwick and Guildford.

Problems/Issues

- 3.15 There is currently overcrowding on the Brighton Main Line. Network Rail forecasts passenger demand on the line to increase by 1.5% per annum. Despite investment on the line through the Thameslink Programme, by 2031 it is predicted that services will be operating at 105% of capacity.
- 3.16 There is currently poor east to west connectivity across the county and frequency of services to Guildford, Reading and Gatwick Airport could be improved.
- 3.17 The current rolling stock on the North Downs Line is limited to 3 coaches, which creates some overcrowding on services during peak periods.

Solutions

3.18 A Surrey Rail Strategy has been prepared; this sets out potential options to address capacity on the Brighton Main Line and North Downs Line. These include electrification of the North Downs Line, North Downs Line train lengthening and Brighton Main Line junction improvements. These options if brought forward would improve the orbital services across Surrey, increasing capacity on both lines and improve rail access to Gatwick.



Walking and Cycling Provision

- 3.19 Reigate and Banstead has many rural areas and as a result offers many opportunities for leisure cycling. The quiet country roads, in particular, offer many enjoyable leisure rides. There are also many footpaths in the borough, including the Millenium Trail which is a walking route from Banstead Downs in the north of the borough, to Horley in the south, a distance of 28km (18 miles).
- 3.20 The £4 million Redhill Balanced Network project consists of a series of junction improvements, as well as improvements to the walking and cycling provision in Redhill. Improvements are currently being made to the highway network within Redhill town centre.
- 3.21 Surrey County Council and Reigate and Banstead Borough Council have worked together closely to develop the scheme which received a positive reception during consultation. The project is important to Redhill and the wider area because, as well as tackling traffic congestion and encouraging sustainable travel, it will enable the regeneration of key sites in the town centre bringing new homes, supermarkets, shopping and leisure facilities.

Access to airports

- 3.22 Reigate and Banstead is in close proximity to both Heathrow and Gatwick Airport. The latter of which borders the borough to the south. Currently it is quickest to travel to both airports by car from nearly everywhere in Surrey, even at peak times. Over 80% of passengers from Gatwick Airport travel by car as do employees.
- 3.23 By rail, access to Gatwick Airport from Reigate and Banstead is from Redhill and Horley stations with most frequent services and less frequent services from Earlswood, Salfords and Merstham.
- 3.24 Public transport to both airports needs to be faster with more direct services from Surrey towns to provide an alternative to car travel for passengers and employees. The main bus services to Gatwick from the borough originate in Horley. Bus services from Horley and Redhill operate approximately every 20 minutes on weekdays and hourly from Reigate. There is also a National Express hourly service to Gatwick along the A217.



3.25 Rail access to Heathrow airport from the borough requires travelling to London Victoria to connect to services to Heathrow. As an example journeys from Redhill take approximately 2 hours meaning travelling by car is far more attractive.

Constraints on the transport network

3.26 Whilst the transport network serves to facilitate movement around the borough and includes key regional links, some of the characteristics of the network itself act as constraints to its performance. These include:

- Poor accessibility to services for local communities
- Peak time congestion within town centres resulting in poor air quality in a number of settlements
- Gaps in walking and cycling infrastructure
- Overcrowding and lack of services on the existing rail infrastructure in the borough.

3.27 Community severance and congestion can occur as a result of these issues. This strategy seeks to promote schemes which help address these problems where feasible. The problems listed above contribute to congestion on the road network which results in unreliable journey times and related delay.

3.28 Travel behaviour and high dependency on the private car also contributes to congestion, particularly during peak travel times. This strategy seeks to address all modes in order to encourage travel by more sustainable means than the private car.

4. Reigate and Banstead Transport Trends

4.1 This chapter describes the travel patterns within Reigate and Banstead and the many trends which affect transport in the borough. It is split into four sections;

- demographic and socio economic trends
- environmental issues
- safety
- economic circumstance

4.2 By looking at these four areas this chapter will give an understanding of the factors affecting transport in Reigate and Banstead.

Demographic and socio economic trends

4.3 One of the most influential demographic factors upon the demand for travel is population; specifically the impacts of population growth and the desire for people to live in smaller sized households.

4.4 Surrey's population density varies considerably across the county. Dense urban areas are located in the north within the M25 and in the large towns of Guildford, Woking, Reigate/Redhill and Farnham south of the M25. These dense urban areas are separated by low density rural areas. 83% of the population live in these urban areas which cover just 34% of the county.

4.5 Between 2008 and 2013, Surrey's population grew by 3.7%. This trend is projected to continue over the next 20 years at a rate of about 3.6% per year. Along with increases in population, the number of households has also increased over time, by 11.3% since 1991 and 21.6% since 1981. The number of households in Surrey in 2011 was 455,791. If trends in personal travel demand remain constant, then the growth in population together with the desire to live in smaller households will result in an increase in future travel demand.

4.6 The population of Reigate & Banstead has risen steadily over recent decades and is forecast to continue to do so. The Government predicts that the population could rise from 140,400 residents in 2012³ to 158,100 in 2022 and 165,700 residents by 2027 - an increase of 18% between 2012 and 2027⁴. Looking beyond, the Government projects that by 2032 the population of the borough may be 172,400.

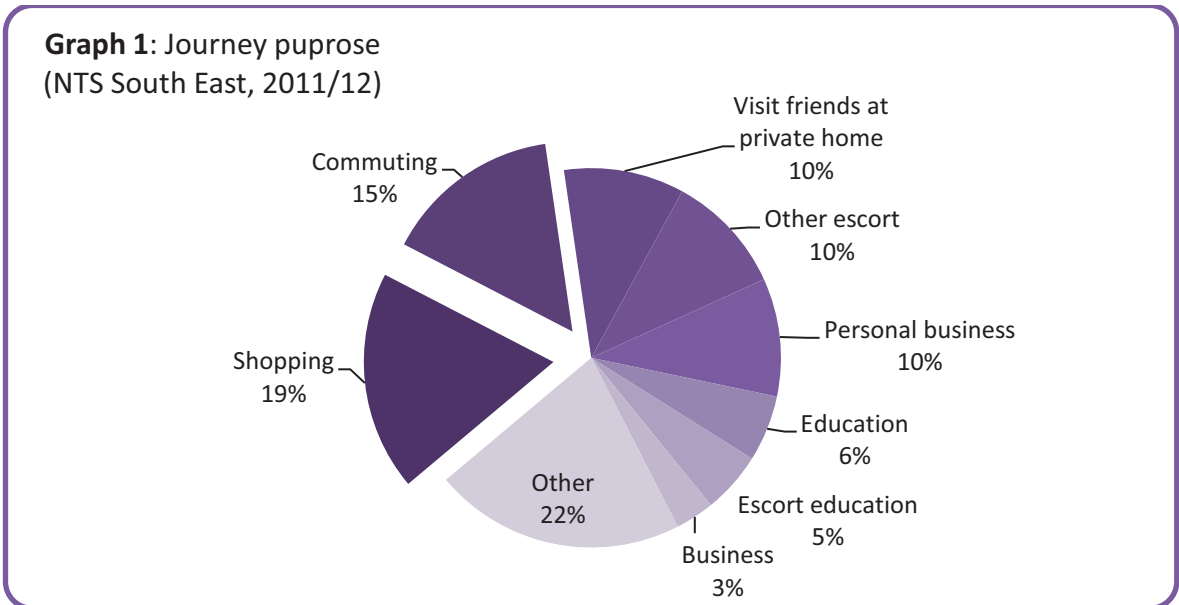
4.7 Reigate and Banstead has an aging population. Projections suggest that the number of older people (the over 65s) in Reigate & Banstead could increase by

³ 2010-based sub-national population projections (ONS 2011)

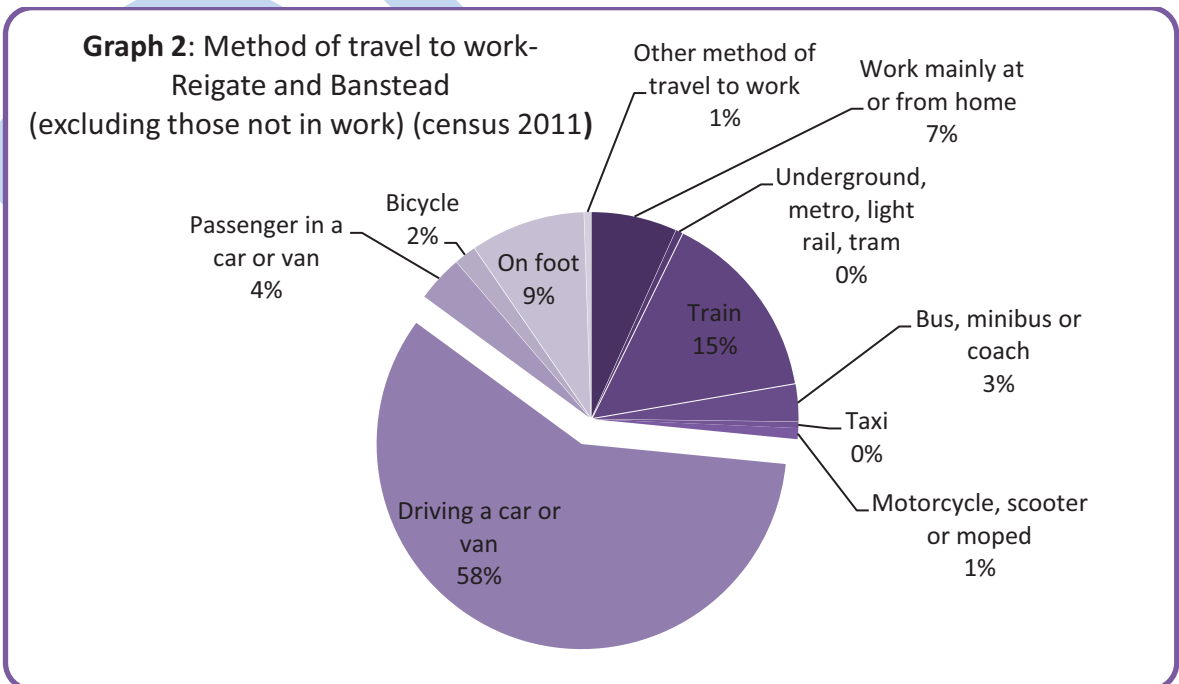
⁴ 2010-based sub-national population projections (ONS 2011)

just over 40% between 2012 and 2027, compared to an overall population increase of 18%⁵.

- 4.8 Graph 1 shows journey purpose (by number of trips made for all modes) in the South East region in 2011/12. This demonstrates the complex nature of travel patterns although focus is often placed on those that have peak weekday flows during the morning and evening commute such as commuting and education.



- 4.9 Borough-specific data regarding travel to work patterns is available from the 2011 Census. Census data reveals modal split in travel to work by Reigate and Banstead borough residents (Graph 2).



⁵ 2010-based sub-national population projections (ONS 2011)

⁶ National Travel Survey dataset 'NTS9906 Great Britain, 2011/12'

ITEM 8

Reigate and Banstead Transport Strategy & Forward programme

- 4.10 The car remains the predominant mode of choice with 58% of residents (age 16-74) travelling to work as a driver of a car or van⁷.
- 4.11 Further observations regarding travel behaviour (modal split and distance travelled) can be made, also using Census data:
- 4.12 Car ownership⁸ is higher in Reigate and Banstead than the average in the South East (81%) at 86.3%.
- 4.13 In 2011, 8.5% of the population of Reigate and Banstead worked mainly at home whilst 39.6% travelled to work by driving a car or van. The second most popular method of travel to work was by train with 10.5% of the population, whilst 5.9% travelled by foot⁹.
- 4.14 Journeys less than 5km are considered to be most receptive to change given their shorter distance. The modal split for journeys travelled to work by Reigate and Banstead residents that are less than 5km in distance has been sourced from the 2011 Census and is summarised in Table 1 below.

Method of Travel	<2km	>2<5 km	5km>
Train, underground, metro, light rail or tram	0.5%	0.5%	16.6%
Bus, minibus or coach	0.3%	1.5%	1.6%
Driving a car or van	7.4%	13.5%	40.7%
Passenger in a car or van	0.8%	1.3%	1.9%
Bicycle	0.6%	0.7%	0.6%
On foot	7.7%	1.3%	1.0%
All other methods of travel to work	0.1%	0.4%	1.0%

Table 1: Modal split by distance travelled to work (Census 2011)

- 4.15 Origin and destination data (also sourced from the 2011 Census) reveals the following:
- Nearly half (49%) of the borough's working population live and work in Reigate and Banstead
 - 23.7% of residents commute to London and 12 percent commute to areas outside of Surrey
 - In terms of commuting into the borough the highest percentage of people commuting into the borough are from the districts of Crawley and Sutton (7% and 6% of the total workforce).

⁷ This is as a percentage of those residents in employment; accounting for those residents not in employment (28%), the percentage of those driving a car or van to work decreases to 41% of the population.

⁸ Statistics sourced from 2011 Census dataset 'car or van availability'

⁹ 2011 Census

- 4.16 The travel patterns of borough residents and commuters travelling into the borough present the opportunity to encourage modal shift, especially for journeys less than 5km in length, many of which could be cycled, walked or made by public transport.

Environmental Issues

Climate Change

- 4.17 In recent years there has been increasing concern at the increase in extreme weather events and the changes in climate that the county will face. The most recent government predictions have made it clear that over the next few decades Surrey will certainly be affected in many different ways. These changes will bring both threats and opportunities.
- 4.18 Increased intensity of rainfall will bring threats of flooding and subsidence, adversely affecting transport infrastructure including roads, bridges and the rail network, as will hotter and drier summers. At the same time a warmer climate will provide increased opportunities for tourism destinations and new crops for farmers. Consequently public services and infrastructure will need to change in response to a changing climate, which will be challenging.
- 4.19 Transport is a major contributor to global climate change. Carbon dioxide emissions from transport in the UK grew by 98% between 1971 and 2001 and transport's share of total emissions is predicted to increase from 24% in 2006 to 30% in 2022 according to the Committee on Climate Change. Acting on transport's role in mitigating against this is an increasing local and national priority.
- 4.20 Between 2005 and 2007 there was a 3% absolute reduction in CO₂ emissions from transport in Surrey and a 5% per capita reduction. Research from 2008 shows an estimate of 2,029 kilotonnes for total transport CO₂ emissions and 1.84 tonnes CO₂ per capita. This equates to a 7.8% reduction since 2005 in absolute figures and 10% per capita reduction.
- 4.21 Further information is available in the Climate Change strategy detail of which can be found in Chapter 6 of this document.



Air Quality

- 4.22 Air pollution in the UK harms human health and the environment. Air pollution can have a long-term effect on people's health associated in particular with

premature mortality due to heart and lung effects. 143,200 Surrey residents (13.5%) have a long-term illness or health problems. People in Surrey have a high life expectancy and this is improving over time. In the short term, high pollution episodes can trigger increased admissions to hospital and contribute to the premature death of those people that are more vulnerable to daily changes in levels of air pollutants.

- 4.23 Road traffic is a key issue in relation to air quality. Stop start driving conditions and slower vehicle speeds resulting from congestion can lead to higher roadside pollutant concentrations, hence causing greater risks to pedestrians, habitats, ecology, biodiversity and adjacent residential properties.
- 4.24 In general, emissions of nitrogen dioxide and fine particulates are reducing partly due to improved EU vehicle engine standards. However, there are individual areas that can prove problematic to resolve. Further tightening of EU standards is proposed and will continue to push emissions of these pollutants down for the foreseeable future.
- 4.25 Further information is available in the Air Quality strategy details of which can be found in Chapter 6 of this document.

Safety

- 4.26 Surrey County Council has a number of workstreams to aim to achieve the Surrey Transport Plan objectives to improve road safety and the security of the travelling public in Surrey. The county council works with Surrey Police through the Drive SMART partnership and has adopted a Road Safety Outside Schools policy which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns. More information about these workstreams can be found in section 6 of this document.
- 4.27 The guidance provided in the Road Safety Outside Schools Strategy is intended to help the council remove barriers to safe walking and cycling to school, promoting active travel and helping address congestion. There is no 'one size fits all' measure for road safety outside schools, and the county council will implement improvements on a case by case basis..
- 4.28 In 2012, a total of 734 people were reported as injured in road collisions in Reigate and Banstead. Of these none were killed but 76 were seriously injured. This compares with a total of 5,223 people reported as injured in road collisions in the whole of Surrey -18 of these were killed and 581 were seriously injured.
- 4.29 Over recent years there has been an increase in the number of cyclists seriously injured on Surrey's roads - from 49 in 2008 to 122 in 2012.

Economic Circumstance

- 4.30 Reigate and Banstead has a busy transport network, but does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur or traffic flow is disrupted. Congestion arises when the level of traffic flow on a road exceeds, or approaches, the available capacity.
- 4.31 Congestion is a significant and it can affect any route causing problems for drivers, pedestrians and public transport users. For Surrey as a whole, including motorways and trunk roads, the cost of congestion is estimated to amount to about £550 million per annum.
- 4.32 The Congestion Strategy sets out the overall approach to tackling congestion in Surrey further information on this is available in chapter 6 of this document.
- 4.33 Capacity issues and overcrowding on trains in Surrey have been identified in the Surrey Rail Strategy, particularly on routes into Waterloo and on the Brighton Main Line and North Downs Line. Further information is also available in Chapter 6 of this document.
- 4.34 Parking is seen to influence congestion in three main ways; firstly at a strategic level the availability of parking has a direct influence on modal choice, secondly, in places where there is a high demand for parking, congestion can be exacerbated by queuing at car park entrances and circulating traffic seeking on-street spaces, thirdly, both legal and illegal on-street parking leads to a reduction in the amount of road space available for through traffic, creates bottlenecks, reduces traffic flow and increases journey times.
- 4.35 Further information is available in the Parking strategy.

5. Future growth and its impact

5.1 The Reigate and Banstead Borough Proposed Submission Core Strategy identifies a spatial strategy for the borough (2013-2027) and includes the provision of:

- 6,900 additional homes between 2012 and 2027
- 46,000 sqm additional office floorspace the majority of this will be in town centres and existing employment areas
- 25,800 sqm of additional comparison floorspace and 11,700sqm of additional convenience floorspace the majority within Redhill

5.2 Housing growth within the borough will be mainly within existing urban areas and will be prioritised in the following locations:

- Redhill and Reigate – 3,010 additional homes
- Horley – 2,600 additional homes with the majority of provision being made in two new neighbourhoods known as the North East and North West sectors. Based on current forecasts it is anticipated that all 2,600 dwellings will be completed circa 2025.
- Banstead and the Northern part of the borough – 930 additional homes
- Small scale sites within urban areas across the borough - 815 additional homes

Education

5.3 School expansions will be required in Reigate and Banstead over the next five years in order to meet the future need for additional school places.

5.4 Schools already identified for expansion are

- Holmesdale Infant School from 2013 expanded from 90 to 120 places per year (90 extra places in total)
- Earlswood Primary School from 2013 expanded from 90 to 120 places per year
- A New 60 place (420 total capacity) Primary School was established in Redhill from 2013
- 1 form of Junior will be provided in 2015 in Reigate (120 places in total)
- 3 forms of entry will be provided in 2016 - currently 2 in Redhill and 1 in Reigate. 90 places per year (630 places in total)
- Meath Green Infant School from 2013 expanded from 70 to 90 places
- Langshott Infant School from 2014 expanded from a 60 places infant school to a 60 place primary school (adding 240 junior places)

- A new 60 place primary school to be provided within 5 years (this is dependent on the building of the North West Sector)
 - 3 forms of Secondary entry (90 places per year 450 places in total) are planned to be provided in Reigate up to 2019
 - A new Secondary School in Reigate to provide 5 forms of entry (750 places in total) is being planned to be provided at the start of the next 5 year programme (from 2019)
- 5.5 Additional school expansions to meet the remaining places needed are still to be identified.
- 5.6 These expansions will impact on the local transport system and Surrey County Council is currently developing a Transport Strategy for the schools place programme in order to mitigate the transport impacts of school expansions.
- 5.7 For each school expansion a transport assessment is carried out which looks at the transport implications of the planned expansion and identifies appropriate mitigation measures. A school travel plan is also produced or updated to reduce the risk of casualties and encourage sustainable travel. Any identified mitigation measures need to be considered in the context of the forward programme laid out in the annex to this strategy. Similarly as schools are identified the forward programme will be updated to take account of needs arising from expansions and mitigation provided as part of expansions

Electric Vehicles and Supporting Infrastructure

- 5.8 Electric vehicles, or EVs, are cars or vans where the petrol or diesel engine is replaced or supplemented by battery powered electric motors.
- 5.9 Surrey County Council is currently producing an Electric Vehicle Strategy, which is expected to be published mid 2015. More information on the strategy and SCC current guidance can be found in chapter 6.
- 5.10 Surrey County Council has set an ambition to reduce its carbon footprint. One identified cost effective method of reducing the carbon footprint is through encouraging the use of electric vehicles.¹⁰
- 5.11 To encourage the use and increase the viability of electric vehicles, supporting infrastructure is required e.g. EV charge points. The County Council will seek the provision of electric vehicle charging points within all new developments, as part of the authority's Parking Guidance.
- 5.12 The Surrey Climate Change Strategy which forms part of the Surrey Transport Plan, identifies 'Infrastructure to support use of hybrid/electric vehicles' as a key measure to help address climate change.

¹⁰ Source: Surrey Transport Plan - Climate Change Strategy, April 2011

Impact on the highway network

- 5.13 The county highway model has been used to assess the impact of the development set out within the Local Plan that may have an impact on the generation and distribution of traffic on the present-day highway network.
- 5.14 The assessment provides some indication of potential problem areas/locations which, should the proposed development be delivered without appropriate mitigation measures are likely to experience transport related problems, such as higher traffic flows and increased and less reliable journey times.
- 5.15 The assessment identifies key locations within the borough that are predicted to experience greater transport-related problems such as increases in journey times and traffic flows resulting in more congestion and less reliable journey times. The key areas where these problems are likely to occur are:
- Reigate and Redhill town centres
 - Horley
 - Banstead
- 5.16 In addition, several road corridors have been identified as being particularly sensitive to the additional traffic generated by the future development. These corridors include:
- A217 – north and south of Reigate
 - A23 – north and south of Redhill
 - A25 – particularly to the east of Redhill
- 5.17 Within these corridors some key junctions are also sensitive to additional traffic flow and hence increased junction delay. Some of the junctions forecast to experience the greatest increases in junction delay occur along the A23 corridor between Redhill and Merstham and the A217 corridor between Reigate and Burgh Heath.
- 5.18 It should be noted that where proposed developments are expected to have a significant impact on the road network mitigation will be required of them as part of the planning process, for example through Section 106 and Section 278 agreements. At present in Horley for example, a specific Section 106 tariff has been implemented to ensure that the required infrastructure for the planned growth is delivered.
- 5.19 The implemented and proposed infrastructure schemes that are being carried out as part of the Horley Masterplan can be seen in this document after the Glossary.
- 5.20 Despite the evidence of some sensitivity (as mentioned above) to planned growth, the assessment concluded that the development to be delivered in the

borough to 2026 is unlikely to produce traffic impacts significant enough to cause major disruption or require significant highway infrastructure improvements on the road network.

- 5.21 The scale of the schemes outlined in the remainder of this document is therefore considered reasonable to account for impacts arising from proposed development in the borough as well as helping to address existing transport issues.

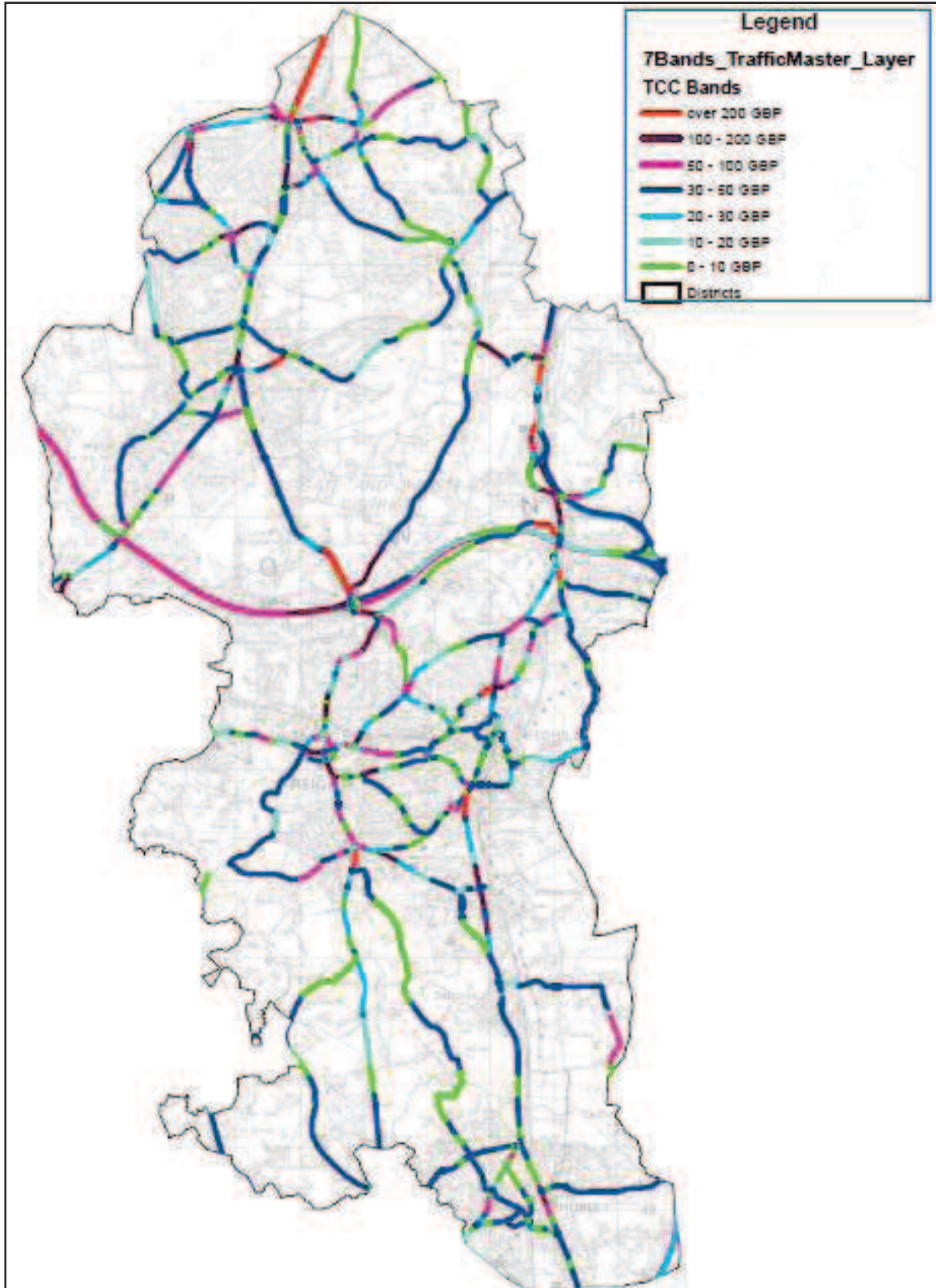
The cost of congestion

- 5.22 Impact on the highway network of proposed development can also be viewed in terms of existing levels of congestion.
- 5.23 Congestion during peak hours is a significant problem at some key locations in the borough. Congestion modelling¹¹ has been undertaken and identifies key areas where the highest cost of congestion is felt. The cost of congestion can be experienced through several impacts including journey time delay and unreliability, increased emissions and associated costs (fuel, maintenance for example).

Cost of Congestion Mapping in Reigate and Banstead

Traffic flow data has been used to assess peak time congestion within the borough and a monetary value has been placed on this. This data has been used to identify areas and corridors where the highest cost of congestion is occurring. Areas identified as red and purple are considered the most congested areas within the borough.

¹¹ Source: Congestion Journey Time Acquisition Monitoring System DfT 07/08



Environmental impact

5.24 High levels of traffic congestion can have a significant impact on the environment and local air quality. The borough has declared nine Air Quality Management areas where the nitrogen dioxide level is currently above government limits. These are:

- [Along the M25](#)
- [An area of south Horley near to Gatwick Airport](#)
- [An individual property on the A217 near Blackhorse Lane](#)
- [Junction of the A2022, A240, B291 \(Drift Bridge\) in Banstead](#)
- [Reigate High Street, including sections of Church Street, Bell Street, West Street, and London Road](#)
- [A23 Merstham High Street](#)
- [A217 Reigate Hill](#)
- [A23 / Redhill Town Centre](#)
- [A23 Hooley](#)

5.25 Implementation of measures which can contribute towards improved air quality are progressing, both through formally adopted Air Quality Action Plans for the M25 and Horley AQMAs, and through the progression of Action Plans for the other AQMAs within Reigate and Banstead. Monitoring of air quality will continue and it is hoped through these plans there will be consequent reductions in pollutant emissions across the Reigate and Banstead area.

