

Agenda

Executive

Thursday, 16 November 2023 at 7.30 pm

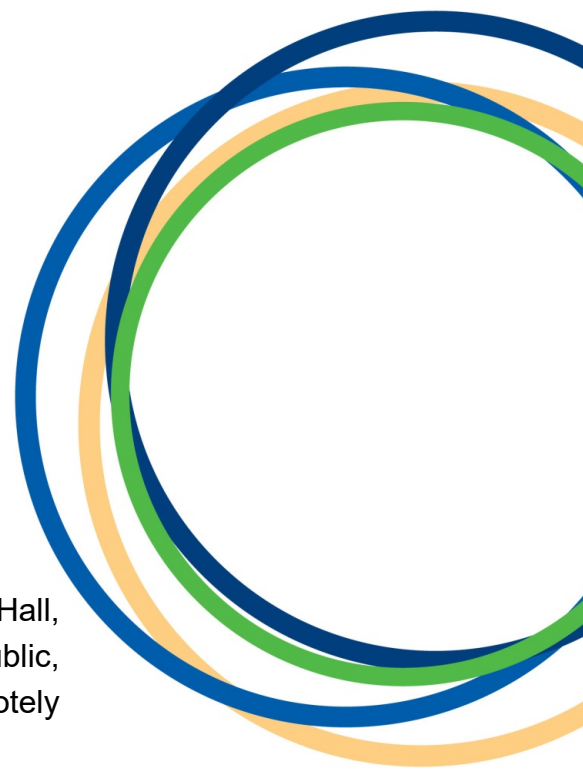
New Council Chamber, Town Hall, Reigate



This meeting will take place in the Town Hall, Castlefield Road, Reigate. Members of the public, Officers and Visiting Members may attend remotely or in person.



Members of the public may observe the proceedings live on the Council's [website](#).



Members:

R. Biggs (Leader)

V. H. Lewanski

R. H. Ashford

H. Avery

A. King

J. P. King

R. Michalowski

N. C. Moses

C. M. Neame

Mari Roberts-Wood
Managing Director

For enquiries regarding this agenda;

Contact: 01737 276182

Email: democratic@reigate-banstead.gov.uk

Published 08 November 2023

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

1. Apologies for absence

To receive any apologies for absence.

2. Minutes (Pages 5 - 12)

To approve the Minutes from the meeting on 14 September 2023.

3. Declarations of interest

To receive any declarations of interest.

4. Response to Petition - 'Save Christmas in Redhill' (Pages 13 - 14)

The Leader of the Council.

5. Service & Financial Planning 2024/25 (Pages 15 - 178)

The Deputy Leader and Executive Member for Finance, Governance and Organisation.

6. A23 Great Street Design Code Draft SPD (Pages 179 - 390)

The Executive Member for Place, Planning and Regulatory Services.

7. Statements

To receive any statements from the Leader of the Council, Members of the Executive or the Managing Director.

8. Any other urgent business

To consider any item(s) which, in the opinion of the Chairman, should be considered as a matter of urgency – Local Government Act 1972, Section 100B(4)(b).

(Note: Urgent business must be submitted in writing but may be supplemented by an oral report).

9. Exempt business

RECOMMENDED that members of the Press and public be excluded from the meeting for the following item of business under Section 100A(4) of the Local Government Act 1972 on the grounds that:

- i. it involves the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Act; and
- ii. the public interest in maintaining the exemption outweighs the public interest in disclosing the information.



Our meetings

As we would all appreciate, our meetings will be conducted in a spirit of mutual respect and trust, working together for the benefit of our Community and the Council, and in accordance with our Member Code of Conduct. Courtesy will be shown to all those taking part.



Streaming of meetings

Meetings are broadcast live on the internet and are available to view online for six months. In attending any meeting, you are recognising that you may be filmed and consent to the live stream being broadcast online, and available for others to view.



Accessibility

The Council's agenda and minutes are provided in English. However, the Council also embraces its duty to anticipate the need to provide documents in different formats, such as audio, large print or in other languages. The Council will provide such formats where a need is identified prior to publication or on request.



Notice is given of the intention to hold any part of this meeting in private for consideration of any reports containing "exempt" information, which will be marked accordingly.

BOROUGH OF REIGATE AND BANSTEAD

EXECUTIVE

Minutes of a meeting of the Executive held at the New Council Chamber - Town Hall, Reigate on 14 September 2023.