Mitigating the impact

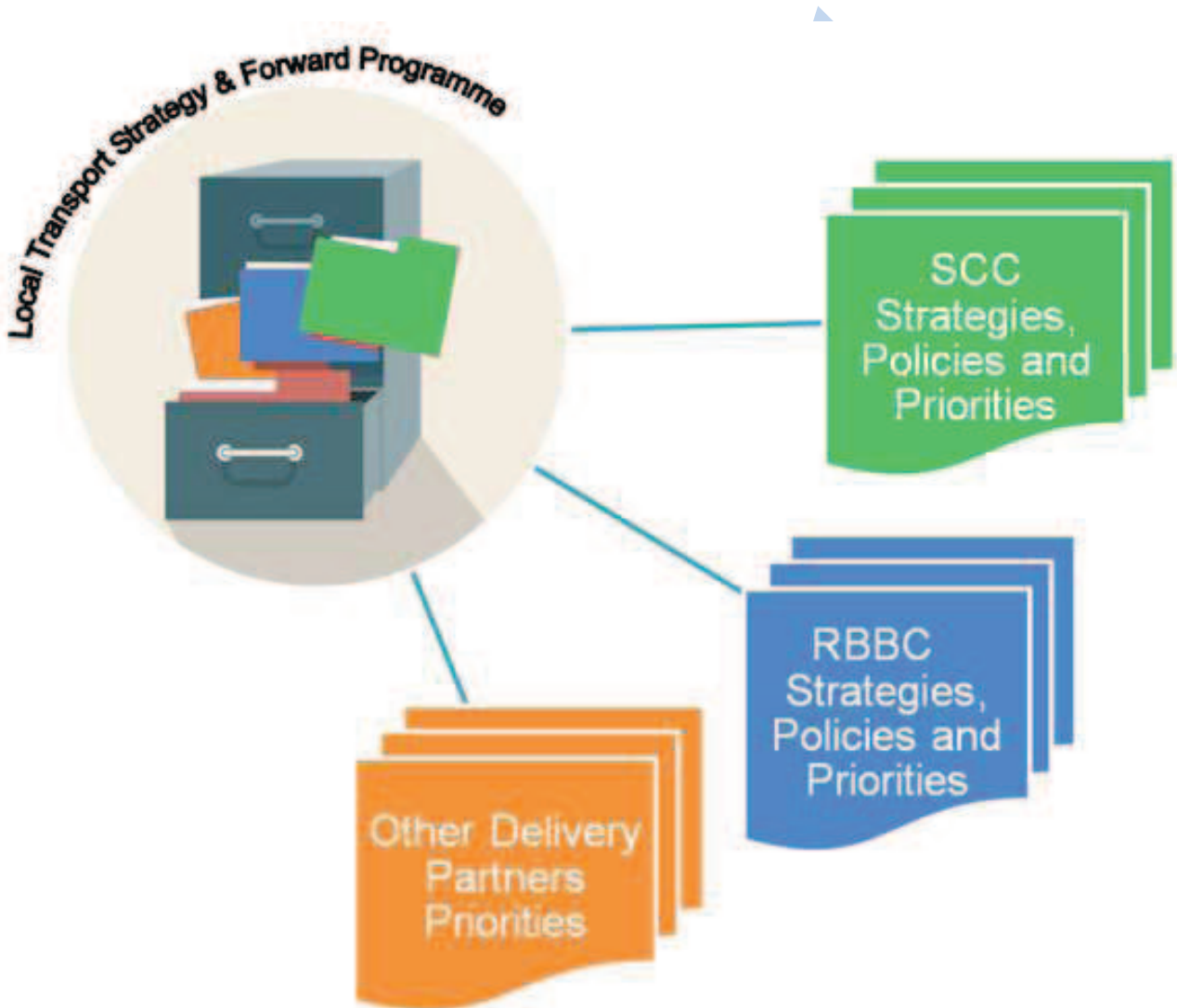
5.26 The remainder of this document sets out how the borough and county councils will work in partnership to manage and mitigate the impact of growth expected in the borough, as described above.

5.27 Areas within the borough are undergoing extensive regeneration, perhaps most notably in Redhill town centre.

5.28 The expected growth needs to be mitigated across all modes of transport. Walking, cycling and public transport infrastructure will need to support these sustainable alternatives to the private car, whilst the borough's roads will need to be sufficient to cope with extra demand on the network and ease existing congestion hotspots to help improve and support the economic viability of the borough.

6. Related workstreams and projects

6.1 This chapter details the many related work streams being carried out by the county council, borough council and other external stakeholders such as the Highways Agency, Network Rail and the Environment Agency. The ‘filing cabinet’ analogy diagram below shows how transport elements of SCC and RBC strategies fit together in the Local Transport Strategy. This, in the future, may help to provide a mechanism for jointly prioritising and delivering transport schemes to meet the aims and ambitions of both borough and county councils.



Surrey County Council work streams

Surrey Transport Plan Strategies

- 6.2 The strategies are key components of the Surrey Transport Plan, setting out aims and objectives and identifying spending priorities for each area. The strategies will be used to inform the development of programmes for the delivery of schemes on the ground.
- 6.3 There is a flexible web-based approach to the development and review of strategies. The following components have been produced:
- Air Quality
 - Climate Change
 - Congestion
 - Cycling
 - Freight
 - Parking
 - Passenger Transport (Local Bus and Information)
 - Travel Planning
 - Rail

- 6.4 Below is a summary of the Surrey Transport Plan strategies.

Surrey Air Quality Strategy

- 6.5 The [Air Quality Strategy](#) was published in 2011. The strategy covers the effect of the road network on air quality. Road traffic is a major contributor to air pollution in Surrey. The aim of the Air Quality Strategy is to improve air quality on and around the county road network.

Surrey Climate Change Strategy

- 6.6 The [Climate Change Strategy](#) was published in 2011. The strategy covers the carbon emissions arising from the transport network within Surrey. The aim of the strategy is to reduce carbon dioxide emissions from transport in Surrey and manage climate risks posed to transport infrastructure and transport services.

Surrey Future Congestion Programme and the Congestion Strategy

- 6.7 The county council produced a [Congestion Strategy](#) as part of LTP3 in 2011. Building on from this [Surrey Future](#) has developed a [Congestion Programme](#) which sets out the strategic programme for managing traffic congestion on Surrey's road network in support of economic competitiveness and growth. It has been prepared in partnership with Surrey's districts and boroughs, and other stakeholders such as Surrey Connects representing business interests, to provide a shared and agreed vision for managing congestion on Surrey's road network. The programme builds on the Congestion Strategy in the Surrey Transport Plan (LTP3).
- 6.8 The Congestion Programme highlights the huge economic impact of congestion on the economy; congestion on Surrey's road network has been calculated to cost the

UK economy £550 million every year¹². Strategic congestion hotspots are identified and a programme of interventions is proposed for 2015-2019¹³.

- 6.9 Major schemes in Reigate and Banstead include Reigate Road Network Improvements, Greater Redhill Sustainable Travel Package, A23 Corridor Improvements, A217 Corridor Improvements and a Reigate & Banstead Strategic Maintenance Package.
- 6.10 A package regarding wider network benefits across the county is also included in the Congestion Programme. This scheme is currently being drawn up in the Coast to Capital LEP area of the county (the east, the west is covered by the Enterprise M3 LEP), focussing on addressing congestion on key strategic routes.

“...a true Olympic legacy would see every child in Surrey learning to ride a bike, and being able to do cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county....”

Surrey Cycling Strategy Consultation Draft

Surrey Cycling Strategy

6.11 Surrey's [Cycling Strategy](#) was published in March 2014. The strategy covers cycling as a means of transport, leisure and as a sport, setting out our aim for cycling in Surrey for the period to 2026. One of the aims of the Cycling Strategy is to develop Local Cycling Plans for each district and borough as appropriate. These will be incorporated into future versions of each of the district/borough Local Transport Strategy and Forward programmes.

Surrey Freight Strategy

- 6.12 Surrey's [Freight Strategy](#) is another of the strategies in the Surrey Transport Plan. Due to the location of Surrey; bordering London, bordering counties with a European link like Kent and being in close proximity to Gatwick and Heathrow airports a large number Heavy Goods Vehicles (HGVs) pass through the county's roads. The relative affluence of the county also means that there is a demand from the residents for goods to be delivered also increasing the amount of HGVs within the county. The aim of the freight strategy is to assist the effective transportation of goods whilst minimising the impact of HGVs on the environment and residents.

Surrey Parking Strategy

- 6.13 The [Parking Strategy](#) has been developed by the county council. As a county Surrey has an above average level of car ownership coupled with severe congestion in several areas. This can be influenced by parking provisions and regulations.
- 6.14 Guidance for the integration of Electric Vehicle charging points had been established for new developments. Guidance for the new charging points can be found [here](#).
- 6.15 Surrey County Council are currently developing an Electric Vehicle Strategy which is expected to be published 2015. This strategy will outline how Surrey County Council

¹² Congestion Programme Consultation Draft March 2013, Executive Summary

¹³ Congestion Programme Consultation Draft March 2013, Table 1

and the 11 boroughs and districts will improve on electric vehicle infrastructure to promote and increase the use of more energy efficient modes of transport such as electrically powered private motor vehicles. It is expected that guidance on the integration of infrastructure for electric vehicles will change to reflect advances in technologies for fast and rapid charging points.

Surrey Passenger Transport Strategy

- 6.16 Surrey's [Passenger Transport Strategy: Part 1- Local Bus](#) was published in April 2011. The strategy covers local buses as a means of transport setting out the aims for bus travel in Surrey for the period to 2026. The main aim the Strategy is to deliver and maintain an effective, safe and sustainable bus network in Surrey.
- 6.17 [Part 2- Information](#) aims to promote a shift towards sustainable modes of travel, promote equality of opportunity by publicising passenger transport options, improve passenger transport information and improve confidence in passenger transport reliability.

Surrey Travel Planning Strategy

- 6.18 The [Travel Planning Strategy](#) has the aim of providing travel-planning measures to schools and workplaces within Surrey to help them to make informed travel choices. The objectives set out to achieve the aims are based on the two aforementioned areas; schools and workplaces.

Surrey Rail Strategy

- 6.19 [Surrey Future](#) has also produced the [Surrey Rail Strategy](#). The objective for the strategy was to ensure that the county has the rail infrastructure needed for sustainable economic growth and identify proposals that partners in Surrey can plan and deliver. These proposals have been identified in consultation with the rail industry, business, boroughs and districts and other partners.

- 6.20 Proposals include electrification of the North Downs Line, North Downs Line train lengthening and Brighton Main Line junction improvements.
- 6.21 Access to and from stations is included under the scope of this strategy whilst proposals to increase rail capacity across Surrey will be considered specifically under the Surrey Future Rail Strategy.

Surface Access to Airports Study

- 6.22 Surrey Future is proactively engaging with the Airports Commission (also known as the Davies Commission) on future airport capacity. The Congestion Programme and

What is Surrey Future?

Surrey Future brings together Surrey's local authorities and business leaders to agree the investment priorities to support the county's economy.

Surrey Future builds on existing and emerging local plans to manage planned growth sustainably, attract new businesses to the county and retain existing ones.

The initiative supports the aims of the local enterprise partnerships covering Surrey: Enterprise M3 and Coast to Capital.

More information at:

<http://www.surrevcc.gov.uk/surrevfuture>

Rail Strategy highlight surface access to airports as an issue. A further study was then undertaken ([Surrey Rail Strategy: Surface Access to Airports Study](#)) to consider transport infrastructure improvements needed to address both existing surface access issues and potential improvements needed in the event of additional runway capacity at Heathrow and/or Gatwick. The study highlights the overall key issues and challenges for surface access to Heathrow and Gatwick Airports from Surrey and identifies development objectives for surface access in Surrey.

Schools Place Programme

- 6.23 Surrey County Council's [Schools Place Programme](#) aims to meet the future need for additional school places across the county. More than 12,000 primary places are required between 2014 and 2018, while an additional 5,000 secondary places are being planned by 2018. It is essential to plan for this growth in school places in terms of transport in order to mitigate the impacts. The transport strategy aims to maximise the choices available to children as to how they travel and to minimise the impact of school growth on local residents and businesses.
- 6.24 The Transport Strategy for Surrey's Schools Place Programme is currently in draft; it is intended to be adopted by the county council under the Surrey Transport Plan later in 2015.

Maintenance

- 6.25 Surrey County Council has identified the worst 10% of its network and is currently delivering an innovative 5 year maintenance programme, [Operation Horizon](#), which will ensure the Surrey network is fit for purpose.
- 6.26 In February 2013, SCC Cabinet approved the ambitious maintenance programme. Operation Horizon will deliver a programme with total investment of nearly £120m to replace the worst 500km (10%) of Surrey roads. The five year Horizon project (year one) commenced in April 2013.
- 6.27 For Reigate and Banstead in particular, the [new programme](#) will result in £12m being invested in the local road network and will enable 70km of road (14% of local network) to be reconstructed.

Public Health

- 6.28 Surrey County Council is responsible for a number of [public health](#) functions. The Public Health service works across a number of key areas of health improvement and protection for the population of Surrey. Public health provides expert advice and evidence and has been consulted in the preparation of this strategy. Transport related aspects of health which have been considered in Reigate and Banstead are:-
- Air Quality- Most air pollution in Surrey is caused by motorised transport. Air pollution has an impact on health in many ways. Long term exposure to particulate air pollution affects mortality from cardiovascular and respiratory conditions, including lung cancer.
 - Road Safety- In 2012, 49.2 residents in Surrey per 100,000 population (crude rate) were killed or seriously injured on the roads. Unintentional injury is the

leading cause of death for 0 -14 year old children in Surrey, almost half of these are due to transport injury.

- Physical Activity- Increasing opportunities for walking and cycling as a means of transport is one way to increase overall levels of physical activity and therefore increasing opportunities to elicit the health benefits associated to being physically active.
- Obesity- Active travel has a significant impact on physical activity, which in turn impacts on the prevalence of obesity and overweight. Over a quarter of Surrey's children are overweight or obese by the time they are 10-11 years old. More than 1 in 5 adults are obese.
- Community Cohesion- Transport has the ability to divide and isolate communities, as well as bring them together. Increasing the number of people of all ages who are out on the streets, through active travel makes public spaces seem more welcoming and providing opportunities for social interaction and provides an opportunity for everyone to participate in and enjoy the outdoor environment¹⁴.
- Noise pollution -can adversely affect mental health, the cardiovascular system and school performance in children.

Safety

6.29 One of the aims of the Surrey Transport Plan is to improve road safety and the security of the travelling public in Surrey. In order to achieve this objective, Surrey County Council works with Surrey Police through the [Drive SMART](#) partnership with the aim to reduce road casualties, tackle anti-social driving and make the county's roads safer for everyone. The partnership produced a [strategy](#) in 2011 which includes a number of measures or interventions by which Drive SMART seeks to address road safety issues in Surrey.

The county council adopted a [Road Safety Outside Schools](#) policy in June 2014, which recognises that safety of children outside schools is one of the most frequently expressed road safety concerns, identifying the high level of vehicle, pedestrian and cyclist activity outside schools at drop-off and pick-up times as a cause of congestion and safety concerns and provides guidance on how the county council will respond to concerns.

Travel Smart – implementing the Local Sustainable Transport Fund (LSTF) in Redhill/Reigate

6.30 The County Council secured a total of £18.2 million from the LSTF for the Surrey TravelSMART programme, focused on Woking, Guildford and Redhill. A total of £4.854 million of the large bid funding is allocated for sustainable travel improvements in Redhill/Reigate.

6.31 Funding from the LSTF is contributing to the delivery of:

¹⁴ <http://www.nice.org.uk/guidance/ph41>

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- Information, planning and marketing
- Quality BusCorridor improvements
- Walking and cycling improvements

Local Transport Review

- 6.32 Surrey County Council are conducting a [local transport review](#) which is an opportunity for the public to have their say on the services in Surrey. This is open to public comments until January 2015.
- 6.33 The council currently spends around £8.9m a year subsidising public buses, one of the highest spends in South East England. 29 million passenger trips are made each year on Surrey buses, half of them on services that are subsidised. Per passenger the subsidies range from 13p to £10.64 per journey. There is also a £640,000 annual spend on community transport and £8.7m on concessionary fares, including some extra discretionary concessions for disabled people and their carers.
- 6.34 The aim of the transport review is to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets.

Reigate and Banstead work streams

- 6.35 The Reigate and Banstead [Core Strategy](#) (adopted July 2014) has been influential in developing the Local Transport Strategy and Forward Programme.
- 6.36 This Core Strategy provides a framework to build on the Borough's many strengths: to increase the economic prosperity of businesses, to provide homes for local people and workers, and to protect and enhance the natural environment and the character of urban areas.
- 6.37 It will also help the Borough Council address the challenges faced: improving opportunities for local people in the more deprived parts of the Borough through regeneration schemes, facilitating development in town centres to make them more attractive, and providing more affordable housing across the Borough.
- 6.38 The [Horley Master Plan \(HMP\)](#) is a long term strategy to deliver high quality sustainable new development in the town.
- 6.39 The HMP will provide 2,640 new homes and enhanced facilities and services for local people.
- 6.40 As part of the new SCC Cycling Strategy a 'Reigate and Banstead Cycle Action Plan' will be developed. This will include a list of proposed cycling schemes for the borough. The main priorities will be to provide cycle routes that link neighbouring communities and communities to their local services. This will be a main driving force behind cycle improvements in the borough.

External work streams

Network Rail Sussex Route Study

- 6.41 Network Rail's have produced a draft [Sussex area route study](#) which sets out a strategy for the Sussex area (which forms part of the devolved South East route). The geographic scope of the study covers the Brighton Main Line and connecting routes, the dense suburban network of radial routes in south central inner and outer London and the orbital routes of the West and East London lines.
- 6.42 The study identifies a number of constraints across the network, the most significant of which is on-train crowding on peak services into London Bridge and London Victoria. Other constraints examined include regional and suburban connectivity and access to diversionary routes.
- 6.43 The study identifies a range of choices for funders for Control Period 6 (CP6) to address these constraints, comprising train lengthening and additional services to increase capacity in order to accommodate the growth in passenger and freight services whilst maintaining performance.
- 6.44 In the longer term the Long Term Planning Process proposes a strategy to address the challenge of accommodating the projections for growth, outlined in the four Market Studies, for passenger and freight services through to 2043.

Network Rail Wessex Route Study

- 6.45 Network Rail's [Summary Route Plan](#) for the Wessex Route document sets out the relevant outputs, activity and expenditure at route level to achieve the specified outputs for Control Period 5(CP5). The plan also forecasts the long-term activity and expenditure required to manage and maintain a sustainable network.
- 6.46 Although the Wessex Route Study does not look at the rail lines within Reigate and Banstead, the effects of alterations to services in nearby areas would impact on the borough.

Highways Agency

- 6.47 The Highways Agency (HA) is responsible for planning the long term future and development of the strategic road network (SRN).
- 6.48 The Highways Agency (HA) is currently examining problems and potential solutions nationally across the entire SRN and developing strategies on a route basis. These route strategies are intended to help identify investment plans to accommodate changes in funding on the strategic road network as announced by the Government in the June 2013 paper '[Investing in Britain's Future](#)'.
- 6.49 Relevant to Reigate and Banstead is the development of the London Orbital and M23 to Gatwick strategy, the evidence report for which is available [online](#). Capacity problems at M25 Junction 9 and the need for improvements to facilitate growth are included in the [technical report](#) accompanying the evidence report.
- 6.50 The M23 Hooley Junction Improvement scheme has been cited by the Highways Agency as a major scheme in the South East. The Highways Agency have conducted

studies into providing a formal interchange between the M23 and A23 that will allow all movements between these two major routes to be undertaken safely. The scheme is currently on hold subject to funding.

Gatwick Airport Surface Access Strategy 2012-2030

- 6.51 Reigate and Banstead is part of the Coast to Capital Local Enterprise Partnership, whose strategic economic plan recognizes Gatwick as an important driver of economic growth across the Coast to Capital area.
- 6.52 The [Gatwick Airport Surface Access Strategy \(ASAS\)](#) sets out the airport's principles, goals and strategies for surface access to Gatwick. Its key objectives include the aim to achieve 40% public transport mode share for air passengers and staff by the time the airport reaches 40 million passengers per annum.
- 6.53 Any other relevant external workstreams will be added to this section as and when appropriate.

7. Places in Reigate and Banstead

- 7.1 The section below outlines the different areas across Reigate and Banstead, presenting the key transport network at each location and identifying a number of problems which currently exist in these areas.
- 7.2 The borough of Reigate and Banstead has several distinct settlement areas. The main settlement areas are outlined below including the issues and challenges facing the transport network. Potential solutions will be based on the problems identified and/or will be related to any development coming forward in the area.
- 7.3 We have stated solutions where these are known, planned or aspired to. Where this has not always been possible, the issues and problems stated will serve to guide future solutions for each area, acting as an evidence base.
- 7.4 More details of the schemes described here can be seen in the accompanying Annex, including indicative timeframes for potential start dates and anticipated costs and funding sources, where known.
- 7.5 The majority of the borough's population live in the main urban areas of Redhill, Reigate, Horley and Banstead. The borough as a whole is relatively affluent and prosperous, however, within the borough there are pockets of deprivation and areas in need of regeneration.

Redhill

- 7.6 Redhill is the largest town within the borough. It is a primary shopping centre and major site for employment with excellent road and rail links north-south and east-west including the M25/M23, the A25/A23 and the London to Brighton and Reading to Gatwick lines.
- 7.7 The town is undergoing significant regeneration. Redhill is the prime focus for large scale leisure, office, culture and retail developments. Redhill town centre, already a comparison goods shopping and leisure destination, is clearly the heart of the transport hub and has the potential to become a more well-connected and vibrant town centre.
- 7.8 Redhill Town Centre is situated at the intersection of the A25 and A23 which provide road access to settlements in Surrey and Sussex. The strategic M23 and M25 road corridors are also in close proximity.
- 7.9 The town centre is served by a range of bus services and benefits from the high quality Fastway bus service with links to Gatwick Airport and Crawley.
- 7.10 Redhill Station is an important interchange location for north-south and east-west rail services, providing direct connections to London, Gatwick, Brighton, Guildford and



Tonbridge. At most times of the day there are six direct trains to London terminals from Redhill and the station is popular with commuters (there were 4.8 million entries, exits and interchanges at Redhill Station in 2013, the most in the borough¹⁵). An additional platform is planned for the station.

Current problems/issues

- Peak time congestion in the town centre concentrated on the town centre ring road. This has the impact of reducing the efficiency of bus services and the attractiveness of walking connections
- An AQMA has been designated on A23/Redhill Town Centre
- Access to car parks is constrained by indirect road layouts and a lack of signage and information
- Walking and cycling links are fragmented, of varying quality, do not take the most direct route and in some instances are unsafe.
- If the M25 is closed due to an incident, traffic can filter on to the A25 via the A217, heavily increasing the congestion and air pollution in and around Redhill.
- A bypass railway line allows fast services from London to Brighton to bypass Redhill reducing the service from the station
- Current existing limits to capacity on the north-south and east-west rail lines restricts Redhill Station from the opportunity to become a hub between Reading, Guildford and Gatwick to Tonbridge, Tunbridge Wells and Ashford
- Some platforms at Redhill Station are only accessible by steps and not DDA compliant
- The A23 is a significant cycling corridor linking employment, established housing, new housing and the airport. Currently there is a spine route running through it (National cycle route 4) but this route needs upgrading and more links east and west to reach its full potential.

Potential Solutions

7.11 Anticipated solutions have been identified to address problems in Redhill town centre. They include a major scheme to readdress the transport network in the town centre. The Redhill Balanced Network scheme will convert the one-way section of Redhill town centre ring road (between the Belfry and Lombard roundabouts) to two-way working. It will also make improvements to pedestrian and cycling routes around the town centre and, following further consultation on design ideas to the section of Station Road between the Station roundabout and Maple Square.

7.12 The borough council and county council were successful in their bid to the Local Sustainable Transport Fund (LSTF). Improvements to Quality Bus Corridors, walking and cycling and travel planning will be implemented.

¹⁵ ORR. (2013) Station usage data

- 7.13 Longer term aspirations to address issues in Redhill include to build on both schemes above to improve connectivity between Redhill and Reigate and build on the aspirations within the Local Plan for Redhill to become a regional transport hub.
- 7.14 More details of the schemes described here can be seen in the [Annex](#), including indicative start dates and anticipated costs and funding sources, where known.

Reigate

- 7.15 Reigate is a prosperous and attractive historic market town to the west of Redhill catering for mostly local needs.
- 7.16 Economically the town is home to a number of large blue chip businesses and is a strategically important location for office use.
- 7.17 The town is linked to Redhill by two bus services and centre train line.
- 7.18 The town centre has limited growth for housing and retail growth potential due to its designation as a conservation area.



- 7.19 The town centre road network is a one ways system where the A25 and A217 meet.
- 7.20 The rail way station is situated to the north of the town centre. The station is on the North Downs Line and provides an hourly direct service to London Bridge. There are

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hourly services to Gatwick Airport. Connecting services to Redhill are sporadic with some services every 5 minutes or up to 40 minutes.

7.21 The Fastway bus service links Reigate to Gatwick Airport with hourly services.

Current problems/issues

- If heavy congestion or a closure on the M25 occurs, traffic can filter on to the A25 via the A217 heavily increasing the congestion and air pollution in and around Reigate
- Reigate High Street has been designated an AQMA.
- The level crossing outside Reigate Station is a major constraint and causes traffic on the A217
- The 'Angel' traffic signalled junction between the A217 and A2044 at Woodhatch is a congestion hotspot at peak times
- Poor rail links have led to a heavy reliance on the road network for travel to and through the town
- The junction of the A217 Reigate Hill with Gatton Bottom and Wray Lane is a collision hotspot.
- The town centre one-way system is deterrent to cycling

Potential solutions

7.22 Anticipated solutions to some of the problems given above include the Reigate Road Network Improvement Scheme that will look to relieve traffic congestion and provide a high quality public realm. Electrification of the North Downs Line could have significant improvements for Reigate such as the London Bridge to Reigate scheme being extended to Guildford, providing a direct service for all stations served by this line. More details of these schemes can be seen in the Annex.

7.23 SCC are committed to preparing a feasibility study into signalling the junction of the A217 Reigate Hill with Gatton Bottom and Wray Lane.

Horley

7.24 The town of Horley is located in southern part of the borough, close to the neighbouring towns of Crawley and Gatwick Airport.

7.25 Horley town centre has been identified as an area in need of regeneration and major housing growth expansion with an additional 2,600 homes planned, with the majority of provision being made in two new neighbourhoods being



delivered on the periphery of the urban area. These are known as Horley North East and West sectors.

- 7.26 The A23 runs directly through Horley from Redhill to Longbridge Roundabout where it meets the A217.
- 7.27 East to west vehicle movements are restricted to the Victoria Road railway bridge, or the option of by-passing the town centre by way of the A23.
- 7.28 Horley is linked to Gatwick from the B2036 Balcombe Road.
- 7.29 There are good bus links to Horley to Gatwick airport with the fastway service providing bus services every 30 minutes. It is also linked to Redhill, Three Bridges, Crawley, East Grinstead, Caterham, Charlwood, Smallfield and Broadfield by bus.
- 7.30 The railway station is well sited in terms of proximity to the town centre. Horley railway station is on the Brighton Main line providing services to London Bridge (2tph), London Victoria (1tph), Horsham (2tph) and Portsmouth (1tph).

Current problems/issues

- 7.31 The A23 and A217 act as barriers to east-west movement and create a high degree of severance.
- 7.32 The two overbridges in the centre of Horley, on Victoria Road and Balcombe Road have poor horizontal visibility. Balcombe Bridge is particularly difficult for pedestrians and is a key route to local schools.
- 7.33 Community severance and east-west movements are restricted by the railway line.
- 7.34 Besides roadside footways, there are no pedestrian routes between residential area and the town centre.
- 7.35 Cycle routes in the town centre are fragmented in places.
- 7.36 The A23 and A217 suffer from traffic congestion at peak periods, especially at junctions close to Gatwick Airport.

Potential Solutions

- 7.37 A number of town centre public realm improvements have been partially implemented which form part of the Horley S106 programme and other work which is ongoing includes:
- An improved bus/rail interchange has been implemented with minor works outstanding.
 - New access routes, junction improvements and traffic calming in Horley north east and north west sectors have been partially implemented.
 - Provision of quality bus services throughout Horley are being implemented.
 - Improvements to cycle and pedestrian facilities have been partially implemented.
- 7.38 The majority of the schemes are being implemented by developers as part of the growth being delivered within the area and by SCC and RBBC using section 106.