Present: Councillors R. Biggs (Leader), V. H. Lewanski (Deputy Leader), R. H. Ashford, H. Avery, A. King, R. Michalowski, N. C. Moses and C. M. Neame

Also present: Councillors M. Blacker, J. Essex, S. Kulka, S. Walsh

22. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor James King, Executive Member for Corporate Policy and Resources.

Councillor Nick Harrison, Chair of Overview and Scrutiny Committee sent his apologies. The observations from the Overview and Scrutiny Committee were published as an Addendum to the Committee agenda papers.

23. MINUTES

The Minutes of the previous meeting on 13 July 2023 were approved.

24. DECLARATIONS OF INTEREST

There were no Declarations of Interest.

25. ENVIRONMENTAL SUSTAINABILITY STRATEGY: ANNUAL REPORT

The Executive Member for Environment and Sustainability, Councillor Moses, introduced the third annual update report on progress in delivering the Council's Environmental Sustainability Strategy. Annex 1 in the agenda pack set out the Action Plan – a detailed summary of progress during the past year. Annex 2 set out a summary of external reviews such as building energy audits and reports on emissions and transport decarbonisation.

Councillor Moses said good progress had been made on over 100 actions included in the strategy action plan and continued partnership work with other organisations. The Council's emissions were down from the pre-pandemic levels although not unexpectedly, they had risen in 2022/23 as buildings reopened and activities locally increased as pandemic restrictions were lifted.

Agenda Item 2

Executive
September 2023

Minutes

The covering report (paragraphs 26 to 31) set out specific projects underway, funding and carbon savings. The Council had allocated £239,000 of external UK Shared Prosperity Funding to sustainability activities and had secured over £850,000 of Strategic CIL funding to reduce energy use across the Council's buildings.

The report and annexes had been considered and discussed at length by the Overview and Scrutiny Committee at their meeting the previous week (7 September 2023). This included points in the report on carbon savings, tree planting and supporting biodiversity, options on low carbon vehicles for the Council's vehicle fleet and helping residents to recycle more. The O&S draft minute was published as an Addendum to the Executive agenda pack.

Further information on the strategy and action plans for the coming year was set out in paragraphs 32 to 34 of the report which provided more information about key workstreams that are essential to become a more sustainable borough.

Visiting Members noted that:

- **Electric vehicle charging points** – electric vehicle installations being carried out by Surrey County Council's commercial provider were important to encourage residents to switch to using electric cars. Regular checks to ensure they were working was a vital part of a maintenance contract. Officers confirmed it was understood that part of the county council installation contract included maintenance. Work has been progressing on 6 additional charging points in Horley. Legal issues on ownership however were still holding up completion of 6 charge points in Banstead car park. Councillor Moses said that a written answer could be provided on the Banstead car park issues.
- **Green Homes Grant Local Authority Delivery progress** – phases 2 and 3 had delivered retrofit measures such as insulation on 63 of the most energy inefficient low-income households in the Borough. Officers confirmed that the focus was on the least energy efficient, leaky homes for residents on low incomes, but that support was also available for the 'able to pay' market via schemes such as Solar Together.

One Visiting Member commented that the strategy focused on council emissions. There was a wider scope beyond that as local councils working together can influence a third of all emissions on the bigger environmental challenges.

The Leader, Councillor Biggs, said that some elements of wider carbon emissions were out of the jurisdiction of district and borough councils but that Reigate and Banstead Borough Council with its dedicated team had made very good progress in the past year and was supporting both residents and businesses in the borough to take action. Members were happy to work with Surrey County Councillors to make an impact on the wider environmental issues that needed addressing. The detail set out in the Annex 1 and Annex 2 to the report demonstrated the ongoing work.

- **Gatwick Airport** – Members asked about increasing carbon emissions from Gatwick Airport which would be greater than whole of borough area. They noted the live development consent order application and associated consultation on proposals for expansion to the airport. The Leader said that he would be taking an active part in the Council's response, and this would be discussed with Members. Officers were currently working through more

than 30,000 pages of information that was now publicly available. The environmental impact on borough residents will be considered. The deadline for responses was 29 October 2023.