Merstham

7.39 The Local Plan identifies as Merstham as a regeneration area. Regeneration proposals include the redevelopment of shops and flats in Portland Drive, a new local shopping centre, a new community hub and improvements to public spaces.



7.40 Merstham has developed on the edge of the A23 north of Redhil and is located to the west of the junction between M25 and M23.

7.41 Merstham is linked to Reigate by the A242.

7.42 The bus network within the town provides access to Reigate, Caterham, Woldingham, Croydon, Coulsdon, Purley and Redhill. Bus services are run by both Transport for London and Metrobus and are supported by SCC.

7.43 Merstham station is on the Brighton Main Line providing services to London Bridge, London Victoria and Gatwick Airport with typically three services per hour to London.

7.44 The location of Merstham means that growth is limited by the M25 and M23.

Current problems/issues

- Congestion on A23 Merstham High Street leading to the designation of an AQMA
- Poor accessibility to key local community facilities and employment areas
- Commuter parking alongside the A23
- Excessive traffic has an impact on safety in the area
- A bypass railway line allows fast services from Brighton to London to bypass Merstham reducing the number of services from the station.
- pedestrian routes between key community uses/services
- Need improvements to bus passenger waiting facilities and to enable more residents to access bus services.

Potential Solutions

7.45 Redevelopment proposals are currently underway with developers. Once proposals have been developed, solutions to the problems identified will need to be developed. Current proposals can be found within the Annex.

Preston

7.46 Preston has been identified as an area in need of regeneration within the Local Plan and is being shaped by the Preston Planning Framework.

7.47 Preston is a residential area outside of Tadworth and has been identified as the most deprived ward within the borough.



7.48 The transport infrastructure in Preston is currently limited. The regeneration proposals include the construction of circa 335 new homes as well as a new leisure and community centre and new youth centre. The pedestrian access, cycle routes and public transport are included in this process to increase the accessibility of residents to surrounding areas.

7.49 The area is serviced by two rail stations Tattenham Corner Station to the north and Tadworth to the south. Tadworth and Tattenham Corner Station are on the Tattenham Corner Line and provides access to London Bridge via East Croydon.

Current problems/issues

7.50 On street parking has been an issue resulting in congestion on access roads and bus routes, however, a programme of parking lay-bys and other parking improvements has started to be implemented.

7.51 Poor accessibility across the area for pedestrians, cyclists and vehicles and poor connectivity with its immediate environment, including the village centres of Tattenham Corner and Tadworth and open spaces.

7.52 Public transport is limited with no Sunday bus service to Redhill or Reigate or in the late evening and limited services to Epsom and Sutton.

7.53 Current road layout is largely inclusive with a lack of vehicular and pedestrian access to the surrounding area.

Potential Solutions

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7.54 A number of transport improvements have been identified to support growth and the regeneration of the area. The majority of this work will be carried out by developers as part of the development of the area.

Banstead

7.55 Banstead is village located in the north of the borough.

7.56 It is a small centre serving mostly local needs with moderate public transport accessibility. The Local Plan has planned for retail and convenience growth within the village centre coming forward.

7.57 The A217 runs to the west of the Village centre and the A240 is accessed via Fir Tree Road.

7.58 Banstead rail station is located in the north of the village and is on the Epsom Downs Line. There is a service to London Victoria every half hour at peak times. Epsom Downs station is also very close to Banstead and is on the same line as Banstead station.

Current problems/issues

7.59 Congestion and pedestrian safety issues on the A240/Fir Tree junction.

7.60 Congestion and pedestrian safety issues at Banstead traffic lights (A217/ Fir Tree Road)

7.61 Poor public transport accessibility to Epsom Hospital.

7.62 Poor pedestrian and cyclist accessibility to the rail station.

Potential Solutions

7.63 A number of transport improvements have been identified to support growth of the area (see Annex).



Smaller settlements

7.64 In addition to the larger towns and regeneration areas within the borough, there are also a number of smaller urban areas. These include:

- Nork
- Woodhatch
- Tattenham Corner
- Walton on the Hill
- Tadworth
- Kingswood

7.65 These areas have been identified as mainly requiring cyclist/pedestrian accessibility measures and safety measures which are included within the Annex.



8. Forward Programme, Funding and Delivery

- 8.1 This chapter outlines the scope and purpose of the Forward Programme and the potential funding and delivery mechanisms that will be used should schemes from the programme be brought forward for implementation.
- 8.2 To allow provision of an effective, reliable, safe and sustainable transport network in support of economic growth and carbon reduction, a balanced programme of maintenance and integrated transport schemes is required. Additionally, the opportunity to secure alternative funding to the Surrey Transport Plan will be compromised, unless it provides a balanced strategy and programme that contains integrated transport schemes as well as maintenance schemes.

The Forward programme (see Annex)

- 8.3 The Forward Programme has been designed to meet the objectives of the Local Transport Strategy by including schemes to tackle existing problems, as well as schemes designed to mitigate the impact of new development. In this way, the opportunity to attract developer funding can be maximised.
- 8.4 The programme identifies short, medium and long term schemes and packages of measures which seek to deliver improvements in line with the objectives in section 2 and identified problems and issues. These are grouped at various spatial levels:
- Borough wide - the principal road and rail networks
 - Settlement areas
- 8.5 The value and status of schemes has been defined as:
- local schemes valued less than £250,000,
 - intermediate schemes valued between £250,000 and £2 million;
 - major schemes valued at £2 million or above.
- 8.6 The schemes included in the forward programme are largely schemes which require funding from different sources and hence will generally be beyond the scope of local committee capital funding. A full schedule of all local improvement schemes can be found in the relevant Local Committee report for the area (usually published for the December of each year).
- 8.7 In general, the schemes are not intended to provide additional network capacity but seek to manage the existing network and provide more sustainable transport choices. The overall mix and scale of schemes is considered necessary to support sustainable economic development and planned growth.
- 8.8 The Forward Programme includes the purposes of each scheme or package of measures, delivery stage, estimated costs, potential funding sources, estimated start dates, scheme status and how it meets the local and strategic objectives.
- 8.9 The delivery stages are defined as:

- Scheme identification – the need for a scheme is identified, initial drawings may have been produced
- Identification and assessment of options – outline design of scheme options has been/is being produced
- Preferred route and statutory processes – preliminary design of preferred option
- Detailed design – scheme is designed to allow and instruct construction
- Construction – scheme is fully designed and works have begun on site.

8.10 The Forward Programme will be revised on a yearly basis by the Local Committee to take account of available funding and to ensure:

- There are no other more effective alternative options available which address the impacts of growth and policy objectives
- Delivery is on track with necessary feasibility design and design work progressing for priority schemes.

Funding

8.11 The estimated cost of schemes identified in the forward programme is provided in the annex. The actual future costs will depend on the precise schemes brought forward and each scheme will require a detailed feasibility study.

8.12 The availability of funding will also depend on a number of factors. Nevertheless the cost of the schemes identified is reasonably in line with potential funding over the first five years of the strategy. Beyond the first 5 years scheme costs and possible funding sources become increasingly difficult to estimate.

8.13 Potential funding for schemes could be a combination of:

- Developer contributions through Section 106 agreements and the Community Infrastructure Levy (CIL)
- Capital funding by the county council (government grants such as the Local Transport Plan (LTP) allocations, Local Sustainable Transport Fund (LSTF) and major schemes funding available from 2015 from designated Local Transport Bodies
- County council capital funding allocated for more strategic schemes by the Reigate and Banstead Local Committee
- Capital funding by the borough council
- Capital funding from the C2C Local Enterprise Partnership. A number of schemes have been submitted by the county council to the LEP for consideration in their strategic economic plan.



8.14 Funding for the schemes identified/proposed in the strategy is likely to come from a combination of the sources described above. It should however be noted that the identification of a particular project within the forward programme does not signify a decision to fund at this stage. This is particularly the case for CIL where decisions on which projects to fund will need to be considered in light of all other infrastructure needs. More detailed information on funding can be [here](#).

Delivery

8.15 The Local Committee will use its capital programme and local knowledge to drive more local scheme delivery in the short term within the context of local objectives. The Local Committee will also drive priorities in the medium and longer term and consider contributing to more strategic intermediate schemes through funding feasibility work or even contributing to the overall cost, perhaps spread over a number of years.

8.16 Major schemes will be funded through bids to the local transport body and overseen by the Surrey Future partnership.

8.17 The delivery body will generally be the county council sometimes in partnership with others such as the Borough Council and private bus operators. The delivery body for the rail network and services will be Network Rail and relevant train operators.

8.18 Each scheme will require a detailed feasibility study and the actual costs will depend on the precise schemes brought forward. The availability of funding will also depend on a number of factors.

8.19 We recognise that schemes in forward programme may be subject to the Environmental Impact Assessment (EIA)¹⁶ or the Habitats Regulations process¹⁷. This will be dependent on scheme specifics. At the appropriate stage of scheme feasibility we would seek to:

- Obtain EIA screening opinion from relevant planning authority
- Clarify the planning position relevant to the scheme
- Consider archaeological impacts of the scheme by consulting English Heritage and the county archaeologist
- Consider any flooding impact of the scheme by consulting the Environment Agency and the lead local flood authority
- Consider an ecology impacts of the scheme by consulting the county ecologist
- Consider any landscape impacts of the scheme, by consulting the county landscape architect



¹⁶ EU Directive (2011/92/EU); Town and Country Planning (EIA) Regulations 2011

¹⁷ EU Habitats Directive (92/43/EEC)

Glossary

Term	Description
Air Quality Management Area (AQMA)	An identified area where current, and likely future, air quality is unlikely to meet the Government's national air quality objectives.
Bus operator	Bus services are operated either commercially (without any external funding) or under contract to Surrey County Council.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a new levy that local authorities can charge on new developments in their area. The charges are set by the local council based on the size and type of the new development. The money raised from the Community Infrastructure Levy can be used to support development by funding infrastructure that is needed to mitigate the impact of development.
Capital funding	Money spent on the purchase or improvement of fixed assets such as buildings, roads and equipment.
Coast to Capital (C2C)	The Local Enterprise Partnership of which the easternmost Surrey districts and boroughs are part. More information at: http://www.coast2capital.org.uk/
Congestion Programme	The Surrey Future Congestion Programme sets out a strategic programme for managing traffic congestion on Surrey's road network to support economic competitiveness and growth produced in partnership by the Surrey Future Partnership comprising of Surrey's local authorities and business leaders.
Control Period 4/5/6	5 year periods by which Network Rail is regulated by the Office of Rail Regulation CP4: 2009-2014; CP5: 2014-2019; CP6: 2019-2024 ¹⁸
Cycling Strategy (2014-2026)	The Surrey Cycling Strategy is a component strategy of the Local Transport Plan
Scheme delivery stages (see Annex): 1. Scheme Identification 2. Identification and assessment of options 3. Preferred route and statutory process 4. Detailed design 5. Construction	The need for a scheme is identified; initial drawings may have been produced. Outline design of scheme options has been/is being produced. Preliminary design of preferred option. Scheme is designed to allow and instruct construction. Scheme is fully designed and works have begun on site.

¹⁸ Ove Arup 'Surrey Rail Strategy Report' (September 2013)

Term	Description
Department for Transport (DfT)	Government department responsible for transport matters in England and those not devolved in Wales, and Northern Ireland.
Enterprise M3	The Local Enterprise Partnership of which the westernmost Surrey districts and boroughs are part. More information at: http://www.enterprisem3.org.uk/
Intermediate scheme	Infrastructure scheme estimated to cost between £250,000 and £2 million.
Local Enterprise Partnership (LEP)	A voluntary partnership between local authorities and businesses formed in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within its local area
Local Sustainable Transport Fund (LSTF)	A total of £560 million was originally made available through the Local Sustainable Transport Fund (LSTF) to enable the department to fund a number of high quality bids. Funding was topped up with a further £40 million to £600 million in 2012 to accommodate approval for a greater number of bids (with local contribution being provided by local authority partners). In total, the Department for Transport awarded funding to 96 packages to 77 authorities to deliver their schemes between 2011 and 2015.
Local Transport Body (LTB)	Local Transport Bodies are voluntary partnerships between Local Authorities (LAs), Local Enterprise Partnerships (LEPs) and other organisations if appropriate that are in charge of the devolved funding for local major transport schemes from the Department of Transport
Local Transport Plan (LTP3)	Under the Transport Acts 2000 and 2008, every local transport authority in the country has to publish a Local Transport Plan (more commonly known as the LTP). The LTP sets out an integrated transport strategy for the area and outlines proposals for the future.
Minor scheme	Scheme cost is less than £250,000
Major scheme	Infrastructure scheme estimated to cost in excess of £2 million
Office of Rail Regulation	The Office of Rail Regulation is the independent safety and economic regulator for Britain's railways.
Primary Route Network	The primary route network (PRN) designates roads between places of traffic importance across the UK (known as primary destinations), with the aim of providing easily identifiable routes to access the whole of the country. The PRN consists of motorways, trunk roads and certain other A roads.

Term	Description
Quality Bus Corridors	A strategic bus route that is improved to encourage more people to use buses. This will include measures to make buses more reliable, and more convenient for users and non-users. These measures may include traffic signal priority for buses, high quality passenger facilities, electronic passenger information and strong marketing, together with safe pedestrian routes to the bus stops.
Real time passenger information (RTPI)	Real Time Passenger Information (RTPI) is a system that provides members of the public with live bus arrival information and enables bus operators to manage their daily operation and performance of bus services more effectively. RTPI complements other passenger transport initiatives and schemes to make travelling by bus a reliable and attractive alternative to less sustainable travel. The RTPI system in Surrey operates in partnership with bus operators to provide live bus information on electronic displays at bus stops, and with access to the information through the internet and mobile/smartphone channels.
Scheme delivery timescales (see Annex) Short term Medium term Long term	Timescale for start of construction 0-2 years from now, see Annex for given years Timescale for start of construction between 3 and 6 years from now, see Annex for given years Timescale for start of construction 6+ years from now, see Annex for given years
Section 106 (S106)	Planning obligations are created under Section 106 of the Town and Country Planning Act 1990. They are legally binding obligations that are attached to a piece of land and are registered as local land charges against that piece of land. Planning obligations enable a council to secure contributions to services, infrastructure and amenities in order to support and facilitate a proposed development.
Surrey Future	A partnership overseeing how we can manage planned growth sustainably, both in Surrey and on our borders. More information at: http://www.surreycc.gov.uk/surreyfuture
Surrey Rail Strategy	Document prepared by Ove Arup & Partners on behalf of the Surrey Future partnership to consider rail issues and options which could be supported by the council to produce benefits for Surrey.
Surrey Transport Plan	See 'Local Transport Plan (LTP3)'

Term	Description
Travel SMART	A Surrey initiative designed to provide local people with more travel choices that help cut carbon, costs and increase fitness. The initiative aims to support economic growth.

Draft

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Annex

Reigate and Banstead Borough Forward Programme

Short term delivery programme 0-2 years (2014/15 – 2015/16)

Medium term programme 3-6 years (2016/17- 2019/20)

Long term programme 6+ years (2020/2021+)

(accompanies the R&B Borough Local Transport Strategy)

December 2014



Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ¹	Potential Funding sources ²³	Estimated timeframe for start date ⁴ (Short, medium, long ⁵)	Status ⁶	Local Strategy Objective	SCC E&I directorate priorities ⁷
A23 Corridor Improvement Programme									
1	A23 Redhill to Horley corridor improvements -Potentially included in Wider Redhill STP	Encourage the use of sustainable transport modes by improving accessibility for pedestrians and cyclists and address air quality issues	Scheme Identification	£775k	LEP LTP/S106/CIL/ Developer	Short	Intermediate	1 2 3	1 2 4
2	Convert footway on east side to shared use for pedestrians and cyclists – sections will need to be widened and resurfaced. -Potentially included in Wider Redhill STP	There are no facilities for cyclists along this important corridor. Will link with existing cycling facilities at both ends.	Scheme Identification	£600k	LEP LTP/S106/CIL/ Developer	Short	Intermediate	1 2 3	1 2 4
10	A23 Corridor in Salfords road safety scheme -Potentially included in Wider Redhill STP	To improve safety for all road users along this causality hot spot	Feasibility	£40K	LTP/ S106/CIL/ Developer/ Road safety	Short	Local		2
3	A23 at and near junctions with Horley Lodge Lane and Lodge Lane, Salfords Widen and resurface footway to the nearest northbound and southbound bus stops Dropped crossings and tactile paving Provide pedestrian crossing, including dropped crossings and a central refuge, to enable pedestrians to safely cross the A23	Improve accessibility to the bus service to Redhill/Reigate and Horley and to the rail service to encourage the use of sustainable transport modes	Scheme Identification	£25k	LEP LTP/S106/CIL/ Developer	Short	Local	1 2 3	1 2 4

¹ All costs are indicative and subject to revision and refinement

² Schemes funded (in part, or whole) by Local Committee are sourced from the Local Committee forward Integrated Transport scheme (ITS) programme (Item 8, Annex 1 to 4 December 2013 Local Committee (formal))

³ Where potential funding sources are suggested it does not represent a commitment from any funding body to support the potential schemes

⁴ All start dates are indicative and subject to change

⁵ See front cover of annex for timeframes

⁶ Local: scheme costed at less than £250,000; Intermediate: scheme costed at between £250,000 and £2 million; Major: scheme costed at £2 million and above

⁷ Please see Section 2 of the strategy for a full list of priorities

A23 Redhill to Horley corridor improvements									
4	Salfords Railway station • Security improvements, including lighting improvements	Improve safety at the rail station to encourage the use of sustainable transport modes	Scheme Identification	£5k	LEP LTP/S106/CIL/ Developer	Concept only	Local	1 2 3	1 2 4
5	Maple Road/Three Arch Road junction, South Earlswood • Junction operation and safety improvements	Improve capacity and safety for all road users	Feasibility	£100k	Developer/ S106 /CIL	Short	Local	1 2 3	1 2 4
6	Earlswood Railway station • Improved access for pedestrians on approach roads	To improve safety for pedestrians crossing at this point	Scheme Identification	£16k		Short	Local	1 2 3	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
A23 Redhill to Northern Borough Boundary									
8	A23 between Redhill and boundary with Croydon LB (Coulsdon) • Conversion of footway (combination of east and west side) to shared use for pedestrians and cyclists -	There are no facilities for cyclists along this important corridor. Will link with existing cycling facilities at both ends.	Scheme Identification	£350k	LEP LTP/S106/CIL/ Developer	Short	Intermediate	1 2 3	1 2 4
9	A23 Junction with Quality Street, Merstham • Improve pedestrian crossing facilities	To improve safety for pedestrians	Scheme Identification	£100k	LTP/S106/CIL/ Developer LEP	Short	Local	1 2 3	1 2 4
A217 Banstead/Kingswood corridor improvements									
13	Including (North-South): A217 between the M25 junction and Fir tree Road • Conversion of footway on east side to shared use for pedestrians and cyclists.	There are no facilities for cyclists along this important corridor	Scheme Identification	£1m	LTP/S106/CIL/ Developer LEP	Short	Intermediate	1 2 3	1 2 4

⁸ All costs are indicative and subject to revision and refinement

⁹ Schemes funded (in part, or whole) by Local Committee are sourced from the Local Committee forward Integrated Transport scheme (ITS) programme (Item 8, Annex 1 to 4 December 2013 Local Committee (formal)

¹⁰ All start dates are indicative and subject to change

¹¹ See front cover of annex for timeframes

¹² Local: scheme costed at less than £250,000; Intermediate: scheme costed at between £250,000 and £2 million; Major: scheme costed at £2 million and above

¹³ Please see Section 2 of the strategy for a full list of priorities

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
14	A217/A2022Banstead Crossroads. Fir Tree Road/Winkworth Road and junction with Banstead Road <ul style="list-style-type: none"> Install pedestrian facilities and improve capacity for vehicles 	Improve vehicle capacity and pedestrian safety	Scheme Identification	£200k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
15	A217 Junction with Burgh Wood <ul style="list-style-type: none"> Toucan crossing New traffic signal controlled junction 	To improve safety especially for children going to local schools and vehicles turning out of side roads onto A217	Scheme Identification	£330k	LTP/S106/CIL/ Developer/ LEP	Short	Intermediate	2	2
16	A217 Brighton Road junction with The Drive <ul style="list-style-type: none"> Highway safety improvements 	Improve safety for all highway users..	Scheme Identification	£100k	LTP/S106/CIL/ Developer/ LEP	Short	Local	2	2
17	A217 between junction with Tadworth Street/Bonsor Drive and junction with A240 <ul style="list-style-type: none"> Bus stop facility and accessibility improvements 	Improvement to accessibility for pedestrians to the bus service	Scheme Identification	£25k	LTP/S106/CIL/ Developer/ LEP	Short	Local	2	2
18	A217 junction with Waterhouse Lane <ul style="list-style-type: none"> Improved crossing facilities for pedestrians 	Improve to pedestrian safety	Scheme Identification	£8k		Short	Local	2	2
19	A217/Tadworth Street/ Bonsor Drive/ Dorking Road Roundabout <ul style="list-style-type: none"> Provide an additional entry lane on the Tadworth Street approach 	Improve peak hour traffic capacity on the Tadworth Street arm approach and improve pedestrian safety	Scheme Identification	£40k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2	1 2 4
7	A217 junction with Smithy Lane and Buckland Road, Lower Kingswood	To reduce casualties and improve pedestrian safety	Scheme Identification	£625K	LTP/S106/S106/ CIL/ Developer/ /LEP	Medium	Intermediate	1 2	2
20	A217 Reigate Hill / Gatton Bottom safety improvements <ul style="list-style-type: none"> Signal junction to improve safety of right hand turn 	To improve safety and reduce collisions.	Feasibility	£200-300K	LTP/S106/CIL/ Developer/ Road safety	Short	Intermediate	2	2

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
21	A217 Woodhatch crossroads Improved/ controlled pedestrian crossing facilities on eastern arm of junction	To reduce casualties at this site and improve safety	Scheme Identification	£150K	LTP/S106/CIL/ Developer/ Road safety	Short	Local	2	2
22	Slipsnatch Road (woodhatch) Ditch improvements	To improve safety and reduce incidents of vehicles leaving nearside carriageway into ditch	Scheme Identification	£80K	LTP/S106/CIL/ Developer/ Road Safety	Short	Local	2	2
Redhill									
32	<p>Redhill Balanced Network Major Scheme including:</p> <ul style="list-style-type: none"> Remodelling of Lombard roundabout Conversion of one-way system to two-way working and provision of three sets of traffic signal along Cromwell Road and St Mathews Road Remodelling of Station Roundabout Pedestrian crossing at Sainsbury's Access on Princes Way Urban Realm Improvements under the railway bridge public Realm Improvements on Station Road East Cycle and Pedestrian linkages 	Deliver improvements to public transport, cycling, walking, accessibility and to reduce congestion.	Implementation	£2.8m	DfT RBBC S106/ CIL/ Developer	Short	Major	1 2 3	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
35	<p>Bus priority & Corridor improvements to include as part of LSTF bid</p> <ul style="list-style-type: none"> Redhill town centre (and connecting to Park 25, and via East Surrey Hospital), south along the A23 to Horley. Redhill town centre north along the A23 London Road to Merstham. Redhill town centre to Reigate town centre, east-west along the B2034 Blackborough Road. Redhill town centre east-west along the A25 Reigate Road and extending to Merstham – Redhill/Reigate East/Surrey Hospital service. 	To greatly enhance accessibility to areas of employment. In particular, to support the regeneration of Redhill town centre. To improve access between Reigate and Redhill, to the deprived communities at Merstham and Redhill West, to new housing developments at Watercolour and Park 25 and to other residential areas		£2.4m	<p>LSTF Fund S106/ CIL/ Developer</p> <p>Bus Operators Through quality bus partnerships</p> <p>LSTF bid £0.5m S106 £0.9m Operators £1m</p>	Currently under way	Major	1 2 3	1 2 4
36	<p>Other local scheme; Timperley Gardens,</p> <ul style="list-style-type: none"> Improved waiting facilities including bus shelter Improve crossing facilities 	Improve accessibility to the bus service to encourage the use of sustainable transport modes		£18k	LTP/S106/CIL/ Developer	Site visit. No design	SCC	1 2 3	1 2 4
37	<p>Reigate- Redhill Hub Transport Improvement</p> <ul style="list-style-type: none"> Extend Fastway bus services over wider area 2 Park and Ride sites on line of route Improve interchange facilities in Redhill Town Centre 	Improve accessibility to Reigate and redhill and improve current facilities	Feasibility	--	LTP/S106/CIL/ Developer	Long	Major	1 2 3	1 2 4
39	<p>Walking and Cycling improvements Included as part of LSTF bid:</p> <ul style="list-style-type: none"> Merstham, Watercolour and Park 25 to Redhill town centre via A23 corridor and National Cycle Route 21 Redhill rail station to Redhill town centre. Whitebushes/East Surrey Hospital to Redhill town centre. Redhill town centre area. Reigate town centre to Redhill town centre. 	To encourage cycling and walking by providing a network of continuous, well-signed, safe and direct routes between communities and places work, schools, leisure, shopping, and public transport		£300k	LSTF bid	LSTF Funding	SCC/RBBC	1 2 3	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
40	Batts Hill <ul style="list-style-type: none"> Provide contraflow cycle facilities uphill Pedestrian crossing improvements at bottom of Batts Hill where footway ends 	More direct route for cyclists improve safety for pedestrians crossing	Scheme Identification	£20k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
41	Whitepost Hill: Brownlow Road and Shrewsbury Road junctions Highway safety improvements <ul style="list-style-type: none"> Improved pedestrian crossing facilities 	Provide a safe and accessible route to the nearest local shops and bus shelter	Scheme Identification	£11k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
42	Blackstone Hill/The Chase junction, Highway safety improvements <ul style="list-style-type: none"> Provision of crossing facility 	To improve safety for pedestrians crossing at this point	Scheme Identification	£30k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
Reigate									
45	Reigate Road Network Improvements, including <ul style="list-style-type: none"> Relieving traffic congestion on the A25 and A217 by re-configuring the town's central road network Improving access and connectivity for pedestrians and cyclists to the main shopping areas Removal of non-essential traffic from Reigate High Street Improving public transport accessibility to the town 	To relieve congestion, improve accessibility and connectivity and improve the public realm	Scheme Identification*	£5m	LEP	Medium	Major	1 2 3	1 2 4
46	Reigate town centre – one way system – pedestrian A25 West Street, Reigate <ul style="list-style-type: none"> Improve crossing facilities at junction with Upper West Street 	To improve safety for pedestrians	Scheme Identification	£8k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
47	A25 High Street <ul style="list-style-type: none"> Improved crossing facilities at the Park Lane junction 	To improve safety for pedestrians	Scheme Identification		LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
48	A25 West Street/High Street, High Street and Upper high Street, Reigate <ul style="list-style-type: none"> Public Safety Improvement Scheme, improving street lighting and CCTV coverage. 	To improve safety for pedestrians	Scheme Identification	£2k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
49	A25 Reigate, adjacent to High Street <ul style="list-style-type: none"> Extension of UTC to include traffic signals, real time pollution monitoring 		Scheme Identification	£10k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
50	Whitepost Hill: Brownlow Road and Shrewsbury Road junctions Highway safety improvements <ul style="list-style-type: none"> Improved pedestrian crossing facilities 	Provide a safe and accessible route to the nearest local shops and bus shelter	Scheme Identification	£11k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
51	Blackstone Hill/The Chase junction, Highway safety improvements <ul style="list-style-type: none"> Provision of crossing facility 	To improve safety for pedestrians crossing at this point	Scheme Identification	£30k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
Horley									
67	Town centre public realm improvements (improvements to streets, safety, environment, lighting, crossings etc)	To support the regeneration of the town centre	Phase 2 completed; Phase 3 delivered up to 2015	£3m	Cost is divided between £1m NGP funding and S106 contributions	Phase 1 implemented	Major	1 2 3	1 2 4
68	Horley bus/rail interchange	To provide improved rail/bus interchange at Horley station	Minor works outstanding	£2m	Network rail, Southern, S 106 /CIL / Developer	Major works complete	Major	1 2 3	1 2 4
69	Provision of quality bus service	To improve accessibility by bus		£14.6m	S106 /CIL / Developer	Currently underway	Major	1 2 3	1 2 4
70	Cycle and Pedestrian facilities- Network connecting town centre with new neighbourhoods and other major Horley wide destinations. Scheme also includes cycle parking in the sectors and in the town centre.	To improve the cycle and pedestrian network for the Horley area	Design	£1.5m	S106 /CIL / Developer	Currently underway	Intermediate	1 2 3	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
71	New access routes, junction improvements and traffic calming Horley NE and NW	To support the increase in population in the sectors and the resultant increase in road users	Design	£11m	S106 /CIL / Developer	Currently underway	Major	1	1 4
Merstham									
74	Public realm improvements (e.g. highways improvements, traffic calming, access routes	To support the regeneration of the Merstham estate area	Initial work began in 2013/2014 completion by end of 2015	Unknown	Developer/ CIL/ S106	2013	Intermediate	1 2 3	1 2 4
75	Merstham Railway Station Secure and sheltered cycle storage facilities	Improve cycle parking facilities to encourage sustainable access to railway station	Feasibility	1.8 £10k	LTP/S106/CIL/ Developer/ LEP	0 Short	Local	1 2 3	1 2 4
Preston									
81	Improvements to parking, pedestrian access and public realm including:	Accommodate housing growth and improve quality of life for residents	Feasibility	5.9 million	Asset sale funds	Short	Major	1	1 4
82	Junction widening with left turn lanes	Ensure junction can accommodate new growth	Feasibility	TBC	Asset sales/S106	Short		1	1 4
83	Travel Strategy for new development: Package of soft measures to mitigate traffic impact from development	Mitigate traffic impact from development	In line with occupation of new development	TBC	Developer funded as part of planning permission/ Conditions/ S106/ CIL	Short		1	1 4
84	Pedestrian crossing in Merland Rise	to aid access to Epsom Downs School, and replace dangerous kerb build out.	Scheme Identification	TBC	TBC	Short		1 2	1 2 4
Banstead and Nork									

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
87	Banstead Railway Station Including: <ul style="list-style-type: none"> Improve pedestrian and cycle links (including shared footpath/cycleways, resurfacing, signing and street lighting) Secure and sheltered cycle storage 	Improve pedestrian and cycling accessibility to Banstead railway station	Scheme Identification	£80k	S106/CIL/ Developer/ LEP Network Rail	Short	Local	1 2 3	1 2 4
90	A240 Reigate Road/Fir Tree Road junction Crossroads <ul style="list-style-type: none"> Install pedestrian crossing facilities and capacity improvements for vehicles through the junction 	Improve vehicle capacity and pedestrian safety. Improve air quality (this area is an AQMA)	Scheme Identification	£200k	Developer funded contributions/ CIL/ S106	Short	Local	1 2 3	1 2 4
92	Improve cycle and pedestrian facilities	Improve safety and accessibility for cyclists and pedestrians	Scheme Identification	£250k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
93	Nork Way, Cycling improvements: <ul style="list-style-type: none"> Resurface BW 628 between Nork Way and The Drive 	An important link for cyclists	Scheme Identification	£75k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
94	Nork local shopping area <ul style="list-style-type: none"> Improve pedestrian crossing facilities and Improve pedestrian and cyclist links 	To improve pedestrian crossing facilities and pedestrian accessibility to the local shops	Scheme Identification	£52k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
95	Approaches to Warren Mead Junior/Infant School, Roundwood Way, Nork <ul style="list-style-type: none"> Dropped crossings at junction of Roundwood Way and Shelly Close. Pedestrian crossing at junction of Roundwood Way and Roundwood View 	Improve pedestrian/child safety	Scheme Identification	£10k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
96	Picquets Way, Nork, near Beacon School, <ul style="list-style-type: none"> Dropped crossings at junction of Beacon Way/Tumblewood Road and at junction of The Drive/Tumblewood Road 	Improve pedestrian/child safety	Scheme Identification	£5k	LTP/S106/CIL/ Developer/ LEP	Short	SCC	1 2 3	1 2 4
Kingwood									

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
101	Kingswood Railway Station <ul style="list-style-type: none"> Secure and sheltered cycle storage facilities 	Improve cycle parking facilities to encourage sustainable access to railway station	Feasibility	£8k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
	Highway safety improvements	Improve safety and access for all users		£70k		Short		1 2 3	1 2 4
102	Waterhouse Lane, junction with Woodland Way/, Kingswood <ul style="list-style-type: none"> Pedestrian crossing facilities- tactile 	To improve safety for pedestrians crossing	Scheme Identification	£5k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
103	Junction of St Monica's Road/Waterhouse Lane/Bonsor Drive, Kingswood <ul style="list-style-type: none"> Improve pedestrian crossing facilities and capacity improvements 	Improve pedestrian safety	Scheme Identification	£100k	LTP/Developer contributions	Short	Local	1 2 3	1 2 4
Tattenham Corner									
107	Highway safety improvements	Improve safety and access for all users		£54k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
108	Tadworth Primary School <ul style="list-style-type: none"> Tactile paving provision across Watts Lane junction with Tadworth Street 	Improve pedestrian/child safety	Scheme Identification	£2k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
109	Routes to Tadworth Railway Station <ul style="list-style-type: none"> improved pedestrian crossing facilities(tactile pavement and dropped kerbs) 	Improve pedestrian safety and facilities to access the railway station	Scheme Identification	£10k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
110	Junction of Epsom Lane South (Ashurst Road) and Cross Road.	Improve pedestrian safety and facilities to access the local shops and services	Scheme Identification	£2k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
111	Improve cycle pedestrian routes and facilities	Improve safety and accessibility for cyclists and pedestrians	Scheme Identification	£30k		Short		1 2 3	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
112	Tadworth Local Shopping Area <ul style="list-style-type: none"> Provision of additional Sheffield cycle stands 	Improve cycle parking facilities to encourage sustainable access to local shops and facilities	Scheme Identification	£8k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
91	Junction A240/B2221 Great Tattenhams/Tattenham Way <ul style="list-style-type: none"> Cycle improvements including advanced stop lines and feeder cycle lanes – and improving links to National Cycle Route 22 Providing tactile paving on all arms of junction 	Improve cycling facilities to encourage cycling as a safe sustainable mode of transport	Scheme Identification	£20k	LTP/S106/CIL/ Developer// LEP	Short	Local	1 2 3	1 2 4
113	Footpath No. 75 and 76 <ul style="list-style-type: none"> Upgrading of to provide an unbound 'all weather' surface 	Improve pedestrian safety and facilities to access local shops and facilities	Scheme Identification	£15k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
114	Highway safety improvements including: Improved crossing facilities including dropped crossings, tactile paving and pedestrian islands <ul style="list-style-type: none"> Ruden Way- (links to Nork) Junction Burgh Heath Road / Fir Tree Road / Yew Tree Bottom Road Shawley Way, Downland Way. Tattenham Way Junction Epsom Lane North and Kingswood Road 	Improve safety and improve access for pedestrians	Scheme Identification	£40k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
116	Improve cycle routes and facilities	Improve safety and accessibility for cyclists	Scheme Identification	£57k	LTP/S106/CIL/ Developer/		SCC	1 2 3	1 2 4
118	Improve bus facilities: Tattenham Way Upgrading of 2 bus flags on Tattenham Way to Bus Shelters	Improve accessibility to the bus service to encourage the use of sustainable transport modes	Scheme Identification	£20k	LTP/S106/CIL/ Developer funding	Short	Local	1 2 3	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
	Improved pedestrian crossing facilities at Tattenham Corner	Improve safety and accessibility for pedestrians	Scheme Identification	TBC	LTP/S106/CIL/ Developer	Short	Local	1 2 3	1 2 4
Walton on the Hill									
123	St Mere Way Walton-on-the-Hill <ul style="list-style-type: none"> Resurface BW79 between St Mere Road and The Avenue 	An important link for cyclists (and walkers) between Walton-on-the-Hill and Tadworth (for railway stn.)	Scheme Identification	£75k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
125	Highway safety improvements Including: Chequers Lane / Heath Drive <ul style="list-style-type: none"> Traffic calming feature - priority give way build out Footway from the junction to join up to the existing footway network towards Walton on the Hill. 	Improve highway safety for all users and slow vehicular speeds down as the approach the village	Scheme Identification	£30k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1	1 4
126	Highway safety improvements :- Chequers Lane/Egmont Park Road, Walton on the Hill <ul style="list-style-type: none"> Improved crossing facilities across the junction. 	To improve access to Walton on the Hill for pedestrians and vulnerable road users	Scheme Identification	£2K	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
Woodhatch									
128	Prices Lane - Cycle route to Sandcross Lane	To encourage cycling as a safe sustainable mode of transport	Scheme Identification	£40k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
129	Improvements to pedestrian crossing facilities at: <ul style="list-style-type: none"> Sandcross Lane, Woodhatch Pendleton Road/Fountain Road Woodhatch Grovehill Road junction with Brighton Road. 	To improve safety for pedestrians crossing	Scheme Identification	£32k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4

Scheme ID#	Location and scheme/package description	Scheme purpose	Delivery stage	Estimated cost ⁸	Potential Funding sources ⁹	Estimated timeframe for start date ¹⁰ (Short, medium, long ¹¹)	Status ¹²	Local Strategy Objective	SCC E&I directorate priorities ¹³
130	Orchard Infant, St John's Primary & Dovers Green Schools <ul style="list-style-type: none"> Improvements to pedestrian access routes including: Tactile paving provision Dropped crossings, central refuges Improved crossing facilities 	To improve safety for pedestrians (esp. school children)	Scheme Identification	£25k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4
132	Improved access to bus services on Dovers Green Road <ul style="list-style-type: none"> Bus stop facility and accessibility improvements 	Improve accessibility to the bus service to encourage the use of sustainable transport modes	Scheme Identification	£20k	LTP/S106/CIL/ Developer/ LEP	Short	Local	1 2 3	1 2 4

ITEM 8

Surrey Transport Plan

Reigate and Banstead Local Transport Strategy & Forward Programme Consultation Report



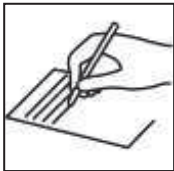
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If you have other needs in this regard please contact Surrey County Council in one of the following ways.



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Surrey Transport Plan, 2011-2026

**Local Transport Strategies and Forward Programmes Tranche 2 Consultation
Report- Reigate and Banstead**

December 2014

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Executive Summary

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Reigate and Banstead Local Transport Strategy and Forward Programme and how this has shaped the Strategy going forward. All consultation responses received were considered in the revision of the draft strategy.

The county council has produced an SEA screening report ([link](#)) and an Equalities Impact Assessment.

Consultation and participation will continue to inform the future revisions of the strategies and the implementation programmes, as these are brought forward.

1 Approach to Consultation

Extensive consultation and close partnership working are at the heart of the Surrey Transport Plan and our approach to transport in the county.

This report describes the consultation process for the Local Transport Strategies and Forward Programmes included in the first tranche of district and borough strategies. This report summarises who responded to the consultation, the key issues which emerged from the representations received and how the strategy was revised in consequence.

The main purpose of consulting and engaging on the draft Local Transport Strategies (LTSs) was to:

- a) inform people
- b) get feedback on the Reigate and Banstead Local Transport Strategy
- c) seek local input on the Reigate and Banstead Local Transport Strategy and Forward Programme

The county council would like to thank all those who commented on the Local Transport Strategies and Forward Programmes.

1.1 Consultations undertaken

The following Local Transport strategies were consulted upon as part of Tranche 2 public consultation:

- Reigate and Banstead Local Transport Strategy and Forward Programme
- Tandridge Local Transport Strategy and Forward Programme
- Surrey Heath Local Transport Strategy and Forward Programme

1.2 Consultation process

The strategies were subject to a 6 week online public consultation from 16th September to 28th October 2014. The consultation documents were published on the Surrey county council website. The public and stakeholders were asked key questions in an online survey in relation to the programme:

1. We have tried to identify the most pressing transport issues impacting the District/Borough. Are there any other transport problems that we should consider?
2. The strategy looks to address existing transport issues, support the planned growth within the District/Borough and mitigate any negative impacts. Are the objectives of the strategy right (see Chapter 2 of the Local Transport Strategy)?

3. Are there any other schemes we should consider that we have not included in the Forward Programme (see Annex)?
4. Would you like to make any additional comments not already covered in the preceding questions

The draft local transport strategies and forward programmes were available in hard copies at the District/Borough Offices and at County Hall. Leaflets and posters were sent to all Surrey libraries in the relevant districts/boroughs and local council offices.

Information was sent by email to:

- All Surrey Transport Plan consultees
- All County councillors
- All Borough/District councillors
- All Parish councillors where applicable

Figure 1-1:
The final week of consultations on the Local Transport Strategies was the headline on the county council's website



1.3 Wider engagement activities

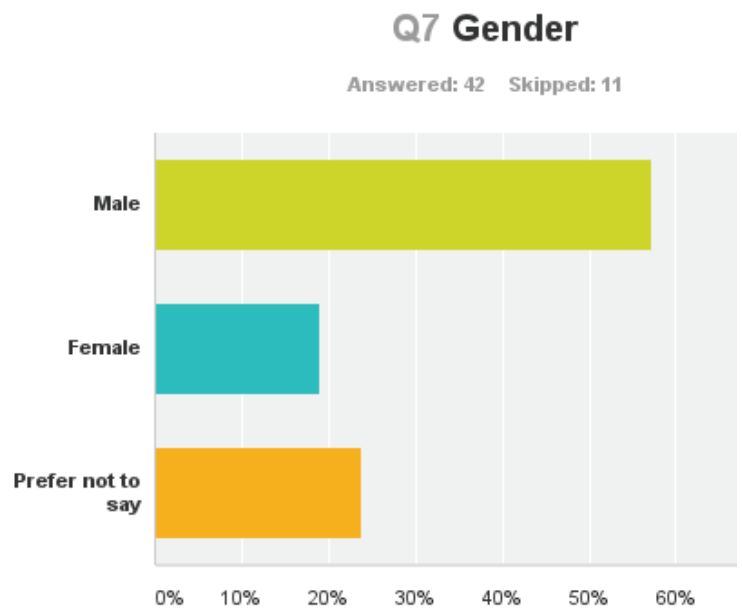
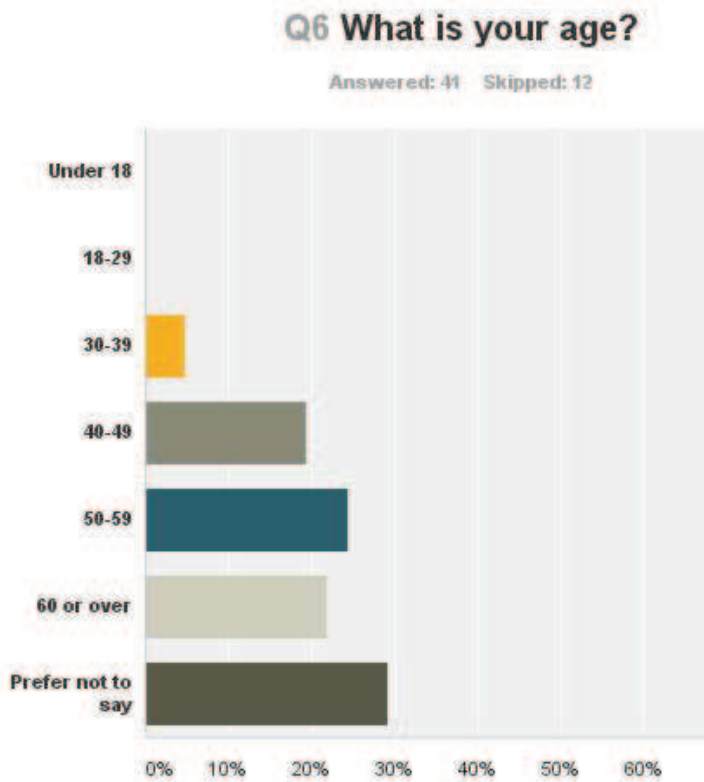
Various engagement activities and were used to inform the development of the Local Transport Strategies. This included officer workshops, informal Local Committee, task groups and partnership working with borough officers.

Consultation and participation will continue to inform the revision of the strategies.

1.4 Who responded to the consultation

The second tranche of LTS received 53 responses to the online survey as well as a number of responses by email, split between the three boroughs and districts.

The majority of respondents to the online survey identified themselves as male (57.14%) and the most common age range of respondents was 50- 59 (24.39%).



73.17% of respondents to the survey did not consider themselves to have a disability. The most common disability identified by respondents to the survey was mobility issues.

There were 16 responses to the Reigate and Banstead Local Transport Strategy consultation via the online survey; other responses were received by email. Responses were received from a wide range of individuals and organisations, including:

Public sector

- Reigate and Banstead Borough Council Officers
- Reigate and Banstead Informal Local Committee
- Surrey County Council Officers

Private sector companies or representing bodies

- Gatwick Airport
- Highways Agency
- Natural England

Voluntary groups and other third sector

- Banstead Village Residents Association
- Burgh Heath Residents Association
- Reigate and Banstead Rail Users Association
- Kingswood Residents Association

1.5 Key themes of representations and resulting changes

The key themes which came out of the public consultation were buses, congestion and cycling. In response to these themes relevant County Council officers were asked to assist in the modification of the transport strategy to reflect these concerns. Working with specialist officers in each area and with the collaboration of other Surrey County Council officers, each concern expressed in the consultation has been responded to in the annex. Many of the issues raised have been looked into before as part of previous or ongoing work streams, particularly within the other strategies which form part of the LTP3 or as part of the ongoing SCC local transport review, all comments received as part of the Local Transport Strategy consultation which are relevant to this review have been passed on to the appropriate officers.

Other amendments have been made to the draft Reigate and Banstead Local Transport Strategy and Forward Programme in response to several of the comments received. These amendments include:

- Restructuring of chapter 2 to improve readability.
- Workstreams added to chapter 6 to improve thoroughness.
- Layout of the Forward Programme amended.
- Minor amendments throughout the document to improve accuracy, readability and provide up to date information.

Annex: Public Consultation responses

Survey Response #	LTS	Response to question	Public Comment on the Reigate and Banstead LTS and Forward Programme	Surrey County Council response
1	R&B	5	I think there should be a reference to the Rights of Way Improvement Plan in the section on Related workstreams and Projects (as an Surrey County Council workstream)	The rights of Way Improvement Plan was not publicly available at the time of publishing the consultation draft of the Tandridge Local Transport Strategy. When this plan is available it will be included in the transport strategy.
4	R&B	2	You don't say anything relevant to reducing prices of anything including parking which should be free.	This is not within the scope of the Local Transport Strategy and Forward Programme.
4	R&B	3	Too much emphasis on two wheeled terrorists - cyclists - with no regard for those who cannot or have no desire to cycle.	Whilst encouraging sustainable travel across the borough is part of the objectives of the strategy, this has been considered in conjunction with other transport modes such as walking and public transport.
16	R&B	2	Fixing potholes	The County Council has a maintenance programme called Operation Horizon. This strategy focused on improving the Reigate and Banstead transport network and mitigating future growth. A summary of operation Horizon is included in the Local Transport Strategy.
16	R&B	5	The Redhill town centre redevelopment is an absolute disgrace and entirely unnecessary causing more traffic problems than it solves.	The Redhill town centre regeneration has been subject to extensive public consultation. During construction of new transport interventions there is often a period of disruption to the current network. However once the scheme is completed the transport network will be more balanced for all modes of travel.
22	R&B	2	Redhill/Reigate to London Bridge train cancellation and rerouting of trains to London Victoria for 3-4 years for the rush hour times from Jan 2015 -> seems only this line impacted and Southern cannot justify why only one line is hit for such an extended period. -> makes very hard for parents with kids at nursery to commute to London.	Train services and delays are not under the control of Surrey County Council. Whilst this document identifies issues with the transport network within Reigate and Banstead it does not focus on temporary train rerouting. Surrey County Council works with train operators and Network Rail to try to supply Surrey residents with the best rail accessibility possible.
24	R&B	2	(1) Safe, separate, cycle paths should be higher priority (2) Tackling train lengths on the North Downs line is mentioned, but specifically the ability to run longer trains from Reigate to London should be a priority.	All cycle routes implemented by Surrey County Council must comply with Department for Transport design guidance, which includes minimum widths which need to be provided to enable shared use by pedestrians and cyclists to ensure safe routes. Whilst encouraging cycling and sustainable travel across the borough is part of the objectives of the strategy, this must be considered in conjunction with other transport modes. Network Rail are currently consulting on their Sussex Area Route Study which includes proposals for increasing capacity within Reigate and Banstead; including longer platforms and longer trains. This Study has now been included in Chapter 6 of the LTS.
24	R&B	3	They are not specific enough. Too woolly	The objectives have been developed in line with the County Council's directorate priorities, the Surrey Local Transport Plan vision and objectives and the Reigate and Banstead Core Strategy. The R&B local transport strategy is a strategic document and will be updated at regular intervals. Where objectives appear to be unspecific, this gives a wider scope for the objective to be implemented.
24	R&B	4	(1) M25/A217 roundabout is too small and regularly log jams; this junction urgently needs improving. (2) A scheme to provide easy, fast, access between the M25 and Redhill would be of huge benefit to businesses, and would relieve pressure on Reigate.	This proposal would require significant feasibility work and assessments and has been passed on to the Surrey County Council Traffic and Streetworks Team and will be assessed as a potential scheme for inclusion in the Forward Programme when it is reviewed yearly. Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.

26	R&B	2	<p>Most of the proposed measures relate to pedestrian safety and cycle improvements. We support these but feel there is very little on the added highway capacity needed to accommodate the proposed population growth. There is reference to congestion but no significant proposals.</p>	<p>It is the view of the county council that by encouraging more sustainable travel choices such as walking and cycling, this will enable residents of Surrey to travel to destinations without using a private car, thus decreasing the number of cars on the network and improving congestion. Several of the schemes identified in the Forward Programme would help to mitigate the effects of the proposed growth on the transport infrastructure in Reigate and Banstead. Major Planning applications should be accompanied by a traffic assessment which should consider the impact on traffic flow. If there is to be a S106 agreement or CIL, Surrey County Council's Transport Development Planning team would get involved to negotiate developer funding to mitigate the impacts.</p>
26	R&B	3	<p>There is nothing about accommodating the additional road traffic which will result from the growth proposed in the Local Plan. This is despite the purpose of the strategy being to support the growth set out in the local plan and provide a programme of traffic infrastructure to deliver this growth (second paragraph in the executive summary)</p>	<p>Theme C is a Surrey County Council directorate priority and not a theme of the document. To avoid confusion the layout of chapter 2 has been changed and directorate priority C has now been removed as it has little impact on transport. Consideration of the implications for the highway network of new developments are taken into account in Surrey County Council's response to planning applications. Developer contributions are collected to fund mitigation measures where the need is identified. Any proposed site allocation is strategic and high level. An essential requirement of any proposals for large developments will be subject to a detailed Transport Assessment which would have to assess the traffic impact of that development. Any impact would have to be considered to be acceptable or be made acceptable through mitigation before any planning permission was given.</p>
26	R&B	3	<p>Theme C is to maintain and improve the county's attractive environment but the bullet points cover waste and reducing energy costs - nothing about improving the attractive environment.</p>	<p>Consideration of the implications for the highway network of new developments are taken into account in Surrey County Council's response to planning applications. Developer contributions are collected to fund mitigation measures where the need is identified. Any proposed site allocation is strategic and high level. An essential requirement of any proposals for large developments will be subject to a detailed Transport Assessment which would have to assess the traffic impact of that development. Any impact would have to be considered to be acceptable or be made acceptable through mitigation before any planning permission was given.</p>
26	R&B	3	<p>The Reigate and Banstead LTS Objective 1 on 'encourage economic development and regeneration' makes no reference to improving accessibility to the proposed urban extensions despite heavy congestion in the Redhill/ Merstham area and on the A217 South of Reigate. Development may not be needed here, we hope, but there should be reference to the provision of better access if necessary.</p>	<p>Consideration of the implications for the highway network of new developments are taken into account in Surrey County Council's response to planning applications. Developer contributions are collected to fund mitigation measures where the need is identified. Any proposed site allocation is strategic and high level. An essential requirement of any proposals for large developments will be subject to a detailed Transport Assessment which would have to assess the traffic impact of that development. Any impact would have to be considered to be acceptable or be made acceptable through mitigation before any planning permission was given.</p>
26	R&B	3	<p>Objective 2, reference to public transport, does not take into account service cuts. The objectives are worthy but the proposed investment does not begin to cover the investment needed to improve the infrastructure. Paragraph 4.6 refers to a population increase of 18% between 2012 and 2027 and more by 2032. If the existing transport network is inadequate how will it cope with 18% more people - certainly not with the schemes proposed in this strategy. We note it is stated in paragraph 5.20 that the development to be delivered by 2026 is unlikely to cause major disruption even though, in paragraph 6.8, it is stated that existing congestion in Surrey already costs £550 million.</p>	<p>Bus service cuts are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review The strategy aims to improve the current transport network and mitigate the effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.</p>
26	R&B	4	<p>There should be an emphasis on providing parking at train stations to prevent roads being clogged with commuters' cars and the local population being unable to access local shops. It is unclear how the use of the North Downs Line can be improved without considering the problems of delays on the A217 into Reigate and on Pebble Hill. There is no mention of the implications of a second runway at Gatwick on the transport network. We note that the mainline will be at 105% capacity by 2031 and this is with some investment in improvements. Cyclists are a nuisance on the approaches to Box Hill and consideration should be given to designated cycle paths. The Preston proposals will not solve existing parking and access problems let alone accommodate the proposed new housing</p>	<p>The Surrey County Council Rail Strategy identified parking at train stations as a priority. Surrey County Council are continuing to work with Network Rail to address level crossing issues. Chapter 6 of the strategy gives information about how Surrey has been engaging with the Davies commission on the possible airport expansions, and also details a 'Surface Access to Airports Study' which has been commissioned by the County Council to look at the Mountain bike access and routes to areas within the Surrey Hills AONB is being addressed within the Surrey Hills AONB management plan. Where appropriate interventions will be coordinated with borough and district Local transport Strategies</p>
26	R&B	5	<p>To summarise, in our opinion, the proposals do not cover existing</p>	<p>The strategy aims to improve the current transport network and mitigate the</p>

		problems, let alone accommodate the proposed scale of development in the Local Plan. These comments reflect the general views of CPRE Surrey and the Tadworth and Walton RA.		effects of future growth. The strategy is a live document and as and when new interventions which can achieve these aims are developed they will be added to the Forward Programme.
33	R&B	2	1) That proposals with relation to the A23 Redhill to Croydon corridor via Mersham should reduce rather than exacerbate the likelihood of cars and HGVs using the network of minor roads between Chaldon, Bletchingley, Mersham and Coulsdon as cut-throughs. The roads particularly at risk are Dean Lane (B2031 to A23), Rockshaw Road (A23 to Warwick Wold Road); Hilltop Lane, Bletchingley & Hilltop Lane, Chaldon; Rook Lane Chaldon (B2031 from Caterham to the Reigate & Banstead boundary); Church Lane, Chaldon/Ditches Lane, Coulsdon.	The Highways Agency are currently considering data collected relating to their A23 trunk road route management plan. Surrey county council have fed into this process. The Highways Agency will publish investment options in the spring of 2015.
33	R&B	2	2) Chaldon's access to the A23/M23/M25 junction 7 is via Dean Lane, Mersham. It is not clear whether the dangerous propensity for some northbound vehicles to u-turn in order to head south at this point will be stopped either through the Highways agency's plans for improving the M25/M23 junction or through local schemes for the A23.	Local MPs have lobbied the transport minister about the Government's commitment to progress a new interchange between the A23 and the M25 at Hooley which would allow M25 traffic direct access to the Redhill area. The Highways Agency have collected data and are currently reviewing investment options for the A23 corridor. It is not yet known whether a new interchange at Hooley will be included in the Highways Agency Trunk road investment programme.
40	R&B	2	Horley North West sector needs much improved links to Horley town centre. Meath Green lane is too narrow at the junction with Horley Row and yet this will be a bus route! Also all car traffic will go left or right out of the development to the A217 and A23 and so will head to Redhill/Reigate or Tesco/Crawley and completely by-pass Horley. Car access to Horley needs a careful re-think.	A key aim and consideration in relation to the Horley North West Sector has been how to improve pedestrian, cycle and bus access to Horley Town Centre to encourage future occupiers of the proposed development to travel into Horley by sustainable means. Significant improvements and contributions have been secured to do this. In addition a \$106 contribution has been secured to implement improvements along Meath Green Lane to make sure it is a safe and suitable bus route.
41	R&B	2	Parts of the Borough have NO accessible public transport on Sundays, denying access to hospital and shopping. Good example is the Banstead/Nork/Epsom Downs area, which loses its connection to Epsom District Hospital and the shops and leisure facilities of Epsom and Sutton on Sundays when the 164 bus and Network Rail shut down for the day. This is contrary to the RBBC Core Strategy Spatial Vision par 3: 'The wellbeing of communities is supported by accessible health, leisure, education and wellbeing'	Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review
41	R&B	3	The strategy 2.2 'to reduce car use' flies in the face of the real world. The car instead needs to be accommodated in a sustainable way. Electric cars are coming in the longer term - pollution issue disappears. Traffic and poor junctions/insufficient roads remain.	Surrey County Council believes that by providing alternatives to car travel many people may choose to travel by alternative sustainable methods (such as walking or cycling) particularly for short journeys. SCC are currently producing an Electric Vehicle Strategy which is mentioned in section 6 of the Local Transport Strategy.
41	R&B	4	Junction improvements in Nork/Banstead: Banstead Road/Fir Tree Road box junction. Difficult to turn right in both directions. The right turn is poorly advance-signed from the east side of the traffic lights, resulting in traffic trying to swap from right to left lane when it intends going straight down Fir Tree Road. The Nork Way/Fir Tree Road junction is long overdue for conversion to a small roundabout, as at Bolters Lane/A2022. This would also help control speeding down Fir Tree Road and safe access to newish Co-Op store car park on that corner.	It is intended to extend the yellow box marking at this junction when funding allows. The Area Team can investigate the signing of the junction to see if there are any improvements that could be made. A mini-roundabout at this junction would not operate efficiently as there is not a balanced flow of traffic on all arms of the junction. It would also not be possible to provide sufficient deflection, especially for eastbound traffic on the A2022 Fir Tree road, increasing the likelihood that vehicles would not slow on the approach to the mini-roundabout and potentially not give-way, resulting in collisions.
41	R&B	5	The summary on the Reigate area is apallingly written. I suggest you review paras 7.17, 7.18, 7.19 and 7.20. Example: 'The (Reigate) level crossing causes traffic on the A217'	The Local Transport Strategies and the Surrey Transport Plan have been prepared in accordance with Surrey County Council house style.
42	R&B	2	think only a nationwide traffic strategy will have any impact on	The Local Transport Strategies and the Surrey Transport Plan have been