RESOLVED – that the Executive:

- (i) **Agrees the Environmental Sustainability Strategy progress report (Annex 1) for publication on the Council’s website**
- (ii) **Agrees that officers commence a light touch review of the current Environmental Sustainability Strategy to ensure it remains up to date.**

26. LOCAL AUTHORITY HOUSING FUND- ROUND 2

The Executive Member for Housing and Support, Councillor Neame, introduced the report to Executive on the Local Authority Housing Fund – Round 2 - grant funding from the Department of Levelling Up, Housing and Communities (DLUHC). The Council had secured central Government funding of £824,800 through the second round of this grant funding to purchase and refurbish up to four properties in the borough. The Government scheme specifies that three of the four properties to be let as temporary accommodation to refugee families with housing needs who have arrived in the UK via recent Afghan humanitarian resettlement and relocation schemes. This grant funding was also an opportunity to increase the Council’s own small housing stock to acquire homes that can be let as temporary accommodation.

The grant would be topped up to £1.033 million from Section 106 reserves as match funding when purchasing the 4 properties, which will be retained in the Council’s ownership. The remaining property was permitted to be let under DLUHC grant funding requirements to a household owed a homelessness duty by the Council. There was also revenue grant funding of over £20,000 to help resettle each individual refugee over three years.

The Leader, Councillor Biggs, put on record his thanks for the work of Councillor Neame and the housing team to procure these properties which were a future asset for the borough. It saved money on costs incurred on temporary accommodation in bed and breakfast. There was also funding available from central Government to help towards the costs of looking after refugees.

There were no further observations from Executive Members.

Visiting Members welcomed the initiative and made the following observations:

- They noted the recommended lists of actions to assess a property’s viability for this programme such as surveys to be undertaken.
- **Contingency** – did the £35,000 forecast budget for refurbishment works contain a contingency fund in case there were increased or unknown building costs? It was confirmed that one property at a time would be purchased and then refurbished according to the budget available. This would contain any unexpected building costs during the project.

Head of Housing, Richard Robinson, said the round 1 refurbishment of homes had been delivered within budget. There had also been learning from round 1 of the funding scheme. There was more grant funding available for round 2. Councillor Neame said the enhanced budget for round 2 enabled the Council to investigate purchasing larger properties for families.

Agenda Item 2

Executive
September 2023

Minutes

- **Ukrainian refugees** – Members asked about continuing support for Ukrainian refugees. Councillor Neame confirmed that properties purchased and refurbished in Round 1 (with Raven Housing Trust and Mount Green Housing Association) did support Ukrainian families. In round 2, the Government specified support for those Afghan refugee families who needed settled accommodation. Officers clarified that the Council has no bridging hotels for Afghan refugees in the borough. There were however Home Office-funded hotels in the borough which was temporary accommodation for housing asylum seekers.
- **Environmental sustainability and retrofitting homes** – it was confirmed officers are working with housing provider Raven Housing Association on a wider retrofitting programme of work for social housing in the borough. Future grants could be applied for, depending on capacity but the Council would do what is required within the budget allocated for this LA Housing Fund Round 2 project.

RESOLVED – that the Executive agrees that:

The Chief Finance Officer be authorised to

- (i) **Agree to and sign the Memorandum of Understanding with DLUHC in order to secure grant funding from the Local Authority Housing Fund and comply with the associated terms.**

The Head of Housing be authorised in consultation with the Chief Finance Officer, Strategic Head of Legal & Governance, Executive Member for Commercial & Community Assets, Executive Member for Finance, Governance & Organisation, and Executive Member for Housing & Support, to:

- (ii) **Use up to £824,800 of Local Authority Housing Fund (grant funding), to purchase and refurbish up to 4 properties, to be retained in the Council's ownership, for use as temporary accommodation and let to households that meet the criteria set out by DLUHC;**
- (iii) **Release up to £1.033 million from Section 106 reserves as match funding when purchasing the 4 properties that will be retained in the Council's ownership;**
- (iv) **Obtain any necessary surveys, planning consents, quotes and tenders as required to carry out refurbishment work; and**
- (v) **Appoint and enter contracts as required, with legal advisors, consultants, suppliers and builders.**

27. QUARTER 1 2023/24 PERFORMANCE REPORT

The Deputy Leader and Executive Member for Finance, Governance and Organisation, Councillor Lewanski, set out the Council's Quarter 1 2023/24 Performance Report and Annex 1 as the Executive Member for Corporate Policy and Resources, Councillor James King had sent his apologies.