42	R&B	3	district/borough traffic problems. Unfortunately, the strategy objectives are limited by the impact that a failure to devise a nationwide traffic solution will have.	prepared in accordance with current national policy The Local Transport Strategies and the Surrey Transport Plan have been prepared in accordance with current national policy
43	R&B	2	the sorting out of the one way system in Reigate would be a bonus - the traffic is incredibly snarled during peak times, not helped by the level crossing at the foot of Reigate Hill	Scheme 45 in the Forward Programme is a Reigate Road Network Improvements scheme which aims to relieve congestion re-configuring the town's central road network. This scheme is not formally supported by Reigate and Banstead Borough Council.
47	R&B	2	Bus service 166 between Banstead and Epsom is one an hour and no evening or Sunday service. Why cannot the bus service at three an hour between Croydon and Banstead be extended to Epsom, and/or rescheduled to half hourly? The Southern rail service from Banstead [Epsom Downs] is hourly off peak and no Sunday service. First service to London should be earlier than six o'clock [06.00] for connections and half hourly frequency off peak by extending the normal schedule from Sutton instead of terminating the service. The quality of service is abysmal with frequent cancellations and late running. Banstead station has no station announcements and the help point is often not working and I am unable to report faults. In an emergency the best thing to do would be whistle.	Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review
47	R&B	3	I have the pdf documents and find it excuses to do nothing for inhabitants of this area, Banstead.	The Forward Programme contains four schemes specifically in Banstead as well as number of schemes for the surrounding transport network such as the A217 Banstead/Kingswood corridor improvements.
47	R&B	4	Get owners and occupiers of houses, businesses and conservators to cut back the vegetation growing on to and overhanging the pavement, and shrouding the street lighting. You have the power, use it. The main document has little detail and is merely a background to the proposals. We will confine our comments to relevant details within the Annex: Page 3, Item 13 A217 Cycleway. The existing footpath on the East side of the road would seem to be too narrow for the dual use proposed especially in view of the increased cycle use since the Olympics on Box Hill. The adjacent woodland is common land and too narrow to be reduced. We propose that a new Cycleway be built on the West side where there is no existing footpath. This could include the existing service roads in the Nork area.	The R&B LTS & FP is a strategic document. Maintenance issues are dealt with by the Surrey County Council Highways department. These concerns will be passed on to the relevant officers.
Kingswood Residents Association	R&B	By email	Any new shared cycle path would need to comply with Department for Transport design guidance, which includes minimum widths which need to be provided to enable shared use by pedestrians and cyclists. Any future shared facility on the A217 would need to comply with this guidance, which would be taken into account when designing the new facility.	
Kingswood Residents Association	R&B	By email	Page 4, Item 17 Bus stops. We are uncertain what this relates to because the stops on the section of road referred to are only used for school buses. There is a need for improvements to the bus stop in Tadworth Street opposite The Childrens Trust, Tadworth Court.	The metrobus 820 bus route is along this road which is used by many school students. The scheme would aim to improve pedestrian accessibility and safety.
Kingswood Residents Association	R&B	By email	Page 4, Item 18 Pedestrian Crossing. The main problem here would seem to be the speed of vehicles and poor sightlines for pedestrians and drivers.	Should this scheme be bought forward it would be subject to a feasibility study which would consider pedestrian counts, sight lines and vehicle speeds. This will determine the need for and form of any new crossing facilities.
Kingswood Residents Association	R&B	By email	Page 4, Item 19 Additional entry lane. We presume that this is not an additional lane but an extension of the existing left hand lane back to the Tadworth Court entrance. This would enable a very few vehicles heading North to escape quicker, but would have no effect for the vast majority of vehicles which head South (A217) or East (Bonsor Drive). There would be a much greater improvement if the left hand lane were to be dual use for A217 (North) & Bonsor Drive with the right hand lane for the majority (A217 South). This would enable about 9 or 10 vehicles to escape per light change instead of the current 6 or 7. The extension might not then be	Scheme 19 is an additional entry lane onto the junction which would be an extension of the existing left hand lane. However this scheme is still at the scheme identification stage and a feasibility study or initial design has not yet been produced. The purpose of this scheme would be to improve peak hour traffic capacity on the Tadworth Street arm approach and improve pedestrian safety. These comments will be passed on to the County Council's signals team and all schemes in the forward programme will be reviewed yearly.

			<p>needed. It would then need lane segregation at the next lights (between the 2 parts of A217) into left hand lane for Bonsor Drive and right hand lane for A217 South. This would have the added advantage of getting the waiting vehicles further away from the main Northbound A217 as there is currently often a tailback across the A217 as most vehicles currently head for the left hand lane despite their eventual exit down the A217 South.</p>	<p>The existing dropkerb would be improved by added 'tactile' paving. This is a system of textured ground surface indicators found on many footpaths, stairs and train station platforms to assist pedestrians who are blind or visually impaired. Tactile warnings provide a distinctive surface pattern detectable by long cane or underfoot which are used to alert people with visual impairments of their approach to streets and hazardous drop-offs. Design of a pedestrian facility at Waterhouse Lane would need to comply with the guidance set out by the Department for Transport. This includes advice on sightlines.</p>
<p>Kingswood Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>Page 10, Item 102, Pedestrian Crossing. It is not understood how pedestrian crossing facilities can be described as 'tactile'. Any type of pedestrian crossing over Waterhouse Lane at this location will be vulnerable to westbound vehicles coming round blind downhill bend. Double yellow lines either side of the exit from Woodland Way (say 15m – that part understood to be Highway as opposed to private road) would improve line of sight for pedestrians and drivers.</p>	<p>Any development in this area will be required to demonstrate its acceptability in capacity, safety and policy terms. In terms of safety and policy this includes for all modes. The highway authority are aware of the issues raised above, they have been identified in the Local Transport Strategy and will be considered going forward.</p>
<p>Kingswood Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>Page 10, Item 103, Pedestrian Crossing. This junction was rated as overloaded and congested at peak times 20 years ago. This has since been compounded by the Highway Authority allowing further developments on the basis that no one development increases traffic flow by more than 5%. The cumulative effect of at least 8 major flatted developments has been ignored (eg 06/00952/F Cro Madra, St Monica's Road). There is potential residential/commercial development of the Station Yard. Various schemes have been considered in the past (traffic lights, mini roundabout, double mini roundabout) and rightly rejected on safety grounds. The only safe crossing points are from the Station Yard to the Pub and from the Pub car park entrance to the East side of Bonsor Drive. Additional suggestion, Burgh Heath traffic lights. The Southbound filter to A240 Reigate Road should be controlled by a demand sensor. Currently, the Northbound traffic is held up for the filter phase even if there is no traffic waiting. Installing a sensor would enable more time to be allocated to Northbound traffic without loss to any other traffic or more to both Northbound and A240 exiting traffic with only minimal loss to Southbound traffic.</p>	<p>This proposal would require significant feasibility work and assessments and has been passed on to the Surrey County Council Traffic and Streetworks Team and will be assessed as a potential scheme for inclusion in the Forward Programme when it is reviewed yearly.</p>
<p>R&B Rail Users Assocn</p>	<p>R&B</p>	<p>By email</p>	<p>Para 3.5 This relates to the whole of Surrey and is not specific to R&B issues.</p>	<p>This paragraph is part of the section headed "Surrey and its Transport Network".</p>
<p>R&B Rail Users Assocn</p>	<p>R&B</p>	<p>By email</p>	<p>Para 3.15 The Brighton Main Line (BML) is already at full capacity in the morning and evening peaks. As Redhill is only served by the slow lines (the fast "Quarry" lines pass to the east of Redhill), it is effectively on the Horsham branch, separating from the BML at Stoats Nest Junction (north of Coulsdon). There are currently few, if any, services at Redhill that come from the BML south of Three Bridges. Horley is on the four-track section of BML, but even so it has no through services from BML in the off-peak; all its trains come via Horsham. It has only one fast service to/from London in the daytime off peak, but none in the evenings. It has a few trains in the morning and evening peaks which are fast to/from East Croydon, so despite being on the four-track section of the BML it gets little benefit from this. For East Croydon and London, it is quicker and cheaper to travel via Gatwick except in the peaks.</p>	<p>Noted</p>
<p>R&B Rail</p>	<p>R&B</p>	<p>By email</p>	<p>Para 3.17</p>	<p>This is a physical limit on certain sections the North Downs Line. This has</p>

Users Assocn			It is not clear in the Draft whether the three-coach limit on the North Downs Line towards Reading is a physical limit, or simply that there is insufficient diesel-powered rolling stock to provide longer trains. Para 6.39	been identified as a priority of the Surrey County Council Rail Strategy and the County Council are working with Network Rail and Train Operators to try to improve this line.
R&B Rail Users Assocn	R&B	By email	This refers to the Wessex Route Study. Please note that the Sussex Area Route Study has now been published in draft. This has much more relevance to the R&B area, and I hope its content will be considered before the R&B Transport Strategy document is finalised.	The Sussex Route study has now been added to the related External work streams.
R&B Rail Users Assocn	R&B	By email	Para 7.10 This states there are seven direct trains from Redhill to London at most times of the day. The standard off-peak service is six, not seven: two fast services to Victoria (from the Horsham route, only one of which serves Horley), and four slow to London Bridge (two from Horsham and one each from Reigate and Tonbridge). All platforms at Redhill now have lift access so are fully DDA-compliant. This applies to access/egress from both sides of the station.	Noted and amended
R&B Rail Users Assocn	R&B	By email	Para 7.30 Pedestrian access to Horley station does not require use of the underpass or footbridge in the town centre. There is pavement access directly to the station from both sides of the underpass/footbridge.	Noted and amended
R&B Rail Users Assocn	R&B	By email	Para 7.34 Community severance and restriction of east-west movement in Horley because of the railway is no different to that existing in Redhill.	Noted
Banstead Village Residents Association	R&B	By email	The overall impression is that areas North of the M25 form little part of this review. For instance - 1 No mention of any schools in this part of the Borough - see 5.3 2 The important A2022 cross route through Banstead is almost ignored 3 There is little mention of the rail line from Epsom Downs 4 There is no mention of National Express Route A3 hourly service to Gatwick along the A217 5 Kingswood, Tadworth & Walton are dismissed as smaller settlements only being referred to in the Annexe	5.3 focuses on schools due for expansion only. Epsom Downs station has been added National express route added Unfortunately the Local Transport Strategy cannot look at all settlements in detail and the line must be drawn at some point. These settlements are included in the annex with proposed improvement schemes.
Banstead Village Residents Association	R&B	By email	Some errors and omissions 1 Under 5.1 it states 6900 additional homes per ANNUM. This is a gross error. It is over the lifetime of the plan. 2 Under 3.9, the A240 is stated as being from Burgh Heath to London. The A240 goes to Kingston. It joins the A24 in Ewell. 3 That goes onto London as does the more direct A217 4 Under 7.59, the train service to London Victoria is stated as every hour. It is half hourly at peak times 5 Epsom Downs station is within R & B Borough boundaries and doesn't get a mention. (Note it is appallingly badly signposted off Longdown Lane South)	Amended
Banstead Village Residents Association	R&B	By email	General Comments Under 7.66 . The pond is leaking! More seriously 1 Annex 13 mentions a £1m scheme to improve footpaths from the M25 along the A217 so that cyclists could use it. This needs more detail as to why. What is the value for money? 2 No mention of the fact that since the Olympic Games many roads	1. The scheme purpose is to provide facilities for cyclists along an important corridor. 2. Surrey County Council are working to form a strategy for access to the Surrey Hills, this will be added to section 6.

<p>leading to Box Hill etc are congested with serious cyclists especially at weekends and holidays</p> <p>3 Footpaths, both Public and others in the Banstead area are neglected and in a poor state. Look at the situation along Croydon Lane and Sutton Lane over the Downs and Woodmanssteme Lane</p> <p>4 Page 5 Theme C. What and where is the Eco Park? What is "affordable warmth"?</p> <p>5 What is the Countryside Management Transformation Programme? Para 4.18 on climate change is woolly to say the least. What climate change?</p> <p>6 Under 7.57. What is "relative retail and convenience growth"?</p> <p>7 Under Annex page 10, item 97. Crossing at St Ann's School. This has been debated at length and dismissed by the Local Committee of R & B and Surrey CC</p>				<p>3. The Local Transport Strategy is a strategic document and does not include maintenance works. This comment has been passed on to the Planned Maintenance Team</p> <p>4. Theme C relates to the Surrey County Council Environment and Infrastructure priorities. This has caused confusion for many readers of the document and so the chapter layout has been changed and theme C omitted to ensure the documents objectives are clear.</p> <p>5. Paragraph 4.18 represents Surrey County Council views on climate change</p> <p>6. Amended, this was a typing error and should have read "retail and convenience growth".</p> <p>7. Feasibility design was undertaken and two options identified. Under delegated authority, the Reigate and Banstead Local Committee Chairman, Vice-Chairman and divisional Member have agreed not to progress either of these options. No further work is planned for this junction and it will be removed from the forward programme.</p>
<p>Banstead Village Residents Association</p>	<p>R&B</p>	<p>By email</p>		<p>BANSTEAD STATION -The line to Epsom Downs is served by a single track rail from Sutton. The service is half hourly at peak times and hourly at other times and on Saturdays. No Sunday service and stations are unmanned. The last train on weekdays and Saturdays arrives 23.30 at Banstead Station.</p> <p>Car parking is miserable just off Banstead Road – 5 cars if you are lucky (7 if you push your luck), but it is free. Other commuter parking clutters up the roads off nearby Nork Way</p> <p>At Epsom Downs station, a very modern one, there is free parking for 20 cars and many more if you park in the rather upmarket Bunbury Way.</p> <p>Banstead Station has a large potential catchment area, but its potential has been neglected.</p> <p>The many footpaths in the vicinity are dark and somewhat forbidding. Detail in Annex 87 is noted covering cyclists and pedestrians</p> <p>PROPOSAL- Promote the acquisition of an area of very low grade secondary woodland adjacent to the 2 Public Footpaths from Fir Tree Road. This would take the form of a swap of land to equal area and is very possible. The land in question is Green Belt and would have been open up to about 50 years ago.</p> <p>Provide parking for 20 cars together with a covered cycle rack.</p> <p>This is all the more important following the closure of the multi storey car park in Brighton Rd, Sutton.</p> <p>In addition, this station approach and entrance is very uninviting and could be improved. Trees need to cut back from the foot paths to open it up.</p> <p>BUS SERVICE TO EPSOM HOSPITAL- Route 166 from Croydon to Banstead is a 20 minute service, but once an hour it goes on to Epsom Hospital. There have been numerous calls for this service to be improved, not just to the Hospital but to Epsom town centre as well.</p> <p>There is also a route 318 (317) running a circular service round the houses and touching Tattenham Corner. This terminates in Epsom High St and is a bit erratic being geared to school days.</p>
<p>Banstead Village Residents Association</p>	<p>R&B</p>	<p>By email</p>		<p>The Surrey County Council Rail Strategy has identified parking at rail stations as a key priority for Surrey. This proposal would require significant feasibility work and assessments and has been passed on to the Surrey County Council parking team and will be assessed as a potential scheme for inclusion in the Forward Programme when it is reviewed yearly.</p> <p>Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-</p>

<p>Banstead Village Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>Compared with the bus services to Sutton and Croydon, Epsom with its hospital is a poor relation. NOTE: - This was the situation up to the end of August. However a new route -477 - has started up, from Banstead to Guildford on Sept 1st. This goes direct to Epsom (unlike the 166) and past Epsom Hospital (and Epsom Cottage Hospital), so it is an improvement even if it does not synchronise with the 166. The timetable says Monday to Friday (no Sat) roughly every hour but not as comprehensive as the 166. PROPOSAL - See how the new service settles down and review in one year's time. Integration of the timetables of the 3 routes would provide a more useable service</p>	<p>review These comments have been passed on to the County Councils passenger transport team and will be looked into as part of the aforementioned bus review.</p>
<p>Banstead Village Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>BUS SERVICE TO WOODMANSTERNE- The lack of a bus service from Banstead along Woodmansterne Lane to Woodmansterne has been of long term concern to local residents. Currently, Route 166 goes along Croydon Lane to get to Woodmansterne having been rerouted from Woodmansterne Lane in 2003. The history of this route is long and tangled and wont be detailed here except to say Route 166 started life in 1948 between Chipstead Valley and Thornton Heath. Epsom Buses used to run Route 498 between Epsom Town and Croydon from 1992 and the contract was taken over by Arriva (based in South Croydon) in 2001. As it rests, Arriva, who retained the contract in 2013, use their standard single deck bus (9.8m in length?). Woodmansterne Lane is deemed unsuitable for a vehicle of this size. Other buses do go down this road but they are restricted to one a day school runs. PROPOSAL- When the contract comes up for review, there should be a re-examination of the situation to see if a compromise can be reached with alternate buses going down Woodmansterne Lane. Epsom buses use a shorter vehicle on route S1 for instance. BANSTEAD CROSS ROADS – A217 / A2022- The Draft proposals include £200k for improvements at this very busy junction. The A2022 section is made more complicated by 2 other junctions. Bolters Lane meets Winkworth Rd at a very small mini-roundabout East of the A217 junction and Banstead Road merges with Fir Tree Rd some 60m West of the traffic lights. Long queues are frequent at both these junctions. There are 4 slip roads leading on and off the A217. Those leading off the A217 are well designed, however the one going North onto Fir Tree Road is very lightly used. The other 2 slip roads leading off the A2022 are another problem. That going North down the A217 has severe peak hour problems even though the lead off is quite long, it is usually blocked by traffic going East. The one going South onto the A217 is severely obstructed, especially at peak times. It has a very short lead off and you are lucky if 2 to 3 cars can use it in heavy traffic. There is a further problem. Going East to the mini-roundabout, the road narrows significantly slowing traffic down. At worst this can mean that not all the stopped traffic can get over at the lights. Mention is made of a need to introduce pedestrian crossing facilities at the traffic lights. There is a low volume of pedestrian movement here and no clear need for such investment. This would greatly decrease any benefit to be gained from the improvements suggested below. PROPOSAL- The A2022 be realigned and widened to the North for a stretch of up to 100m from 20 m East of the mini-roundabout towards the</p>	<p>Bus services are part of revenue spending. This document focuses on capital infrastructure interventions. Surrey County Council are currently undertaking a local transport review which aims to make savings while maintaining the services that residents rely on most, services that get people to work, hospitals, schools and supermarkets. The review is open to comments from the public until 14 January 2015 and can be found at this link https://www.surreysays.co.uk/e-i-directorate-programme-group/local-transport-review These comments have been passed on to the County Councils passenger transport team and will be looked into as part of the aforementioned bus review.</p>
<p>Banstead Village Residents Association</p>	<p>R&B</p>	<p>By email</p>	<p>All proposed schemes within the Forward Programme are subject to funding, feasibility studies and public consultation. Should a scheme be prioritised a feasibility study would be conducted and a preliminary design would be prepared. Comments received about each scheme during the public consultation of the Local Transport Strategy and Forward Programme will be kept by scc and looked at again as and when scheme comes forward. Where a scheme is categorised as in the 'scheme identification' delivery stage, the need for a scheme has been identified and initial drawings may have been produced but an outline design of scheme options will not yet be prepared. This is one of the busiest junctions in the Borough and particularly along the A217. To address safety concerns of Surrey Police traffic scc implemented a right turn filter from east-A217 southbound. A result of this was some additional queuing along Winkworth Road. There was also a long standing desire of Banstead residents to have a pedestrian phase on these signals as they are on a desire line to/from Banstead station. However there was/are capacity issue in installing this on the layout. To seek to address/investigate these issues scc commissioned a Paramics Traffic model of the junction in 2008 and started to develop a prioritised list of interventions which could then form part of a staged implementation.</p>	<p>All proposed schemes within the Forward Programme are subject to funding, feasibility studies and public consultation. Should a scheme be prioritised a feasibility study would be conducted and a preliminary design would be prepared. Comments received about each scheme during the public consultation of the Local Transport Strategy and Forward Programme will be kept by scc and looked at again as and when scheme comes forward. Where a scheme is categorised as in the 'scheme identification' delivery stage, the need for a scheme has been identified and initial drawings may have been produced but an outline design of scheme options will not yet be prepared. This is one of the busiest junctions in the Borough and particularly along the A217. To address safety concerns of Surrey Police traffic scc implemented a right turn filter from east-A217 southbound. A result of this was some additional queuing along Winkworth Road. There was also a long standing desire of Banstead residents to have a pedestrian phase on these signals as they are on a desire line to/from Banstead station. However there was/are capacity issue in installing this on the layout. To seek to address/investigate these issues scc commissioned a Paramics Traffic model of the junction in 2008 and started to develop a prioritised list of interventions which could then form part of a staged implementation.</p>

			<p>traffic lights. This would allow a longer lead off onto the A217 and relieve the squeeze at the Bolters Lane junction. At the same time widen the pavement on the South side of Winkworth road where it is very narrow and potentially dangerous to pedestrians. This proposal would also have the added benefit in solving the long term drainage problems at the bottom of Bolters Lane. Currently, gullies lead to time expired 1930 vintage outfalls on Banstead Downs</p>	
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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 1ST DECEMBER 2014
 LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER



SUBJECT: HIGHWAY SCHEMES UPDATE

DIVISION: ALL

SUMMARY OF ISSUE:

At the 2nd December 2013 Local Committee, Members agreed a programme of revenue and capital highway works in Reigate and Banstead. Delegated Authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress. The report also updates Members on other maintenance programmes in Reigate and Banstead and on customer enquiries.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to:

- (i) Note the contents of the report; and
- (ii) Agree that a scheme to improve pedestrian facilities at the junction of Garratts Lane/Holly Lane, Banstead is not progressed at the current time.

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the progress of the highway works programme in Reigate and Banstead.

1. INTRODUCTION AND BACKGROUND:

1.1 In December 2013, Local Committee agreed its forward programme for both Integrated Transport Schemes (ITS) Capital Improvement Schemes and ITS Capital Maintenance Schemes. Local Committee also agreed the allocation of its revenue budget for maintenance works.

1.2 To allow flexibility in the delivery of the Local Committee's highways work programme, delegated authority was given so that works could be progressed without the need to bring further reports to the Local Committee for decision.

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- 1.3 In addition to the Local Committee's devolved highways budget, developer contributions are used to fund, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network.

2. ANALYSIS:

- 2.1 **Capital Highway Schemes:** Progress on the approved Local Committee funded capital programme of highway works in Reigate and Banstead is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions.
- 2.2 **Garratts Lane/Holly Lane, Banstead:** Local Committee allocated funding in 2013/14 for the design of measures to improve pedestrian crossing facilities at the junction of Garratts Lane/Holly Lane, Banstead. £50,000 was allocated this financial year to enable scheme delivery. Two options were developed, which have been the subject of discussion between the divisional Member and local stakeholders. There was no support for either option and there are no further measures that could be considered at this junction at the current time.
- 2.3 Under delegated authority, the Local Committee Chairman, Vice-Chairman and divisional Member agreed that the scheme would not be progressed at the current time. Subject to the Local Committee agreeing that the scheme should not proceed, the Chairman, Vice-Chairman and Area Team Manager have agreed under delegated authority that the balance of the funding allocated to the Garratts Lane/Holly Lane scheme be used to fund additional Local Structural Repair in Reigate and Banstead.
- 2.4 The weather conditions at the end of 2013 and early part of 2014 resulted in widespread deterioration of the road network. A Flood Recovery Plan has been developed following an announcement from the Leader of the Council of an additional £23m for the repair of flood damaged roads and bridges. Work has started on the programme of roads in Reigate and Banstead to be repaired with funding from this additional money. This work is additional to the Operation Horizon major maintenance programme, which is on-going.
- 2.5 **Drainage:** The centrally funded drainage budget managed by the local area team continues to be used to carry out drainage investigation and small repairs locally.
- 2.6 **Customer Enquiries:** Following the extremely high volume of enquiries in the first part of the year, the second and third quarters have seen a steady reduction. This is to be expected given the time of year but overall volumes remain high. **Table 1** shows the number of enquiries received during the first nine months of 2014.

Period (2014)	Surrey Highways: Total enquiries (no.)	Reigate & Banstead: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan - March	58,224	7,143	3,388
April - June	29,551	3,598	1,631
July - Sept	30,225	3,908	1,484
Total	118,000	14,649	6,503

Table 1: Customer Enquiries

www.surreycc.gov.uk/reigateandbanstead

- 2.7 Of the enquiries received by the local area office, 96% have been resolved, a rate slightly above the countywide average of 95%. The County continues to work with its contractors to improve the service provided. This includes the launch of a new customer enquiry and works scheduling system and revised customer service Key Performance Indicators (KPIs).
- 2.8 Through the Customer Service Excellence project, Surrey is seeking to improve the accessibility of information and advance notification of roadworks. Roadwork information has been moved to a new website; (www.roadworks.org) as part of this project. The website also contains information on work being undertaken by utility companies, providing customers with a fuller picture of the work being carried out on the road network. Customers can sign up to receive alerts.
- 2.9 Although there has been a reduction in customer contact with Surrey Highways, the number of complaints received has increased marginally from 0.25% of all enquiries at the start of the year to 0.33% in the last reported quarter. **Table 2** shows the number of complaints received by Surrey Highways and the South East area, which includes Reigate and Banstead. The main reason for complaints is the lack of communication and the failure to carry out works to either the required standard or timescale.

Period (2014)	Surrey Highways: Stage 1 Complaints (no.)	South East Area: Stage 1 Complaints (no.)
Jan - March	143	47
April - June	65	28
July - Sept	100	27
Total	308	102

Table 2: Complaints

- 2.10 In the South East area since January 2014, 23 complaints have been escalated to Stage 2 of which Surrey Highways were found to be at fault in ten. Countywide, seven complaints have been made to the Local Government Ombudsman this year about the Service, none of which have been upheld.

3. OPTIONS:

- 3.1 Not applicable.

4. CONSULTATIONS:

- 4.1 Not applicable

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Budgets are closely monitored throughout the financial year and monthly updates are provided to the Local Committee Chairman and Vice-Chairman. The Local Committee have put in place arrangements whereby monies can be vired between different schemes and budget headings.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. The needs of all road users are considered as part of the design process for highway schemes.

7. LOCALISM:

7.1 Funding has been allocated from the revenue maintenance budget to fund the Highways Localism Initiative.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 Progress on the programme of revenue and capital highway works in Reigate and Banstead is set out in section 2 and Annex 1 of this report. Local Committee is asked to note the contents of this report.

10. WHAT HAPPENS NEXT:

10.1 Delivery of the highway works programme will continue and a further update report will be presented to the next meeting of the Local Committee.