Performance Management

Progress on 10 Key Performance Indicators (KPIs) were reported in Quarter 1 (April to June 2023). Seven were on target. The two red-rated indicators were:

- KPI 7 – Affordable Housing completions and KPI 10 – percentage of household waste recycled/composted. However while short of the quarterly target, the Borough Council has now delivered 1139 affordable units against an overall target of 1100 affordable units set out in the 15-year plan.
- KPI 10 – Recycling - against a target of 60%, the borough met 51.9% of household waste recycled/composted. This was in line with performance in previous years.

It was not possible to collect data and report on KPI 8 – Local Environmental Quality Surveys due to resourcing pressures in the cleansing team.

There were no questions from Executive Members.

The Leader, Councillor Biggs, noted that the Overview and Scrutiny Committee had met the previous week (7 September 2023) and discussed the Q1 2023/24 performance report. Their observations were published as an Addendum to the Executive agenda.

Visiting Members made the following observations and comments on the KPIs:

- **Recycling** (KPI 10 Annex 1 p83 and p84) - Members queried household waste recycling (which was overall below target in Q1) and below target for the last two years, and about office paper waste that could be recycled in some businesses. The Executive Member for Neighbourhood Services, Councillor Avery, said the recycling performance was reviewed regularly with officers and the Council did all it could to increase recycling. Waste in offices was defined as trade waste and companies negotiated individually with suppliers to take this away. Director, Luci Mould, said as part of the financial sustainability projects, officers were looking at how services could be delivered differently in the trade waste area. Local authorities were waiting for updated Central Government guidance on proposed waste and recycling changes.
- **Homelessness prevention** (KPI 5 Annex 1 p79) – a Member asked about homeless families living in temporary emergency accommodation outside the borough with school age children at schools in the borough. Officers confirmed all effort was made to place families with children in the borough but due to a lack of suitable accommodation this was not always possible. Those families can request transport to school via Surrey County Council, who provide education services.

Quarter 1 - 2023/24 Budget Monitoring

The Deputy Leader and Executive Member for Finance, Governance and Organisation, Councillor Lewanski, then presented the Council's Revenue and Capital Budget position for Q1, to 30 June 2023.

For the first time it also included the final Treasury Management Outturn Position for last year and the latest Quarter 1 update on treasury management activities to comply with the latest guidance on treasury management reporting.

In the revenue budget – at Q1 the projected full year outturn was £22.5m against a management budget of £23.19m resulting in an underspend for the year of £670k (2.9%). The full year Capital Programme forecast at the end of Q1 of £20.47m was

Agenda Item 2

Executive
September 2023

Minutes

28% below the approved programme for the year. There was a forecast slippage of £8.14m largely because of an updated forecast of the time required to deliver the larger capital programmes.

Councillor Biggs highlighted the observations from the Overview and Scrutiny Committee on 7 September 2023 which had been published as an Addendum to the agenda papers.

Visiting Members asked for further information about forecast investment income from property rents at Q1 2023/24 set out in the report. This was £3.419m compared to the £4.218m that was received in 2022/23 which represents 21.3% of the net revenue budget. Chief Finance Officer, Pat Main, said this would be followed up with a written answer.

2022/23 Treasury Outturn and Quarter 1 – 2023/24 Treasury Management Monitoring

Councillor Lewanski, the Deputy Leader and Executive Member for Finance, Governance and Organisation, then set out in the Prudential and Treasury Management Indicators and the Treasury Management Outturn 2022/23 performance reports and annexes. This followed the latest CIFPA accounting guidance on treasury management reporting. Annex 4 set out the outturn position for 2022/23 with all activities carried out within the limits specified in the Treasury Management Strategy for that year. Annex 5 set out the position for the current year to the end of June 2023.

The Executive noted that the Treasury Management Strategy showed that the Council maintained healthy investment balances. For cashflow management reasons, Councils have to ensure that they retain a minimum of £10m in liquid assets at all times. Members noted that there was short-term access to funds until the capital receipt for the sale of the apartments at The Rise (formerly Marketfield Way) had been received with a sale of £35.7m on 4 August 2023.

Visiting Members noted the Prudential and Treasury Management Indicators and the Annual Treasury Management Outturn Report for 2022/23. They asked for information on business rates that had been incurred on empty properties which would be a written response.

There were no further comments from Executive Members.

The Leader, Councillor Richard Biggs, thanked Members for their questions.