Contact Officer:

Anita Guy, Senior Engineer, South East Area Team, 03456 009 009

Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Sources/background papers:

www.surreycc.gov.uk/reigateandbanstead

- Report to Reigate and Banstead Local Committee, 2nd December 2013, Highways Forward Programme 2014/15 – 2015/16
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CAPITAL ITS IMPROVEMENT SCHEMES			
Project: Garratts Lane/Holly Lane, Banstead			
Detail:	Safer Routes to School pedestrian improvements	Division:	Banstead, Woodmansterne and Chipstead
Allocation: £50,000			
Progress: Two options have been developed for improving the pedestrian facilities at the junction of Garratts Lane/Holly Lane. Site meeting held with divisional Member who is of the view that neither proposal should be pursued at the present time. Agreed under delegated authority not to proceed with this scheme and to reallocate remaining funding to Local Structural Repair (see paras. 2.2 – 2.3, recommendation (ii) of this report).			
Project: Frenches Road, Redhill			
Detail:	Permanent suspension of bus gate	Division:	Redhill East
Allocation: £15,000			
Progress: Implementation of raised table in existing road narrowing. Completed.			
Project: Headley Common Road, Epsom			
Detail:	Speed limit reduction	Division:	Tadworth, Walton and Kingswood
Allocation: £10,000			
Progress: Reduction of speed limit to 40mph to remove short section of derestricted road following speed limit change in Mole Valley. Scheme being progressed by the area team. Speed Limit Order being drafted for advertisement.			
Project: Bletchingley Road, Merstham			
Detail:	Improvements to existing zebra crossing	Division:	Merstham and Banstead South
Allocation: £30,000			
Progress: Feasibility design to improve existing zebra crossing under the railway bridge in Bletchingley Road was completed in 2013/14 using developer funding. Detailed design of proposal which includes widening existing footway and placing zebra crossing on raised table being undertaken. Substantially complete. Some engineering adjustments to be made.			

CAPITAL ITS IMPROVEMENT SCHEMES

Project: B2032 Outwood Lane, Chipstead		
Detail: Footway improvements	Division: Banstead, Woodmansterne and Chipstead	Allocation: £45,000
<p>Progress: Feasibility design to improve existing footway between Hazlewood Lane and the Ramblers Rest was completed in 2013/14 using developer funding. Detailed design of proposal which includes widening of existing footway and improving access to the footway being undertaken. Land adjoining the highway has been identified as SSSI and the works will require consent from Natural England. This is likely to impact on the viability of delivering the scheme this financial year.</p>		
Project: A242 Gatton Park Road, Reigate		
Detail: Investigation of existing traffic calming and provision of pedestrian refuge in Carlton Road	Division: Reigate: Redhill West and Meadvale	Allocation: £5,000
<p>Progress: Investigate possible removal of existing traffic islands in Gatton Park Road following complaints that they cause safety issues for cyclists. Feasibility design of pedestrian refuge in bellmouth of Carlton Road. Design only. Work likely to commence towards the end of the financial year.</p>		
Project: Carshalton Road, Woodmansterne		
Detail: Safer Routes to School Improvements	Division: Banstead, Woodmansterne and Chipstead	Allocation: £5,000
<p>Progress: Following a petition to Local Committee requesting a zebra crossing at the existing kerb build-out in Carshalton Road, it was agreed to trial the recently approved Road Safety Outside Schools policy at this site. The road safety assessment has been carried out and has recommended that a school crossing patrol operate at the build-out, subject to funding, rather than a zebra crossing be provided. The assessment suggested that the existing highway infrastructure outside the school frontage in Merrymeet be improved, to include the provision of a kerb build-out to assist pedestrian crossing movements. Design only but investigating possibility of implementation this financial year, subject to resolving land issues.</p>		

CAPITAL ITS IMPROVEMENT SCHEMES		
Project: Mark Street, Reigate		
Detail: One-way working	Division: Reigate	Allocation: £15,000
Progress: Provision of short length of one-way working at southern end of Mark Street. Initial site visit carried out. Consultation with residents/businesses directly affected to take place before Christmas. Subject to the outcome of this consultation, implementation is planned for later this financial year.		
Project: Merland Rise, Epsom Downs		
Detail: Pedestrian crossing	Division: Nork and Tattenhams	Allocation: £5,000
Progress: Investigate removal of existing kerb build-out with priority give-way at rear entrance to Epsom Downs Primary School and provision of controlled crossing (zebra or signalled crossing). Work commenced on design.		
Project: Lee Street, Horley		
Detail: Pedestrian crossing facility	Division: Horley West, Salfords and Sidlow	Allocation: £4,000
Progress: Feasibility design of pedestrian refuge near Whitmore Way. Design only. Work likely to commence towards the end of the financial year.		
Project: Sangers Drive, Horley		
Detail: Safer Routes to School	Division: Horley West, Salfords and Sidlow	Allocation: £4,000
Progress: Feasibility design of road safety measures near Manorfield School. Following discussions with the divisional Member, it has not been possible to identify any works required at this location. Agreed under delegated authority that this allocation to be used to fund additional Local Structural Repair.		

CAPITAL ITS IMPROVEMENT SCHEMES

Project: Small Safety Schemes		
Detail: To be identified	Division: All	Allocation: £20,050
Progress: Agreed under delegated authority that any underspend on this allocation to be used to fund additional Local Structural Repair.		
Project: Signs and Road Markings		
Detail: To be identified	Division: All	Allocation: £10,000
Progress: Allocation used to fund new pedestrian warning signs on A217 Brighton Road, Banstead, and bend warning and chevron signs in Rocky Lane, Reigate		
Project: Stage 3 Road Safety Audits		
Detail: To be carried out as required	Division: All	Allocation: £5,000
Progress: Agreed under delegated authority that any underspend on this allocation to be used to fund additional Local Structural Repair.		

CAPITAL ITS MAINTENANCE SCHEMES (LSR/FOOTWAYS)

Project	Division	Update
Washington Close, Reigate (carriageway)	Reigate	Completed
De Burgh Park, Banstead	Banstead, Woodmansterne and Chipstead	Completed

CAPITAL ITS MAINTENANCE SCHEMES (LSR/FOOTWAYS)		
Edgefield Close, Redhill	Earlswood and Reigate South	Completed
Bolters Road South, Horley	Horley West, Salfords and Sidlow	Completed
Crossland Road, Redhill	Redhill East	Completed
Wraylands Drive, Reigate	Redhill West and Meadvale	Completed
Buckland Road, Lower Kingswood	Merstham and Banstead South	Completed
Duncan Road, Burgh Heath	Tadworth, Walton and Kingswood	Awaiting utilities
Nork Way, Banstead	Nork and Tattenhams	On-going
Ladbroke Road, Redhill	Redhill East	Awaiting gas works
Smallfield Road, Horley (roundabout at Wheatfield Way)	Horley East	Additional scheme Works ordered
Elmshorn, Epsom Downs	Nork and Tattenhams	Additional scheme Works ordered
Washington Close, Reigate (footway)	Reigate	Additional scheme Works ordered

DEVELOPER FUNDED SCHEMES

Project: A23 High Street, Merstham

Detail: Convert existing zebra to signal control

Division: Merstham and Banstead South

Progress:

Design completed, safety audit carried out. Scheme was on hold until feasibility design of traffic signals at the junction of High Street/School Hill completed. The signal design has been modelled which shows that signals would result in a significant reduction in capacity at the junction and cause serious congestion, so cannot be progressed. There is currently insufficient developer funding available to implement conversion of the zebra to signal control so proposal deferred until additional funding source has been identified.

Project: Tadworth Street, Tadworth

Detail: Localised road widening

Division: Tadworth, Walton and Kingswood

Progress:

Localised road widening to provide additional traffic lane on approach to A217 Brighton Road roundabout. Utilities equipment identified as requiring diversion at budget estimated cost of £129,110. Scheme on hold until detailed estimate received and total cost estimated. Officers to meet with The Children's Trust to discuss reinstatement of fence along new boundary. Revenue budget to be used for removal/replacement of trees, in consultation with The Children's Trust and the Reigate and Banstead Tree Officer, to improve the local environment.

Project: A23 Brighton Road/Salbrook Road/ Lodge Lane, Salbrook

Detail: Junction Improvement

Division: Horley West, Salfords and Sidlow

Progress:

Expansion of activities on the Salbrook industrial site (Police Holding Centre, new Fire Station, waste recycling centre) will increase traffic movements at the existing priority junction, which already has a poor safety record. Design of options to improve junction being carried out. Consideration also to be given to providing facilities to assist pedestrians crossing the A23 at this location. This proposal has been added to the A23 Corridor Economic Support Scheme in the Reigate and Banstead Strategic Economic Plan. Topographical survey and traffic survey completed.

DEVELOPER FUNDED SCHEMES		
Project: Epsom Road North, Epsom Downs		
Detail: Accident Remedial Scheme	Division: Nork and Tattenhams	
Progress: Scope of scheme to be agreed and design brief issued. Member to be consulted on requirements for this location.		
Project: Chequers Lane, Walton on the Hill		
Detail: Priority give-way	Division: Tadworth, Walton and Kingswood	
Progress: Investigation of previous proposal to install measures to slow traffic entering the village from the west. Divisional Member to be consulted on requirements for this location.		
Project: A240 Reigate Road		
Detail: Pedestrian Improvements	Division: Nork and Tattenhams	
Progress: Improvements to footway (localised widening, provision of tactile paving as set out in s106 agreement) associated with new care home being constructed south of Yew Tree Bottom Road.		
Project: A217 Brighton Road/A2022 Fir Tree Road/Bolters Lane, Banstead (Banstead Crossroads)		
Detail: Junction Improvement	Division: Banstead, Woodmansterne and Chipstead/Nork and Tattenhams	
Progress: Investigation into provision of pedestrian crossing facilities on A217 at signalised junction.		
Project: A240 Reigate Road/A2022 Fir Tree Road (Drift Bridge junction), Epsom Downs		
Detail: Junction Improvement	Division: Nork and Tattenhams	
Progress: Review of existing traffic signal operation. Possible upgrading of signal equipment.		

DEVELOPER FUNDED SCHEMES

Project: Preston Regeneration

Detail: Various measures

Division: Nork and Tattenhams/Tadworth, Walton and Kingswood

Progress:

Regeneration of the Preston area being managed by the Borough Council. Works to include infrastructure and open space improvements addressing parking and traffic flow problems, supporting sustainable transport, and improving the quality of open spaces. One-way working in Ferriers Way and part of Coxdean one-way to be the subject of public consultation with residents directly affected.

ROAD SAFETY TEAM SCHEMES

Project: A217 Brighton Road/Bonsor Drive, Tadworth

Detail: Anti-skid surfacing

Division: Tadworth, Walton and Kingswood

Progress:

Provide high friction surfacing on both lanes on the approach to the traffic signals on the circulatory carriageway of the roundabout approaching Bonsor Drive. reserve

Project: A217 Brighton Road/Babylon Lane, Lower Kingswood

Detail: Verge marker posts and road markings

Division: Merstham and Banstead South

Progress:

Provide verge marker posts in the central reservation on the northbound approach to the Babylon Lane roundabout and provide white centre lane markings on the part of the circulatory carriageway of the roundabout. reserve

ROAD SAFETY TEAM SCHEMES

Project: A23 Brighton Road, Salbrook

Detail: Amendment to road markings

Division: Horley West, Salfords and Sidlow

Progress:

Reduce the southbound carriageway to a single lane by hatching out one of the two existing lanes between Honeycrook Lane and south of Salbrook Road, to reduce vehicles speeds and provide added protection for drivers crossing the A23 at the Salbrook Road/Lodge Lane junction. Design only – design completed. To be included as an option for the improvement of the A23 Brighton Road/Salbrook Road/Lodge Road junction

Project: A217 Bell Street/Bancroft Road, Reigate

Detail: Road markings

Division: Reigate

Progress:

Amend centre line on A217 Bell Street at the junction with Bancroft Road and hatching on the north-east corner of the junction to provide better guidance to vehicles entering the one-way section of Bell Street. Revisions to lining carried out as part of Operation Horizon work. Completed.

PARKING

Progress:

The 2014 review proposals were advertised in May with a closing date of 26 June 2014. The objection summary report with recommendations has been sent to members and discussions on the outcomes are substantially complete. Detailed design will be carried out and an order for the works placed early in the New Year.

Note: Information correct at time of writing (12/11/14)

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 1 DECEMBER 2014
 LEAD OFFICER: JOHN LAWLOR, AREA TEAM MANAGER



SUBJECT: HIGHWAYS FORWARD PROGRAMME 2015/16 – 2016/17

DIVISION: ALL

SUMMARY OF ISSUE:

This report seeks approval of a programme of highway works for Reigate and Banstead funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets.

RECOMMENDATIONS:**The Local Committee (Reigate & Banstead) is asked to:**General

- (i) Note that it has been assumed that the Local Committee's devolved highways budget for capital, revenue and Community Enhancement works for 2015/16 remains the same as for 2014/15, at £780,210;
- (ii) Authorise that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman be able to amend the programme should the devolved budget vary from this amount;

Capital Improvement Schemes (ITS)

- (iii) Agree that the capital improvement schemes allocation for Reigate and Banstead be used to progress the Integrated Transport Schemes programme set out in Annex 1;
- (iv) Authorise that the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the schemes agreed in Annex 1, if required;

Capital Maintenance Schemes (LSR)

- (v) Agree that the capital maintenance schemes allocation for Reigate and Banstead be divided equitably between County Councillors to carry out Local Structural Repair, and that the schemes to be progressed be agreed by the Area Team Manager in consultation with the Local Committee Chairman, Vice-Chairman and local divisional Members;

Revenue Maintenance

- (vi) Authorise the Area Maintenance Engineer, in consultation with the Local Committee Chairman, Vice-Chairman and relevant local divisional Member, to use £100,000 of the revenue maintenance budget for 2014/15 as detailed in Table 2 of this report;
- (vii) Agree that £5,000 per County Councillor be allocated from the revenue maintenance budget for Highways Localism Initiative works, and that if this funding is not distributed by the end of October 2015, the monies revert to the relevant Member's Community Enhancement allocation;
- (viii) Agree that the remaining £134,110 of the revenue maintenance budget be used to fund minor maintenance works throughout Reigate and Banstead, as identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member.

Community Enhancement Fund

- (ix) Agree that the Community Enhancement Funding is devolved to each County Councillor based on an equitable allocation of £5,000 per division; and
- (x) Agree that Members should contact the Area Maintenance Engineer to discuss their specific requirements with regard to their Community Enhancement allocation and arrange for the work activities to be managed by the Area Maintenance Engineer on their behalf.

REASONS FOR RECOMMENDATIONS:

To agree a forward programme of highways works in Reigate and Banstead for 2015/16 – 2016/17, funded by the Local Committee's devolved budget.

1. INTRODUCTION AND BACKGROUND:

1.1 Reigate and Banstead Local Committee has a devolved budget for highway works in the borough. This comprises both capital and revenue budgets and a fund for carrying out Community Enhancement works. At the time of writing this report, the County's budget for 2015/16 had not been set. This report assumes that the Local Committee will be receiving the same level of funding as in 2014/15.

1.2 Table 1 summarises the various funding streams together with the assumed budgets for 2015/16. It also refers to the relevant parts of the report which set out how it is proposed to allocate this funding and the recommendations relating to each funding stream.

Funding Stream	Assumed Level of Funding 2015/16	Relevant sections of report	Relevant recommendations
Capital Improvement Schemes (ITS)	£223,050	Paras. 2.1 – 2.3 Annex 1	(iii) – (iv)
Capital Maintenance Schemes (LSR)	£223,050	Paras. 2.4 – 2.6	(v)
Revenue Maintenance	£284,110	Paras.2.7 – 2.8	(vi) – (viii)
Community Enhancement	£50,000	Paras. 2.9 – 2.10	(ix) – (x)
Total	£780,210		

**Table 1 – Summary of Local Committee Funding Levels 2015/16
(based on 2014/15 budgets)**

1.3 In previous years the Local Committee has agreed a series of delegated authorities to enable the highways programme to be delivered without undue delay, as summarised below. These were approved for the remainder of the current administration ie. 2014/15 to 2016/17.

- (i) The Local Committee Chairman, Vice-Chairman and Area Team Manager, together with the relevant local divisional Member be able to progress any scheme from the Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the next formal meeting of the Local Committee for approval.
- (ii) The Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire money between the capital improvement schemes (ITS) and capital maintenance (LSR) budgets, if required.

(iii) The Area Maintenance Engineer, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue maintenance budget between the identified work headings in Table 2.

- 1.4 In addition to the Local Committee's devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes. There was additional funding made available in 2014/15 to carry out flood damage repair following the exceptionally wet winter of 2013/14.
- 1.5 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. In 2014/15 the local area team were given responsibility to manage a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.6 Contributions collected from developers through s106 agreements or Planning Infrastructure Contributions (PIC) are used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.
- 1.7 This report sets out the proposed programme of highway works for Reigate and Banstead funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets.

2. ANALYSIS:

Capital Improvement Schemes (ITS)

- 2.1 The capital improvement budget is used to carry out Integrated Transport Schemes (ITS) which aim to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan. It is assumed that the ITS budget will remain at £223,050 in 2015/16.
- 2.2 To improve the planning and delivery of ITS capital improvement schemes, a two year rolling programme has been developed. This will allow for scheme design to be carried out in year 1 with implementation in year 2. **Annex 1** sets out the suggested ITS forward programme for 2015/16 – 2016/17. It should be noted that funding has been allocated under the headings 'small safety schemes' and 'signs and road markings'. This will enable works to be carried out to address issues that arise during the year, subject to approval by the Chairman, Vice-Chairman and relevant divisional Member.
- 2.3 It is recommended that the £223,050 allocation for Integrated Transport Schemes is used as set out in Annex 1. It is proposed that the Area Team Manager, in consultation with the Chairman and Vice-Chairman, be able to vire money, if required, between the schemes listed in Annex 1.

Capital Maintenance Schemes (LSR)

- 2.4 The capital maintenance budget is used to carry out local structural repair (LSR) in roads that would not score highly under the County's prioritisation process but the condition of which are of local concern. It is assumed that the capital maintenance budget will remain at £223,050 in 2015/16.

2.5 As in previous years, it is suggested that the capital maintenance budget is divided equitably between County Members. It is proposed that schemes to be progressed will be identified by the Area Team Manager in consultation with the Chairman, Vice-Chairman and divisional Members.

2.6 To allow flexibility in the delivery of the overall capital programme, authority is sought to allow the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman, to vire money between the capital improvement schemes (ITS) and capital maintenance (LSR) budgets, if required.

Revenue Maintenance

2.7 The revenue maintenance budget is assumed to remain at £284,110 in 2015/16. As in previous years, it is suggested that £100,000 of this budget is used to fund revenue works under specific item headings, as shown in Table 2 below. It should be noted that funding has been allocated to enable speed limit assessments to be carried out using automatic traffic survey equipment, as set out in Surrey's Speed Limit Policy.

Item	Allocation	Comment
Drainage / ditching works	£20,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Tree works	£10,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Carriageway or footway patching works	£40,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Parking	£15,000	Contribution towards 2015/16 parking review in Reigate and Banstead
Signs and Road markings	£5,000	Works to be identified by the Area Team Manager in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Speed Limit Assessments	£5,000	Roads to be assessed to be identified by the Area Team Manager in consultation with the Chairman, Vice-Chairman and relevant divisional Member. Deans Lane, Tadworth; Ironsbottom, Sidlow; and Flanchford Road, Reigate already been identified for assessment.
Low Cost Measures	£5,000	Works to be identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member
Total	£100,000	

Table 2 – Suggested Revenue Maintenance expenditure for 2015/16

2.8 It is proposed that the remaining £184,110 is allocated as set out below.

- (i) £50,000 to fund the Highways Localism Initiative, an allowance of £5,000 per County Member. This initiative allows Parish Councils and Residents' Associations to bid to the Local Committee for the funding of local revenue projects.

It is proposed that any of the £5,000 per County Member allocated for Highways Localism Initiative works in their divisions, if not distributed by the end of October 2015, will revert to the relevant divisional Member's Community Enhancement allocation.

- (ii) £134,110 to fund minor maintenance works throughout Reigate and Banstead, as identified by the Area Maintenance Engineer in consultation with the Chairman, Vice-Chairman and relevant divisional Member. The work would be carried out by a day work revenue maintenance gang, the County's term maintenance contractor or through a tender process under the Countryside Contract, as appropriate.

Community Enhancement

- 2.9 The Community Enhancement fund is allocated to County Members to pay for improvements in their local areas. The budget for Reigate and Banstead is £50,000, which equates to an allowance of £5,000 per County Member. The Reigate and Banstead Local Committee has delegated authority to decide how this funding is allocated.
- 2.10 To ensure all Members have the ability and flexibility to promote projects in their areas, it is recommended that the Local Committee delegate funding and decision making to each County Councillor on the basis of an allocation of £5,000 per Member. This does not preclude Members pooling their funding across divisional boundaries should they so wish. It is proposed that the Area Maintenance Engineer will continue to manage the Community Enhancement Fund on Members' behalf.

3. OPTIONS:

- 3.1 The Local Committee is being asked to approve a forward programme of highway works for Reigate and Banstead.

4. CONSULTATIONS:

- 4.1 The proposed programme of highway works for Reigate and Banstead has been developed in consultation with the Chairman, Vice-Chairman and divisional Members of the Local Committee.
- 4.2 Appropriate consultation will be carried out as part of the delivery of the works programme.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 This report has assumed that Local Committee will receive the same level of funding for 2015/16 as it received this financial year. It is proposed that authority be given to the Area Team Manager, in consultation with the Local Committee Chairman and Vice-Chairman to amend the programme should the devolved budget vary from this amount.
- 5.2 The Local Committee's devolved highways budget is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed to enable the programme to be delivered in a flexible and timely manner.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

7.2 Specific funding is allocated from the Local Committee's devolved budget which allows Parish Councils and Residents' Associations to bid to the Local Committee for the funding of local revenue projects.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The report sets out the proposed programme of highway works for Reigate and Banstead for 2015/16 – 2016/17, to be funded from the Local Committee's delegated capital, revenue and Community Enhancement budgets. It is recommended that the Local Committee agree the programme as set out in section 2 of this report.

10. WHAT HAPPENS NEXT:

10.1 Officers will progress schemes and deliver works for 2015/16, and will update Members at future meetings.

Contact Officer:

Anita Guy, Senior Engineer, South East Area Team, 03456 009 009

Consulted:

www.surreycc.gov.uk/reigateandbanstead

ITEM 10

Annexes:

Annex 1: Integrated Transport Schemes Programme 2015/16 – 2016/17

Sources/background papers:

None

**REIGATE & BANSTEAD
INTEGRATED TRANSPORT SCHEME (ITS) PROGRAMME 2015/16 - 2016/17**

Scheme/Title	2015/16			2016/17			Comments
	D	C N	Budget Allocation	D	C N	Budget Allocation	
B2032 Outwood Lane, Chipstead - footway improvements between Hazlewood Lane and the Ramblers Rest (See Note 1)		•	£45,000				Scheme was programmed for delivery in 2014/15. Proximity to SSSI requires Natural England approval for scheme to proceed. May delay delivery to 2015/16.
A242 Gatton Park Road, Reigate - removal of traffic islands, provision of pedestrian refuge in Carlton Road		•	£20,000				Investigation and design funded in 2014/15. Funding proposed to enable construction of pedestrian refuge in Carlton Road bellmouth. Removal of traffic islands subject to outcome of investigation.
Merland Rise, Epsom Downs - pedestrian crossing to replace existing kerb build-out		•	£70,000				Design funded in 2014/15. Funded allocated in 2014/15 for implementation of zebra crossing.
Lee Street, Horley - pedestrian crossing facility		•	£20,000				Implementation of pedestrian crossing (possible pedestrian refuge) near Whitmore Way.
Pendleton Road, Redhill - pedestrian crossing facility near Abinger Drive		•	£18,000				Design funded by LSTF in 2014/15. Funding identified for construction from s106 contributions held by Borough and LSTF, but would be insufficient to fund a signalised crossing if that were to be recommended as the preferred option.
A217 Brighton Road, Lower Kingswood - uncontrolled pedestrian crossing in vicinity of Holly Lodge	•		£4,000	•		£47,000	Provide an informal crossing point near Holly Lodge. Design likely to be similar to the crossing point implemented on the A217 near Mill Road/The Warren, Kingswood.
Victoria Road, Horley - pedestrian crossing near Consort Way	•		£4,000	•		£75,000	Provide a formal facility to assist pedestrians crossing between the car park, bus stops, library, shops etc.
Tattenham Crescent, Epsom Downs - upgrade of existing pedestrian refuge	•		£4,000	•		£30,000	The existing pedestrian refuge does not meet current design standards and cannot provide adequate protection to waiting pedestrians, particularly if using a mobility scooter. Need to upgrade existing facility highlighted following an accident involving a mobility scooter user.
Slipshatch Road, Reigate - speed reducing feature at entry to 30mph speed limit	•		£4,000	•		£30,000	Measures to reduce eastbound vehicle speeds at the change in speed limit from derestricted to 30mph.
Schemes to be agreed by Committee for design				•		£12,000	
Stage 3 Road Safety Audits			£5,000			£5,000	Post construction road safety audits of schemes implemented in 2014/15.
Small safety schemes	•	•	£20,050	•	•	£15,050	Schemes to be identified during the year.
Signs and road markings	•	•	£9,000	•	•	£9,000	Schemes to be identified during the year.
			£223,050			£223,050	

NOTES:

1. If the footway improvements in Outwood Lane are implemented in 2014/15, it is proposed that the funding be allocated to the scheme to upgrade the existing zebra crossing in High Street, Merstham to a Puffin crossing. Design has been completed using developer contributions and there is some developer funding remaining for implementation. Additional funding is required to enable the scheme to proceed.
2. The programme assumes the same levels of funding as received in 2014/15.
3. The programme for 2016/17 is indicative and subject to confirmation. Costs may change following design.

KEY:

D = Design
CN = Construction

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)****SURREY****DATE: 1 DECEMBER 2014****LEAD OFFICER: MARC WOODALL – SUSTAINABLE TRANSPORT MANAGER****SUBJECT: TRAVEL SMART – PROGRAMME UPDATE INCLUDING BUS CLEARWAY ORDERS AND CYCLE ROUTE IMPROVEMENTS****DIVISION: REDHILL WEST AND MEADVALE, REDHILL EAST, MERSTHAM AND BANSTEAD SOUTH, REIGATE, EARLSWOOD AND REGIATE SOUTH****SUMMARY OF ISSUE:**

In June 2012, Surrey County Council was successful in securing an award of £14.3 million in grant funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). This is in addition to the award of £3.9 million LSTF Key Component secured in July 2011.

Both grants are for the period up to 31 March 2015 and jointly form the Surrey Travel SMART programme. As part of the Surrey Travel SMART programme, a total of £4.8million has been allocated for sustainable travel improvements in Redhill / Reigate.

This report provides an update to the committee on the progress of the Travel SMART programme in Redhill and Reigate and asks members to consider a number of bus clearway improvements, and cycle route improvements.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to agree that :

- (i) Bus stop clearways are introduced at the existing bus stops along the improved quality bus corridors :
 - Redhill-Reigate (bus routes 420, 424, 430/435, 460), affecting Reigate Road, Blackborough Road, Lesbourne Road, Hatchlands Road, Timperley Gardens, and Park Road; and
 - South Park (bus routes 430/435) affecting Eastnor Road and Sandcross Road.
- (ii) The design detailing the walking and cycling improvements proposed along Nutfield Road identified in Annex C be approved
- (iii) The use of the eastern footway of Nutfield Rd for shared use (pedestrians

and cyclists) between Chilburton Drive and 25 metres south of Mill Lane;

- (iv) The western footway of St Annes Drive between Noke Drive and traffic island near Warwick School becoming a shared route for pedestrian and cycle use on completion of the scheme.

REASONS FOR RECOMMENDATIONS:

1. Buses require parallel alignment to the kerb to deploy ramping and kneeling equipment. This allows step-free access for wheelchair users, those with mobility problems and easier boarding/alighting for all passengers and parked vehicles within bus stops prevent this access.
2. Reliability of buses is improved if the vehicles are able to approach, stop and depart bus stops without hindrance, improving accuracy of scheduled bus stopping times and encouraging usage of sustainable transport.
3. Bus stop clearways enable Borough enforcement officers to issue penalty charge notices on offending vehicles thereby discouraging inconsiderate parking.
4. Walking and cycling improvements provide better accessibility and opportunity for people to travel sustainably, helping to reduce congestion.

1. INTRODUCTION AND BACKGROUND:

1.1 Surrey County Council has been successful in securing £18.2 million from the Department for Transport's (DfT) Local Sustainable Transport Fund (LSTF) to deliver the Surrey Travel SMART programme. £3.9 million was awarded in July 2011 with a further £14.3 million awarded in June 2012 as part of the large bid of £16 million. The aim of the fund is to deliver sustainable travel measures that support economic growth and carbon reduction. A total of £4.8 million of the large bid funding is allocated for sustainable travel improvements in Redhill and Reigate.

1.2 The items in the report have been discussed and scrutinised at the Reigate and Banstead Local Committee LSTF task group. The task group has provided local knowledge and detail on the cycle improvements and bus corridor improvements, allowing revisions to be made and some proposals substantially changed, removed from and added to the programme.

2. ANALYSIS:

2.1 Bus stop clearways

2.2 Surrey County Council, as the Highway Authority, has powers under the Road Traffic Regulation Act 1984 and the Traffic Sign Regulations and General Directions 2002 to create bus stop clearways. A bus stop clearway is a parking restriction at a bus stop that can be enforced by the Borough

Councils Civil Enforcement Officers as they would be waiting restrictions. They are, however, more onerous than waiting restrictions because the clearway also prohibits stopping and loading/unloading over the length of the bus stop. Unlike waiting restrictions there is no mandatory statutory consultation process in order for a highway authority to implement a bus stop clearway. Consequently it is Surrey Highways policy that these measures are approved by the Local Committee to ensure that there is some local consultation prior to their implementation.

- 2.3 The bus operators have been consulted and agree with the proposals. If the restrictions are approved, the residents of affected frontages will be informed by letter.
- 2.4 In some cases there are already yellow bus cages marked on the road. However these are not approved clearways and therefore are not enforceable. Approving clearways will ensure that the existing bus cages are enforceable and other enforceable bus cages will be marked as appropriate to approval.
- 2.5 Bus stops on two quality bus corridors have been improved, or are shortly to be improved, by raising the kerbs adjacent to the bus stop flags. These corridors are:
- Redhill-Reigate (bus routes 420, 424, 430/435, 460), affecting Reigate Road, Blackborough Road, Lesbourne Road, Hatchlands Road, Timperley Gardens, and Park Road; and
 - South Park (bus routes 430/435) affecting Eastnor Road and Sandcross Road.
- 2.6 The correct height kerb enables passengers to benefit from step free access to buses and for access ramps to be deployed for wheelchair access. Ease of boarding and alighting speeds bus operation and assists bus operators maintaining schedules and reliability. These improvements cannot be realised unless buses can access and stop parallel to the kerb at bus stops. Inconsiderate parking prevents ease of access for buses to stopping positions. Such parking can be discouraged through installing bus stop cages with stopping clearways. Where on-street parking is particularly acute, bus boarders have been constructed or are proposed to minimise space required for the bus stop and therefore minimise the reduction in parking.
- 2.7 Annex A contains tables listing the bus stops on each corridor, the street name, the length of bus cage recommended and the properties outside which the bus cage will be located. Associated with Annex A is Annex B, a plan identifying the location of each bus stop.
- 2.8 Officers are in consultation with Surrey County Council's parking team and will ensure that these plans align correctly with proposed changes to parking measures in the areas affected.
- 2.9 Letters will be sent to residents or commercial premises in the immediate vicinity of proposed clearways informing residents that the local committee has approved a bus stop clearway. If the bus cage and clearway marking is already in place the letter will state that the bus cage clearway will become

immediately enforceable. If the bus cage is still to be marked out then the cage will become enforceable once implemented.

2.10 Cycle Route Improvements

2.11 Nutfield Road

2.12 As part of the cycle network planned for Redhill being delivered as part of the Travel SMART programme, a route has been identified to connect Merstham with Redhill via the existing route through South Merstham Recreation Ground, Nutfield Rd, the new Watercolour development via newly established paths, and the existing National Cycle Route 21(NCR21), which passes Redhill Train Station. A significant part of this route is off-road, making the route attractive to less confident cyclists. One section, between the Recreation Ground and Watercolour, follows Nutfield Road, is the subject of this report.

2.13 Design work indicates that the footway on the east side of Nutfield Road could be widened to accommodate shared use (for cyclists and pedestrians), which would make this route a fully off carriageway/quiet road route. The scheme, which would also complement the existing traffic calming scheme in Nutfield Road, would be funded from the LSTF allocation for cycling in Redhill.

2.14 Annex C provides the details the design for this proposed route.

2.15 The total cost for this scheme is estimated to be £105,000, and final costs will be presented to the Reigate and Banstead LSTF Task Group for confirmation before construction.

2.16 St Annes Drive

2.17 At the Reigate and Banstead Local Committee in Spetember 2014, the committee agreed to the construction of a shared use path along the Eastern footway, providing improved walking and cycling infrastructure for pupils and teachers accessing Warwick school, and for residents of Park 25.

2.18 In this report, the committee is asked to agree that this route formally be for shared pedestrian and cyclist use when completed.

3. OPTIONS:

3.1 Greater scrutiny of the detail of this committee report has been discussed, refined and changed at the LSTF task group. The report refers to the LSTF programme funded via the DfT.

4. CONSULTATIONS:

Greater scrutiny on the Travel SMART programme is provided by the Reigate and Banstead Local Committee LSTF task group. The overall LSTF

programme was presented to the public during a series of public exhibitions in spring 2012, and specific measures, such as individual cycle routes, will be subject to local consultation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The business case for the Travel SMART bid included a financial section that does not form part of this report and was approved by the DfT.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The major elements of the LSTF programme have been subject to Equality Impact Assessments. These documents are published on the Surrey County Council website and can be found by clicking [here](#).

7. LOCALISM:

- 7.1 The Travel SMART programme was designed with Localism in mind. The Reigate and Banstead Local Committee have decision making powers relating to the programme. Furthermore, elements of the programme such as the Community funding and Business engagement use Localism tools to encourage localised decision making, and seek to increase local participation in the programme.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below

8.1 Sustainability implications

The central aims of the Travel SMART Programme are to encourage the uptake of sustainable transport, enabling economic growth and reducing carbon emissions. The measures included in the Travel SMART programme therefore have positive sustainability outcomes.

8.2 Public Health implications

There are some direct positive implications to public health arising from this report, including the installation of signs encouraging people to switch of their engines at Reigate Station's level crossing, improving air quality and The Travel SMART programme is making significant investment in providing new infrastructure and promoting active travel such as walking and cycling. Evidence suggests that investment in these schemes have a proportionate benefit in overall public health. Walking promotions in particular are being linked with the Surrey CC Public Health team's 'Walk for Life' campaign.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This report provides an update to the Local Committee on the progress of the Travel SMART programme wayfinding programme and asks the committee to agree that :
- (i) Bus stop clearways are introduced at the existing bus stops along the improved quality bus corridors :
 - Redhill-Reigate (bus routes 420, 424, 430/435, 460), affecting Reigate Road, Blackborough Road, Lesbourne Road, Hatchlands Road, Timperley Gardens, and Park Road; and
 - South Park (bus routes 430/435) affecting Eastnor Road and Sandcross Road.
 - (ii) The design detailing the walking and cycling improvements proposed along Nutfield Road identified in Annex C be approved
 - (iii) The use of the eastern footway of Nutfield Rd for shared use (pedestrians and cyclists) between Chilburton Drive and 25 metres south of Mill Lane;
 - (iv) The western footway of St Annes Drive between Noke Drive and traffic island near Warwick School becoming a shared route for pedestrian and cycle use on completion of the scheme.

10. WHAT HAPPENS NEXT:

- 10.1 If members of the committee approve the bus stop clearway works, letters will be written to resident and businesses listed in annex A and clearways will be instated
- 10.2 If members of the committee approve the cycle routes listed in this report, these move to implementation, and will be delivered before the end of the 2014/15 financial year.

Contact Officer:

Marc Woodall – Sustainable Transport Manager
Tel : 01483 519556
Email : marc.woodall@surreycc.gov.uk

Consulted:

Reigate and Banstead LSTF task group
Surrey County Council and Reigate and Banstead Borough Council Officers
Local Bus Operators

Annexes:

A	Redhill & Reigate clearway proposal
B	Redhill-Reigate stops and clearway
C	Cycle and walking route improvements to Nutfield Road

Sources/background papers:

- LSTF Large Bid Document
-

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REIGATE & REDHILL

BATCH TWO (Sept 2014)

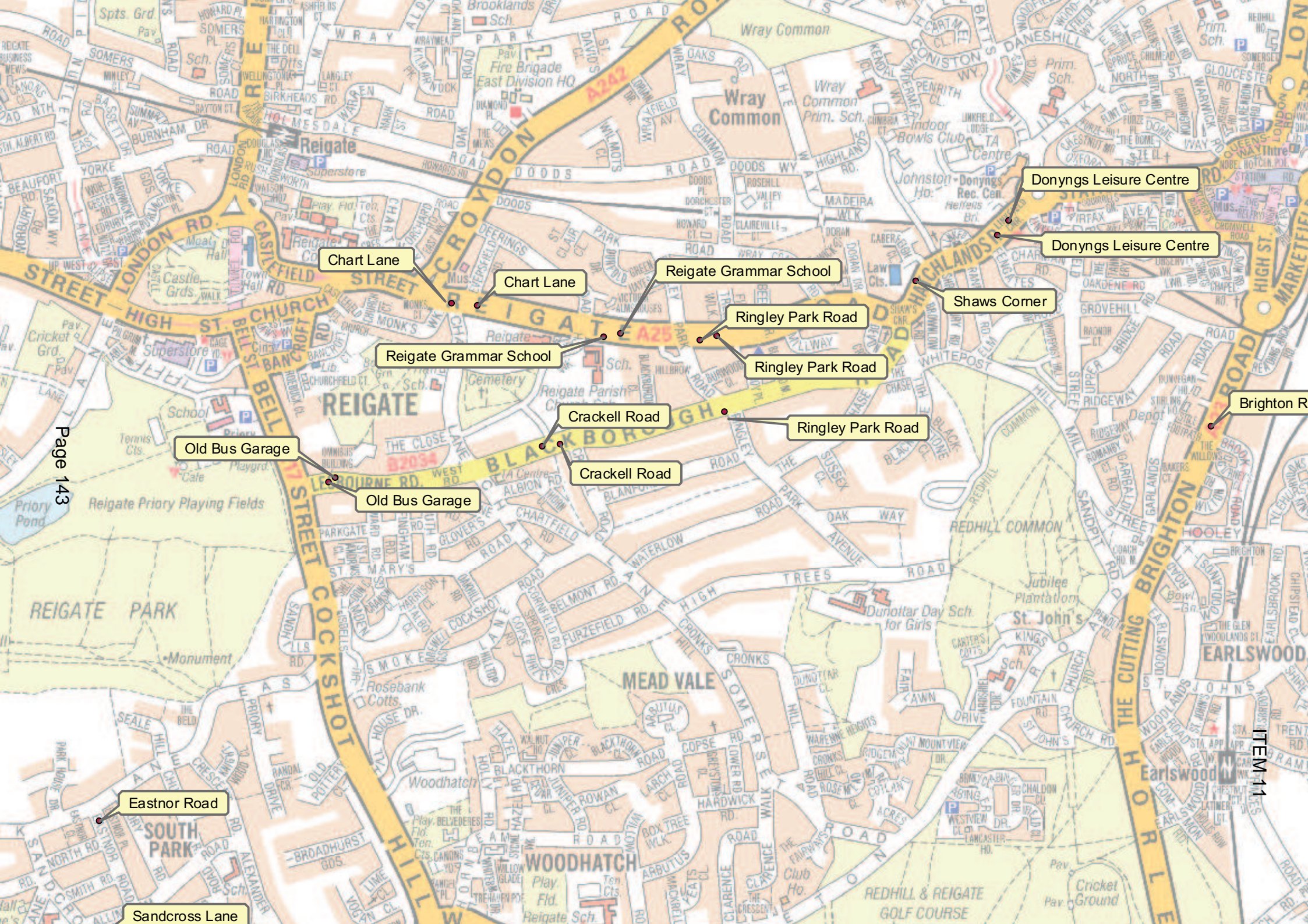
Bus Stop Clearways For Local Committee Approval

Annex A

Bus Route	Corridor or Road	Corridor ID (Bus stop ref)	Bus Stop Name	Batch Nos.	Existing Bus Cage?	Proposed Bus Cage Action (CP)	In front of properties
420, 460	Blackborough Road	BLKR-004	Ringley Park Road towards Reigate	1D	No	New bus cage with proposed 24/7 clearway	Nos 66 & 64 Blackborough Rd
420, 460	Blackborough Road	BLKR-005	Crackell Road towards Reigate	1D	No	New bus cage with proposed 24/7 clearway	Against flank wall of No 2 Crakell Rd
420, 460	Blackborough Road	BLKR-006	Crackell Road towards Redhill	1D	No	New bus cage with proposed 24/7 clearway	Nos 39 to 43 (odd) Blackborough Rd
420, 430, 435, 460	Hatchlands Road	HTCR-001	Donyngs Leisure Centre Refells Bridge towards Redhill	1D	Yes	Extend bus cage with proposed 24/7 clearway	Nos 10 & 12 Linkfield Corner
420, 430, 435, 460	Hatchlands Road	HTCR-002	Donyngs Leisure Centre Refells Bridge towards Reigate	1D	Yes	Extend bus cage with proposed 24/7 clearway	Nos 1 to 5 (odd) Hatchlands Rd
420, 430, 435, 460	Hatchlands Road	HTCR-003	Shaws Corner Law Courts towards Redhill	1D	Yes	Retain existing bus cage with 24/7 clearway	Law Courts
32, 420, 460	Lesbourne Road	LSBR-001	Old Bus Garage towards Redhill	1D	No	New bus cage with proposed 24/7 clearway	Omnibus Buildings' car park
32, 420, 460	Lesbourne Road	LSBR-002	Old Bus Garage towards Reigate	1D	No	New bus cage with proposed 24/7 clearway	No 3 to 6 (incl) Lesbourne Rd
430, 435	Reigate Road	RGR-001	Chart Lane towards Redhill	1D	No	New bus cage with proposed 24/7 clearway	No 16 & 18 Reigate Rd
430, 435	Reigate Road	RGR-002	Chart Lane towards Reigate	1D	No	New bus cage with proposed 24/7 clearway	Swimming pool
430, 435	Reigate Road	RGR-003	Reigate Grammar School towards Redhill	1D	No	New bus cage with proposed 24/7 clearway	Eversfield Court
430, 435	Reigate Road	RGR-004	Reigate Grammar School, Deerings Rd towards Reigate	1D	No	New bus cage with proposed 24/7 clearway	Reigate Grammer School
430, 435	Reigate Road	RGR-005	Ringley Park Road towards Redhill	1D	No	New bus cage with proposed 24/7 clearway	Landscaped grounds off Fir Tree Walk
430, 435	Reigate Road	RGR-006	Ringley Park Road towards Reigate	1D	No	New bus cage with proposed 24/7 clearway	No 77 Reigate Rd
100, 400, 420, 430, 435, 460	Brighton Rd	BTR-002	Brighton Road, towards Reigate or East Surrey Hospital	1E	Yes	Extend bus cage with proposed 24/7 clearway	Nos 77 to 81 (odd) Brighton Rd
430, 435	Eastnor Road	EAR-001	Eastnor Road toward Reigate	1F	No	New bus cage with proposed 24/7 clearway	Against flank wall of No 1 Smith Rd
430, 435	Sandcross Lane	SDCL-001	Sandcross Lane towards Redhill	1F	No	New bus cage with proposed 24/7 clearway	Outside Sandcross School
430, 435	Sandcross Lane	SDCL-002	Sandcross Lane towards Reigate	1F	No	New bus cage with proposed 24/7 clearway	Open Space in front of 156 Sandcross Lane
424	Timperley Gardens	TPG-001	Timperley Gardens towards Redhill	1G	No	New bus cage with proposed 7am-7pm clearway	Nos 4 to 9 (incl) Timperley Court
424	Timperley Gardens	TPG-002	Timperley Gardens towards Reigate	1G	No	New bus cage with proposed 7am-7pm clearway	Graham House
424	Park Road	PKR-001	Park Rd towards Redhill	1G	No	New bus cage with proposed 7am-7pm clearway	Nos 42 and 44 Park Rd

ITEM 11

424	Park Road	PKR-002	Park Rd towards Reigate	1G	No	New bus cage with proposed 7am-7pm clearway	Moys House
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Donyngs Leisure Centre

Donyngs Leisure Centre

Reigate Grammar School

Shaws Corner

Ringley Park Road

Ringley Park Road

Brighton Road

Ringley Park Road

Crackell Road

Crackell Road

Old Bus Garage

Old Bus Garage

Chart Lane

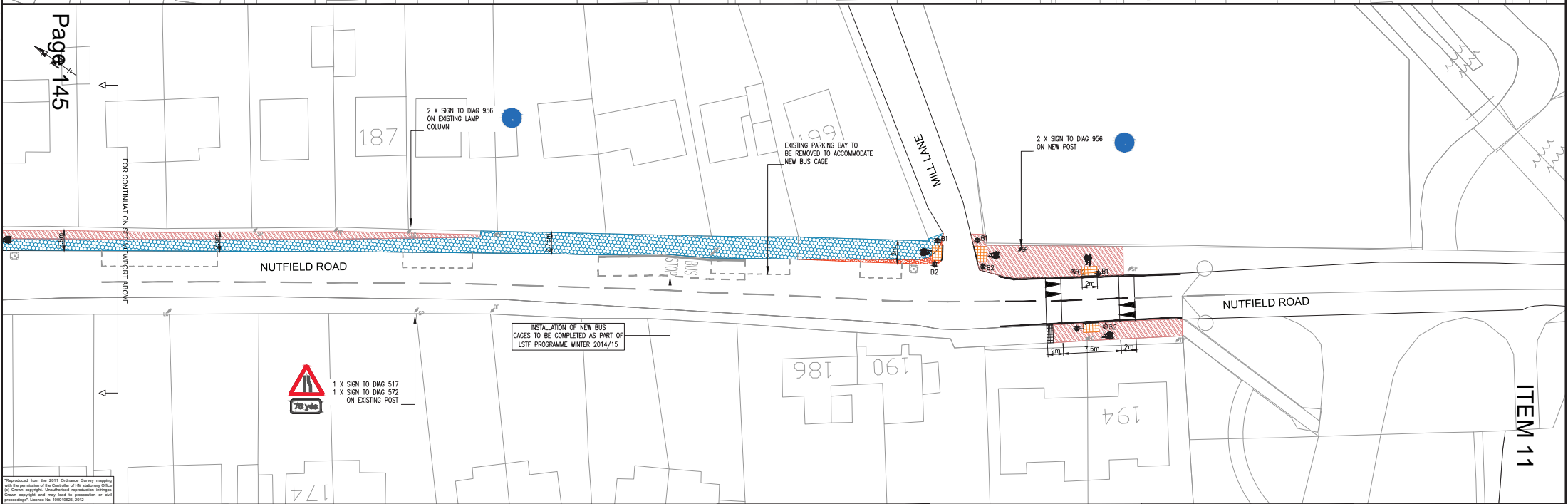
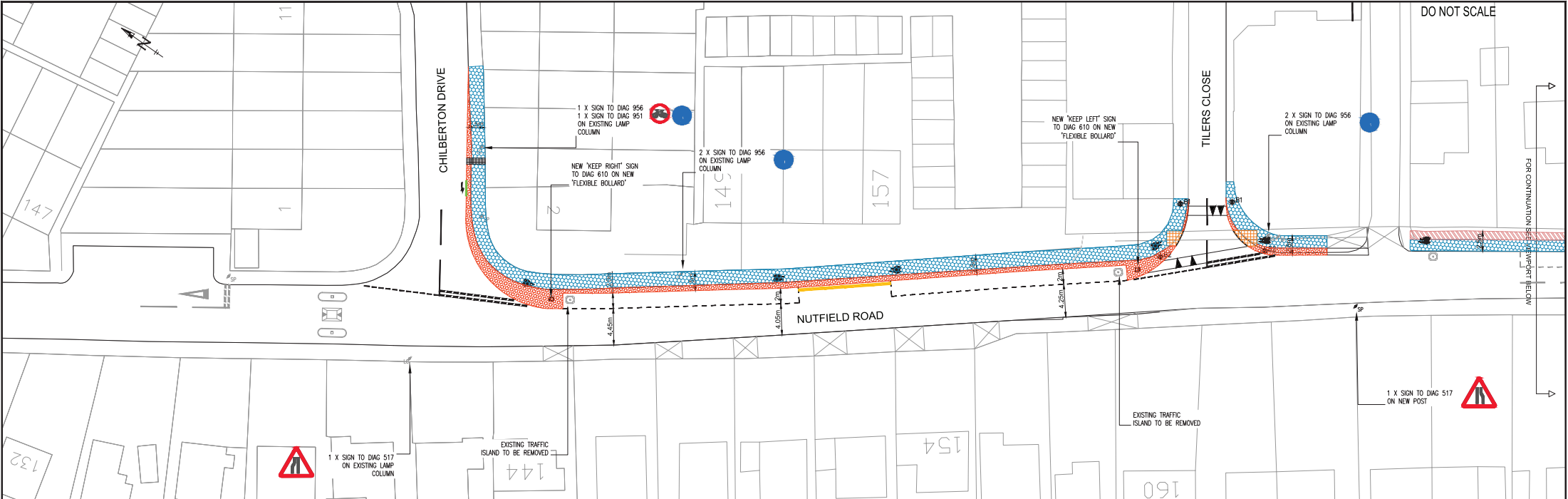
Chart Lane

Reigate Grammar School

Eastnor Road

Sandcross Lane

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KEY:

- PROPOSED FOOTWAY SURFACE OVERLAY
- PROPOSED TACTILE PAVING
- PROPOSED BOLLARD WITH SIGN DIAG.956 & 951
- PROPOSED FOOTWAY CONSTRUCTION OVER CARRIAGEWAY
- PROPOSED CORDUROY PAVING
- PROPOSED BOLLARD WITH SIGN DIAG.956 (BACK TO BACK)
- PROPOSED DROP KERB
- PROPOSED DIAG. 1057 CYCLE MARKING (750x1215)
- EXISTING ROAD MARKINGS
- PROPOSED FOOTWAY/CYCLEWAY CONSTRUCTION OVER GRASS VERGE
- PROPOSED ROAD MARKINGS

REV	DATE	BY	DESCRIPTION	CHK	APP
A	13.11.14	TJM	DESIGN AMENDED COMMENTS SCC	AS	SC

DRAWING STATUS: **PRELIMINARY**

WSP
 Mountbatten House, Basing View,
 Basingstoke, Hampshire, RG21 4HJ
 Tel: +44 (0)1256 318 800, Fax: +44
 (0)1256 318 700
<http://www.wspgroup.com>

SURREY
 COUNTY COUNCIL
 Sustainable Development
 Head of Transport
 C.M. Potts, C.F.C.E.
 S.B. M.S., C.E.M., F.I.C.E.

PROJECT:	NUTFIELD ROAD CYCLE ROUTE 5D		
TITLE:	PROPOSED SCHEME PLAN		

SCALE @ A1:	1:250	DRAWN:	GN	APPROVED:	GN
DWG NO:	NUTFIELD ROAD CYCLE ROUTE - 001 - 002-REV A DWG	DESIGNED BY:	DMC	DATE:	23/01/14
PROJECT NO:	100110072-SCC	DRAWING NO:	REDHILL-001	REV:	A
© WSP Group plc					

Page 145
 FOR CONTINUATION SEE DRAWING ABOVE
 FOR CONTINUATION SEE DRAWING BELOW
 ITEM 11
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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 1 DECEMBER 2014



LEAD OFFICER: JEREMY CROUCH, LEAD YOUTH OFFICER (EAST SURREY)

SUBJECT: CREATING OPPORTUNITIES FOR YOUNG PEOPLE – EARLY HELP

DIVISION: ALL

SUMMARY OF ISSUE:

Services for Young People is re-commissioning services for 2015-2020, the new service model was approved by Cabinet on 23 September 2014. The current Local Prevention commission ends on 31 August 2015 and new funding agreements will be awarded for provision to start on 1 September 2015.

The Youth Task Group (YTG) has developed a set of priorities for Local Prevention in Reigate & Banstead, which is based on local needs. Providers who bid for Local Prevention will be asked to respond to the local needs and priorities identified.

The Local Committee is asked to approve the Reigate & Banstead priorities so that the procurement exercise can start in December.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to :

- (i) Approve the local priorities (Annex 1), to be considered by providers, focusing on the identified needs of Reigate & Banstead and the geographical neighbourhoods prioritised by the Youth Task Group.
- (ii) Note the changes to the council scheme of delegation which provides increased decision making to local commissioning in relation to youth work and Surrey Outdoor Learning (SOLD).

REASONS FOR RECOMMENDATIONS:

Local Prevention has been in place across Reigate & Banstead since 1 April 2012. It has contributed significantly to the reduction in young people becoming Not in Education, Employment or Training (NEET). It is therefore recommended that this early help commission is re-commissioned for 2015-20.

These recommendations will:

- a) Support the Council's policy of Creating Opportunities for Young People
- b) Support the Council's priority to provide early help for children, young people and their families
- c)

1. INTRODUCTION AND BACKGROUND:

Local Prevention is a commission which aims to reduce risk factors and increase protective factors for young people who are identified as being most at risk of becoming Not in Education, Employment or Training (NEET). Local Prevention commissions preventative opportunities for young people in school years 8 to 11. The commission is delivered outside of core school hours all year round.

- 1.1 Local Prevention has been delivered by the YMCA East Surrey since 1st September 2013.
- 1.2 Current provision is delivered outside youth centres but the new provision will be linked more closely to youth work delivery to provide a seamless service for young people at risk of becoming NEET.
- 1.3 The amount allocated to each of the eleven Boroughs and Districts is reviewed each commissioning cycle and is based on the needs of each area based on the NEET and Risk of NEET Indicator (RONI) cohorts.
- 1.4 Local Prevention targets priority neighbourhoods with the highest numbers of young people at risk of becoming NEET, who are NEET or who have offended. Providers must operate in these neighbourhoods.
- 1.5 The new provision will place a stronger emphasis on Early Help referrals and will build the role of the Lead Professional into the commission.
- 1.6 Services for Young People previously came to the Local Committee in summer of 2014 to seek views on increased delegation in relation to Centre Based Youth Work (CBYW) and SOLD. The Local Committee welcomed this change which was approved by Cabinet on the 23rd September. Changes will be made to council delegation. Please see Annex 2.

2. ANALYSIS:

- 2.1 Services for Young People's strategic objective is for all young people to be employable. Local Prevention contributes to this by reducing risk factors that may lead to a young person becoming NEET.
- 2.2 This provision improves outcomes for young people in response to the priorities identified by the YTG. It supports localism by providing highly targeted services in the Borough of Reigate & Banstead.
- 2.3 The Reigate & Banstead Youth Task Group has identified local priorities for commissioning which are included in Annex 1.
- 2.4 Organisations will be able to bid for work in two areas: Local Prevention – 1 to 1; and Local Prevention in Neighbourhoods.
- 2.5 Local Prevention 1-1 is designed to enable referrals from statutory services. Organisations will be able to bid for 100% of the overall amount designated for this commission in Reigate & Banstead.
- 2.6 Local Prevention in Neighbourhoods is designed to prevent the escalation of young people's needs to statutory services. Organisations will be able to bid

for 50% or 100% of the overall amount designated for this commission in Reigate & Banstead.

3. OPTIONS:

- 3.1 The Reigate & Banstead local priorities have been developed by the Youth Task Group and identify the key priorities for Reigate & Banstead to prevent young people from becoming NEET.
- 3.2 The recommendations focus on key geographical neighbourhoods and community priorities.

4. CONSULTATIONS:

- 4.1 The proposals for re-commissioning Services for Young People including Local Prevention were published on the 1 July 2014 for response by 31 July 2014, in the document Creating Opportunities for Young People, Re-commissioning for 2015 to 2020, Engagement Paper.
- 4.2 During July 2014 engagement events were run to obtain feedback from all Services for Young People staff (full and part time), partners, providers, elected members and young people in target groups.
- 4.3 A survey was carried out on the Surrey Says website.
- 4.4 A Provider Conference was held for existing and potential new providers to get feedback on the Engagement paper. 170 people attended these events.
- 4.5 The Engagement Paper feedback was presented to the Creating Opportunities for Young People Project Board and as a result of this the decision to closely align Local Prevention to Youth Work provision was made.
- 4.6 On 23 September 2014 the Services for Young People model was approved by Cabinet.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The re-commissioning of service addresses planned savings included in the MTFP 2014 - 2019. The model also includes flexibility in the eventuality of future savings being required either for 2015-16 or subsequent years. All contracts include standard break clauses and the ability to revise funding level if budget changes occur.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Reigate & Banstead devolved commissioning budget is targeted to groups who are vulnerable or at risk of becoming NEET.
- 6.2 Young people are expected to benefit from a holistic service model which has been developed informed by experience, good practice and feedback from a range of stakeholders.

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- 6.3 An Equalities Impact Assessment (EIA) has been prepared for the Services for Young People commissioning 2015-2020 model which accompanied the report approved by Cabinet on 23 September 2014.
- 6.4 The EIA has highlighted that localised decision-making might disadvantage those who have protected characteristics because of the small number of young people with protected characteristics in each borough / district resulting in their needs being missed. It is proposed, therefore, that priority is given to young people with protected characteristics, where this impacts negatively on their employability when allocating individual grants and youth small grants. This would enable specialist organisations to secure funding to provide services for these young people.

7. LOCALISM:

- 7.1 The following areas have been identified by the Youth Task Group as communities which would benefit from Local Prevention delivery: Preston Ward; Merstham; South Reigate; Redhill; Earlswood/Whitebushes; Horley.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	Set out below.
Safeguarding responsibilities for vulnerable children and adults	Set out below.
Public Health	Set out below.

8.1 Crime and Disorder implications

Evidence shows that young people who are participating in education, training or employment are less likely to commit crime

8.2 Sustainability implications

By commissioning local organisations, it is anticipated that there will be a reduction in the need for travel. This will contribute to the reduction in carbon emissions.

8.3 Corporate Parenting/Looked After Children implications

Young people who are looked after are a key target group for Services for Young People.

8.4 Safeguarding responsibilities for vulnerable children and adults implications

Services for Young People play a key role in safeguarding vulnerable children and young people in Surrey.

8.5 Public Health implications

Services for Young People deliver a number of services that improve the health of young people in Surrey, in particular providing them with information so that they make informed choices about healthy lifestyles, including sexual health.

9. CONCLUSION AND RECOMMENDATIONS:

The local set of priorities has been developed in consultation with the Youth Task Group to ensure that bids are tailored to meet local needs.

The Local Committee is asked to:

- a) Approve the Reigate & Banstead local priorities (Annex 1) to be considered by providers focusing on the identified needs of Reigate & Banstead and the geographical neighbourhoods prioritised by the Youth Task Group.
- b) Note the changes to the council scheme of delegation which provides increased decision making to local commissioning in relation to youth work and Surrey Outdoor Learning (SOLD).

10. WHAT HAPPENS NEXT:

- 10.1 Officers will develop a prospectus to provide those organisations who wish to bid with the necessary local information.
- 10.2 Officers will invite organisations to submit bids which will be short-listed by the Commissioning and Development Team. Bidder presentations will take place where the short-listed providers will present their proposals to the Youth Task Group.
- 10.3 A recommendation to award Reigate & Banstead Local Prevention funding agreements will be brought to the first meeting of the Local Committee in 2015 for approval and it is anticipated that the new provider(s) will be in place for 1 September 2015.

Contact Officer:

Jeremy Crouch, Lead Youth Officer (East Surrey)
07968 832437

Consulted: Officers, members, public, stakeholders, partners.

Annexes:

Annex 1 – Reigate & Banstead Local Specification
Annex 2 – Proposed amendments of Constitution Part 3. Executive Functions of Local Committees

Sources/background papers:

ITEM 12

N/A

Local Early Help Priorities –Reigate & Banstead

Funding available: TBC

Young people who are NEET and identified as at risk of becoming NEET

In July 2014 18 young people were NEET and 3 were RONI. 33.8% of the NEET young people have been NEET before.

Overview of Local Prevention in Reigate & Banstead

The priority for Local Prevention in Reigate & Banstead is to prevent young people of secondary school age from becoming NEET by removing barriers to participation for young people who are identified as most at risk of becoming NEET and building their resilience.

Prevention activities should be co-produced with young people and delivered in the local community. Preventative services must demonstrate high-quality delivery and a focus on meeting the individual needs of young people identified as being at Risk of NEET (RONI).

Local Prevention activity must take place outside the school day and be delivered from premises other than the Youth Centres in Tandridge. Initial contact can be made in schools.

Based on knowledge of local need, the Reigate & Banstead Local Committee Youth Task Group have identified the following neighbourhoods as being in need of this type of provision. Providers must deliver from one or more of these areas:

Identified Neighbourhoods

- Tadworth (Specifically Preston)
- Merstham
- Redhill (including the town centre)
- South Reigate
- Earlswood/ Whitebushes
- Horley

Local Needs

- Violent crime and gang culture to be addressed
- Transition from school into further education or work
- Mental Health – including Domestic Abuse
- Childhood obesity
- Homelessness to be addressed
- Teenage Pregnancy
- Child Exploitation

Priority Outcomes

- 1.3 – Employability skills, attitudes and behaviours developed
- 2.1 – Physical wellbeing improved

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- 2.2 –Emotional and wellbeing improved
- 2.3 – Mental wellbeing improved
- 2.4 –Social wellbeing improved
- 3.3 – Young People’s safety in communities is improved
- 5.2 – Informed decisions made about accessing services and support
- 5.3 – Informed decisions made about use of free time
- 5.4 – Informed decisions made about accessing services and support
- 6.1 – young people have positive role models

Local ways of working

- Projects should make good use of resources that already exist, for example village halls and community organisations
- Projects should link in with the Supporting Families programme and the Reigate & Banstead Health Strategy
- Projects should consider mentoring and the use of role models as a method for achieving the outcomes where appropriate
- Projects should reference employability as an overall goal where appropriate
- Projects should take into account areas of housing and development within the identified neighbourhoods

Annex 2

Proposed Amendments to Constitution Part 3

Executive Functions of Local Committees

Changes to Section 1 Paragraph 7.2

Proposed additions are shown in italics and proposed deletions are shown in brackets in bold.

b) Decisions on local services and budgets

In relation to the District or Borough they serve each local committee will take decisions delegated to them by the Leader and/or Cabinet on the following local services and budgets, to be taken in accordance with the financial framework and policies of the County Council, within a framework of agreed performance and resources:

(iv) In relation to youth services:

a) The approval of prevention priorities for Young People (**not in education, employment or training (NEET)**), for the relevant borough or district area after consideration of any local needs assessment.

b) To apportion the delegated funding for young people between Local Prevention (**Framework**), Grants and Individual Prevention Grants categories of funding, in accordance with the allocated budget.

c) Approve the award of Local Prevention (**Framework**) *funding agreements* for the provision of local prevention services for the relevant borough or district in accordance with the allocated budget (**and to pre-qualified providers**).

This power to be exercised by the Portfolio Holder in the event that the relevant local committee is unable to award a (**grant(s)**) *funding agreement(s)* (due to the presence of conflicts of interest which result in the body being inquorate).

d) To approve Youth Task Group advice on the allocation of Community Youth Work and SOLD Local Offer resources to meet local priorities for young people in the local area.

Changes to Section 1 Paragraph 7.3

Service Monitoring, Scrutiny & Issues of Local Concern

The Local Committees may:

xii) Scrutinise the impact of Local Prevention (**Framework**), *Community Youth Work and SOLD Local Offer* in accordance with prevention priorities for Young People (**not in education, employment or training (NEET)**) in the local area.

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE****DATE:** 1 December 2014

LEAD OFFICER: David Curl – SCC Parking Team Manager
 Gavin Handford, Corporate Policy and Governance Manager,
 Reigate & Banstead Borough Council

SUBJECT: On Street Parking Enforcement Update**DIVISIONS:** All**SUMMARY OF ISSUE:**

Local Committees are responsible for installing and reviewing on street parking restrictions. Committees have a scrutiny role of the enforcement operation and a share of any surplus income.

This report sets out the background for these arrangements and provides an overview of the enforcement operation.

RECOMMENDATIONS:

The Local Committee is asked to:

- (i) Note the contents of the report.

REASONS FOR RECOMMENDATIONS:

Waiting and parking restrictions that are suitably/adequately enforced will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

The Local Committee can contribute towards these objectives in partnership with the Borough Enforcement Team.

1. INTRODUCTION AND BACKGROUND:

- 1.1 On the 23 October 2012, the Surrey Cabinet agreed the framework for new on street parking enforcement agency agreements with the majority of Surrey district and borough councils. This followed 2 years of discussion and negotiation about how enforcement could be carried out more efficiently and what should happen to any surplus income.
- 1.2 In terms of governance and scrutiny, the cabinet agreed that local committees would have an oversight role in terms of on street parking enforcement.
- 1.3 Local Committees already make decisions about new parking restrictions and this will continue. Parking reviews will involve a separate report.

2. OPERATIONAL REPORT

- 2.1 The aim of parking enforcement is to achieve compliance, although in reality 100% compliance would be very difficult to achieve. Restrictions should be enforced fairly and in accordance with the operational guidance for Civil Parking Enforcement contained in the Traffic Management Act.
- 2.2 The enforcement authority and the county council also aim to achieve operational efficiency and value for money. We aim to provide fair and adequate enforcement service to generally achieve compliance but at no net cost to the county council.
- 2.3 Staff deployed in on street parking enforcement in Reigate and Banstead Borough as follows:
 - Parking manager (shared with off street)
 - 1 Supervisor, 2 Seniors
 - 7 full time CEO's deployed during core hours
 - Back office staff
- 2.4 Core enforcement hours are : 08:00-18:30.
- 2.5 Parking Office normal opening hours are - (Mon-Thurs 09:00-17:00, Fri - 09:00-16:45)
- 2.6 Response time for enquiries will be based on Reigate & Banstead Borough Council corporate guidelines of 14 days.

Town centres

- 2.7 Parking enforcement is carried out in the town centres to achieve compliance with parking and waiting restrictions that will help maintain traffic flows and access to businesses and services. There are a higher proportion of restrictions in the town centres and these consequently require a larger proportion of enforcement resource in the Borough.
- 2.8 There is generally 1 CEO deployed in the main towns throughout the core enforcement hours above. For operational efficiency the CEO's also enforce car parks in the town centres as well. The main towns are identified as Redhill, Reigate, Horley and Banstead.

Villages or local shopping parades

- 2.9 Parking enforcement in outlying areas and villages is important; however the greater travelling time required means less frequent enforcement is possible.
- 2.10 Enforcement of the village centres listed below will be carried out at least 4 times per week at varying times/days to help achieve compliance.

Kingswood
Nork
Tadworth
Chipstead
Tattenham
Walton-on-the-hill
Burgh Heath
Merstham

Schools

- 2.11 We work with schools, highways and Surrey Police whenever possible to target parking enforcement outside schools where it is needed. It is not possible to provide enforcement outside every school where restrictions exist taking into account other enforcement commitments.

Joint Enforcement Team

- 2.12 We work with the Joint Enforcement Team, which was established in partnership with Surrey Police. Some enforcement activities, such as dangerous parking, are enforceable by Surrey Police. A number of joint patrols have been undertaken with the JET team, and there has been a number of joint visits to schools to undertake enforcement and education activities.

Residential areas

- 2.13 Parking restrictions in residential areas will be patrolled as required or in response to reported problems.

Residents Parking Schemes

- 2.14 Resident permit parking schemes will be patrolled as required or in response to reported problems. The administration of these schemes is carried out from the parking office during normal office hours. The parking schemes operate in Horley and Merstham.

Suspensions and Waivers

- 2.15 Upon request, the parking office will arrange for parking bay suspensions and waivers in accordance with the scale of charges set out in the county councils parking strategy.
- 2.16 For this to operate effectively a notice period is needed. It therefore requires a minimum period of 10 working days from request of application to allow processing and cleared payment prior to the suspension period.

Obstruction/Crossovers

- 2.17 CEO's can enforce obstruction of 'official' drop kerb crossovers and pedestrian crossing points. This will require the permission of the property owner to request enforcement action. The response time is 24 hours, however this will not apply to Sundays and bank holidays.

Events affecting the highway

- 2.18 Where community events are arranged that will affect parking on the highway, the enforcement team will work with the organiser or highways to assist with traffic management arrangements.
- 2.19 Event organisers may be charged for this assistance if it requires out of hours working or distracts from the normal day to day enforcement activity in the borough. Clear requirements of the time required to assist in this is necessary to ensure adequate staff are available.

Lines and Signs

- 2.20 It is the responsibility of Surrey County Council to ensure that the lines and signs are enforceable. Reigate and Banstead Council will undertake unforeseen emergency work on behalf of Surrey County Council.

Reporting

- 2.21 CEO's may also be required to take details of observations made which contravene other legislative powers such as graffiti, overhanging trees, littering, anti-social behaviour, abandoned vehicles, untaxed vehicles etc.

3. CONSULTATIONS:

- 3.1 District and Borough Councils have been consulted widely in the development of new parking enforcement arrangements.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 The purpose of enforcing waiting restrictions is to help achieve compliance. Similarly parking charges are intended to help enforcement and improve turnover of high demand spaces. Parking enforcement is not intended to raise income; however it is reasonable to aim to carry out enforcement without operating at a deficit.
- 4.2 If a surplus is generated on the borough or district parking account it has been agreed that it will be split:
- 60% to the local committee
 - 20% to the enforcement authority (district council)
 - 20% to the county council
- 4.3 The local committee can decide how the 60% share of any surplus income derived in their area can be used within the confines of legislation.
- 4.4 The Local Committee can request and fund (from budgets at their disposal) additional 'out of hours' enforcement if this is considered appropriate.
- 4.5 Any surplus generated from managing on street parking can only be used as defined under S55 of the Road Traffic Regulation Act 1984 (as amended). This restricts use of any surplus for the maintenance and/or improvement of the Highway including environmental works or additional parking provision.
- 4.6 There was no surplus generated in 2013/14. The outturn summary for the on street parking account in Reigate and Banstead is shown in Annex 1.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 5.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays.

6. LOCALISM:

- 6.1 Communities are represented by County Councillors and committee members who are involved in the decision making process to change or introduce new parking restrictions and will now have more involvement in the enforcements of them.

7. CRIME AND DISORDER IMPLICATION:

- 7.1 There should be fewer instances of obstructive and dangerous parking as a consequence of effective parking enforcement.

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 Changes to the use of the highway network, the built environment and society mean that parking behaviour changes. It is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network and provide adequate enforcement. This will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

9. WHAT HAPPENS NEXT:

- 9.1 Local Committee can consider these arrangements and set up a task group to interact with the enforcement team as appropriate.

Contact Officer: Gavin Handford, Reigate and Banstead Borough Council
David Curl, Team Manager, SCC Parking Team

Consulted:

Annexes:

Sources/background papers: SCC Cabinet, Parking Enforcement, Oct. 2012

Annex 1

Annual on-street car parking return

Authority name	Reigate and Banstead
Financial year	2013/2014

	£	
REVENUE EXPENDITURE		494673
REVENUE INCOME		-349561
NET DEFICIT		<u><u>145112</u></u>

Surplus share:		£
SCC	20%	0
Local Area committee	60%	0
Local Authority	20%	0

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE & BANSTEAD)

DATE: 1 DECEMBER 2014



**LEAD OFFICER: SANDRA BROWN, COMMUNITY PARTNERSHIPS TEAM
LEADER EAST**

**SUBJECT: LOCAL COMMITTEE & MEMBERS' ALLOCATION FUNDING –
UPDATE**

DIVISION: ALL

SUMMARY OF ISSUE:

Surrey County Council Councillors receive funding to spend on local projects that help to promote social, economic or environmental well-being in the neighbourhoods and communities of Surrey. This funding is known as Members' Allocation.

For the financial year 2014/15 the County Council has allocated £10,300 revenue funding to each County Councillor and £35,000 capital funding to each Local Committee. This report provides an update on the projects that have been funded since April 2014 to date.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to note:

- (i) The amounts that have been spent from the Members' Allocation and Local Committee capital budgets, as set out in Annex 1 of this report.

REASONS FOR RECOMMENDATIONS:

The allocation of the Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Greater transparency in the use of public funds is achieved with the publication of what Members' Allocation funding has been spent on.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The County Council's Constitution sets out the overall Financial Framework for managing the Local Committee's delegated budgets and directs that this funding should be spent on local projects that promote the social, environmental and economic well-being of the area.
- 1.2 In allocating funds councillors are asked to have regard to Surrey County Council's Corporate Strategy 2010-14 Making A Difference that highlights five themes which make Surrey special and which it seeks to maintain:
 - A safe place to live;
 - A high standard of education;
 - A beautiful environment;
 - A vibrant economy;
 - A healthy population

ITEM 15

- 1.3 As with all expenditure by the Council, spending of members' allocations should:
- Be directed to activities for which the County Council has legal powers; Meet demonstrable local needs;
 - Deliver value for money, so that there is evidence of the outcomes achieved;
 - Be consistent with County Council policies;
 - Be approved through a process that is open and transparent, consultative, accountable, and auditable;
 - Where appropriate, allow opportunities to be taken to pool funds with partner organisations.
- 1.4 Member Allocation funding is made to organisations on a one-off basis, so that there should be no expectation of future funding for the same or similar purpose. It may not be used to benefit individuals, or to fund schools for direct delivery of the National Curriculum, or to support a political party.

2. RECENT PROJECTS:

- 2.1 Two examples of projects that have received funding:

WW1 Centenary - Wild Flower Meadow

Horley Town Council sought funding to plant additional wild flower meadows at Emlyn Meadows to commemorate the Centenary of the start of the First World War. This project has fulfilled the request of the Royal British Legion to plant millions of poppies across the United Kingdom to commemorate the centenary of the start of World War One. The Local Committee (Reigate & Banstead) provided £500 whilst the remaining £35 of the cost of the project was paid for by Horley Town Council.

Community Meeting Room for Banstead Library

Banstead Library sought funding to create a community meeting room from a large under-utilised room upstairs in Banstead Library. The room has been divided into two spaces; one used for library administration, the other to create a space for community use. The room can now be hired or offered free of charge depending upon requirements. The Local Committee (Reigate and Banstead) provided £2,340 towards the cost of creating the room.

3. ANALYSIS:

- 3.1 All the bids detailed in Annex 1 have been considered by and received support from the local county councillor and been assessed by the Community Partnerships Team as meeting the County Council's required criteria.

4. OPTIONS:

- 4.1 The Committee is being asked to note the bids that have already been approved.

5. CONSULTATIONS:

- 5.1 In relation to new bids the local councillor will have discussed the bid with the applicant, and Community Partnerships Team will have consulted relevant Surrey County Council services and partner agencies as required.

6. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 6.1 Each project detailed in this report has completed a standard application form giving details of timescales, purpose and other funding applications made. The county councillor proposing each project has assessed its merits prior to the project's approval. All bids are received and scrutinised by officers in the County's Community Partnership Team. We also contact officers from other services and departments for advice if we require additional information or specialist knowledge to assess the suitability of projects. We ensure that bids comply with the Council's Financial Framework which contains the financial rules and regulations governing how Members' Allocations funding can be spent.
- 6.2 The current financial position statements detailing the funding by each member of the Committee are attached at **Annex 1**. Please note these figures will not include any applications that were approved after the deadline for this report had passed.

7. EQUALITIES AND DIVERSITY IMPLICATIONS::

- 7.1 The allocation of the Members' Allocation and Local Committee's budgets is intended to enhance the wellbeing of residents and make the best possible use of the funds. Funding is available to all residents, community groups or organisations based in, or serving, the area. The success of the bid depends entirely upon its ability to meet the agreed criteria, which is the same for all projects.

8. LOCALISM:

- 8.1 The budgets are allocated by the local members to support the needs within their communities.

9. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

10. CONCLUSION AND RECOMMENDATIONS:

- 10.1 The spending proposals put forward for this meeting have been assessed by officers in the Community Partnerships Team, against the County standards for appropriateness and value for money within the agreed Financial Framework.

11. WHAT HAPPENS NEXT:

- 11.1 Payments to the organisations have, or will be paid to the applicants, and organisations are requested to provide publicity of the funding e.g. posters, leaflets, articles in newsletters. We also require evidence that the funding has been spent within 6 months e.g. receipts, photos, invoices.

Contact: Rowena Zellej, Local Support Assistant (rowena.zellej@surreycc.gov.uk)

Consulted:

- Local Members have considered and vetted the applications
- Community Partnership Team have assessed the applications

Annexes:

Annex 1 – The breakdown of spend to date per County Councillor, including the breakdown of spend to date per County Councillor of the Local Committee Budget.

Sources/background papers:

- All bid forms are retained by the Community Partnerships Team

Reigate and Banstead Members Funding - Balance Remaining 2014-2015

Each County Councillor has £10,300 to spend on projects to benefit the local community, the local committee has £35,000 capital funding.

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Natalie Bramhall	EF700238661	Head2Head Theatre	Mischief in the Wild Woods: Toad on the Road - Multi-sensory drama	£700.00	02.07.2014
	EF700222317	Redhill Youth Club	Holiday Activities	£750.00	30.09.2014
	BALANCE REMAINING			£8,850.00	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Jonathan Essex	EF700220376	Watercolour Residents Association	Community Planters	-£250.00	28.05.2014
	EF700238661	Head2Head Theatre	Mischief in the Wild Woods: Toad on the Road - Multi-sensory drama entertainment	£700.00	02.07.2014
	BALANCE REMAINING			£9,850.00	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Bob Gardner	EF700241834	Head2Head Theatre	Mischief in the Wild Woods: Toad on the Road	£150.00	01.08.2014
	EF700243331	Reigate & Banstead DofE Forum	To support the annual Reigate & Banstead DofE YP awards evening	£100.00	29.08.2014
	EF800235871	Merstham Youth Clubs	Summer Programme Residential 3 day trip for young people aged 12-16	£1,000.00	08.08.2014
	EF800237280	Gatton Community Theatre	Scratch Scripts Young People's Project	£500.00	30.09.2014
	EF700243959	Lower Kingswood Village Fete	Lower Kingswood Village Fete	£1,000.00	19.08.2014
	EF700252250	Bikes Revived	Bikes Revived Mobile Classroom	£1,000.00	31.10.2014
	EF700252110	Age Concern Merstham, Redhill and Reigate	Exercise Program	£500.00	31.10.2014
	EF800246378	Reigate and Redhill YMCA	OnSide Bikeworks	£1,000.00	06.11.2014
	BALANCE REMAINING			£5,050.00	

	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
Michael Gosling	EF800240769	Reigate & Banstead DofE Forum	To support the annual Reigate & Banstead DofE YP awards evening	£500.00	
	EF700249572	Walton on the Hill Village Forum	Howards Close Bench	£600.00	20.10.2014
	EF700252143	Walton-on-the-Hill Traders	Walton-on-the-Hill Christmas Fayre	£306.00	31.10.2014
	BALANCE REMAINING			£8,894.00	

Reigate and Banstead Members Funding - Balance Remaining 2014-2015

Each County Councillor has £10,300 to spend on projects to benefit the local community, the local committee has £35,000 capital funding.

Nick Harrison	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
	EF700241834	Head2Head Theatre	Mischief in the Wild Woods: Toad on the Road	£150.00	01.08.2014
	EF400200191	Surrey County Council Highways	Provision of replacement grit bin Waterer Gardens Burgh Heath	£1,040.00	05.09.2014
	EF300390656	Surrey County Council Highways	Grit bin Acorn Close Banstead R & B	£1,009.00	12.09.2014
	EF700246490	Home-Start Epsom, Ewell and Banstead	Volunteer Training Programme	£1,500.00	24.10.2014
BALANCE REMAINING				£6,601.00	

Barbara Thomson	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
	EF700230862	Woodhatch Community Association	Purchase of new lockers	£1,000.00	25.04.2014
	EF300382097	Surrey Highways	Spencer Way Pram Ramps	£2,900.00	29.04.2014
	EF700238661	Head2Head Theatre	Mischief in the Wild Woods: Toad on the Road - Multi-sensory drama entertainment	£390.00	02.07.2014
	EF700239949	Reigate and Redhill YMCA	YMCA Yip4Youth Short Breaks	£2,445.00	21.07.2014
	EF700240897	Stripey Stork	Stripey Stork - promotional materials	£488.00	19.08.2014
	EF800235313	Reigate and Redhill YMCA	Don't Lose the Plot - build a raised bed to be filled with sensory plants	£500.00	01.08.2014
	EF700246303	Reigate and Redhill YMCA	OnSide - inclusive sports project	£1,000.00	18.09.2014
BALANCE REMAINING				£1,577.00	

Dorothy Ross-Tomlin	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	REVENUE	DATE PAID
	EF300393169	Horley Young People's Centre	HYPC Christmas Grotto	£506.00	
BALANCE REMAINING				£9,794.00	

Local Committee Capital Funding	REFERENCE	ORGANISATION	PROJECT DESCRIPTION	LC CAPITAL	DATE PAID
BALANCE REMAINING				£35,000.00	

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)**

DATE: 1 DECEMBER 2014
LEAD OFFICER: JOANNA LONG, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER
SUBJECT: CABINET FORWARD PLAN
DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

The Cabinet leads the preparation of the Council's policies and budget and makes recommendations to the County Council on major policy plans, the budget and Council Tax. The Cabinet takes decisions within this framework of plans and procedural rules approved by the Council. It is held to account by the Council for its performance.

The Forward Plan details the reports and decisions the Cabinet will be considering over the next three months. This report highlights the key decisions of interest to the Local Committee. It is not a definitive list, and the full Forward Plan is available on the Surrey County Council website via the following link:

<http://mycouncil.surreycc.gov.uk/documents/1137/Printed%20plan%20Nov%202014%20-%20February%202015.pdf?T=4>

RECOMMENDATIONS:**The Local Committee (Reigate & Banstead) is asked to:**

- (i) Note the Forward Plan of the County Council's Cabinet.
- (ii) Consider whether it wishes to make any representations to the Cabinet on upcoming items.

REASONS FOR RECOMMENDATIONS:

In order to keep the Local Committee informed of upcoming Cabinet decisions and to provide an opportunity for local Members to make representations to the Cabinet.

KEY DECISIONS OF INTEREST TO THE LOCAL COMMITTEE:
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3 November 2014 - 28 February 2015 – Cabinet

- **Supporting Economic Growth through Investment in Transport Infrastructure** - To approve the submission of business cases for the second tranche of transport schemes for the 2015 – 2016 Local Growth Fund.
- **Surrey County Council Surface Dressing – contract award** - To award a Surface Dressing contract to enable a contractor to deliver Surrey County Council's Highway Surface Dressing programme
- **Admission Arrangements for Community and Voluntary Controlled Schools and Coordinated Schemes for September 2016** - To consider the responses to the consultation on proposed changes to Surrey's admission arrangements for community and voluntary controlled schools for September 2016 and to determine any changes to Surrey's admission policy and coordinated schemes

Contact Officer:

Joanna Long, Community Partnership and Committee Officer, 01737 737695

Consulted:

N/A

Annexes:

None

Sources/background papers:

- Cabinet Forward Plan November 2014 – February 2015
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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 1 DECEMBER 2014****LEAD OFFICER: JOANNA LONG, COMMUNITY PARTNERSHIP AND COMMITTEE OFFICER****SUBJECT: LOCAL COMMITTEE FORWARD PLAN 2015-16****DIVISION: ALL REIGATE & BANSTEAD DIVISIONS****SUMMARY OF ISSUE:**

To note the forward programme of reports to the Local Committee (Reigate & Banstead) in 2014-15 as set out below.

This is an indicative forward programme. Further items are likely to be added and the list is subject to amendment.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to:

- (i) Note the report for information.
- (ii) Make suggestions for future agenda items.
- (iii) Agree the meeting dates for 2015-16.

REASONS FOR RECOMMENDATIONS:

In order to keep the Local Committee informed of upcoming items on its forward programme and provide an opportunity for local Members to suggest future agenda items.

LOCAL COMMITTEE FORWARD PLAN 2015-16:

Monday 2 March 2015, 2.00pm, Reigate Town Hall

Member Allocations Report
Highways Schemes End of Year Update
Pendleton Road – pedestrian refuge (2014)
Salfords/Outwood (2014)
Youth Prevention report

Monday 8 June 2015, 2.00pm, Reigate Town Hall

Member Allocations Report
Highways Schemes Update
Local Committee Task groups 2015/16
Community Safety Annual report

MEETING DATES 2015-16:

Formal Meetings (all 2pm at Reigate Town Hall) – All Members

Monday 8 June 2015
Monday 14 September 2015
Monday 14 December 2015
Monday 7 March 2016

Informal Meetings (all 10am at Reigate Town Hall) – County Members only unless marked *

Monday 27 April 2015* (venue TBC)
Monday 13 July 2015
Monday October 2015 (date TBC)
Monday 18 January 2016

Contact Officer:

Joanna Long, Community Partnership and Committee Officer, 01737 737695

Consulted:

Local Committee (Reigate & Banstead) Members

Annexes:

None

Sources/background papers:

None