It was:

RESOLVED that the Executive:

- (i) **Notes the Key Performance Indicator performance for Q1 2023/24 as detailed in the report and Annex 1;**
- (ii) **Notes the Revenue Budget and Capital Programme forecasts for Q1 2023/24 as detailed in the report and Annexes 2 and 3;**
- (iii) **Notes the Prudential and Treasury Management Indicators and Treasury Management Outturn Report for 2022/23 at Annex 4 and**

- the Quarter 1 Treasury Management Performance Update for 2023/24 at Annex 5; and**
- (iv) Recommends to Council to approve the Prudential and Treasury Management Indicators and the Annual Treasury Management Outturn Report for 2022/23 at Annex 4.**

28. RISK MANAGEMENT - Q1 2023/24

The Deputy Leader and Executive Member for Finance, Governance and Organisation, Councillor Lewanski, introduced the Risk Management Quarter 1 2023/24 report on behalf of the Executive Member for Corporate Policy and Resources, Councillor James King.

The new Risk Management Strategy had been adopted in March 2023. Following feedback from Members of the Audit Committee, a number of improvements had been introduced in the Strategic Risk Register as set out in Annex 1 to the report (p128 of the agenda pack).

In Quarter 1 (April to June 2023), no new Strategic Risks had been identified. There was one red-rated operational risk which was set out in an exempt annex. The Audit Committee had considered the report on 6 September 2023 and the draft minutes circulated to Committee Members.

Members asked about Strategic Risk SR3 – Challenging economic conditions for residents and businesses which was red-rated currently due to challenging economic conditions and the continuation of the Government's Household Support Fund which helped provide support for residents most affected by cost-of-living pressures.

Mari Roberts-Wood, Managing Director, said it was not known whether this central government fund would continue. She was happy to provide more information about the work of the Housing team and the Money Support team as part of ongoing response to the economic pressures faced by residents.

The meeting moved to Part 2 exempt business (Item 30) following a question from a Member on the Exempt Annex 2 – Q1 2023/24 red-rated operational risk item.

Following the exempt session, Executive Members,

RESOLVED that the Executive:

- (i) Notes the Q1 2023/24 update on risk management provided by the report.**

29. STATEMENTS

There were no Statements given at the meeting.

30. EXEMPT BUSINESS

RESOLVED - that members of the Press and public be excluded from the meeting for the following item of business under Section 100A(4) of the Local Government Act 1972 on the grounds that: (i) it involves the likely disclosure of exempt

Agenda Item 2

Executive
September 2023

Minutes

information as defined in paragraph 3 and 4 of Part 1 of Schedule 12A of the Act; and (ii) the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Following the exempt session after a Member question on Risk Management Q1 2023/24 (Minute 28), Executive Members,

RESOLVED that the Executive:

- (i) **Notes the Q1 2023/24 update on risk management provided by the report.**

31. ANY OTHER URGENT BUSINESS

There was no urgent business.

The Meeting closed at 8.31 pm

Petition details – ‘Save Christmas in Redhill’

ePetition and paper petition with additional hard copy signatures – over 200 signatures received

Ran from 26/08/2023 to 31/10/2023

“We the undersigned petition the council to release funds for full and proper Christmas celebrations this year in Redhill Town Centre, as befits a major regional town. It has come to our attention that there are no plans in place by Reigate and Banstead Borough Council to fund even minimal Christmas decorations this year, such as a tree and some festive lighting. This is not acceptable. Following the spending of approx £60 million on the new developments to the south of the town centre, along with the ongoing regeneration, it is clear that Redhill is a jewel in the Borough’s crown and deserves an organised Christmas period.”

“We petition that this funding should become a regular annual budgetary expense as part of the ongoing development and publicity for our town. This falls in line with the spirit of the document “The Redhill Development Plan” 2009 which states that by 2029 Redhill should be “the focal point for East Surrey, and one of the regions, major towns.”

[ePetition - Save Christmas in Redhill | Reigate and Banstead Borough Council \(moderngov.co.uk\)](https://www.moderngov.co.uk/petitions/save-christmas-in-redhill)

Plus paper petition with additional signatures posted to Reigate and Banstead Borough Council Town Hall offices.

(over 200 signatures in total)

The Leader of the Council will respond to the petitioner at the meeting of the Executive.

This page is intentionally left blank

Agenda Item 5



SIGNED OFF BY	Chief Finance Officer
AUTHOR	Pat Main Chief Finance Officer David Brown Finance Manager Tom Borer Policy Officer Simon Rosser Head of Revenues, Benefits & Fraud
TELEPHONE	Tel: 01737 276840 / 276063 / 276717 / 276478
EMAIL	pat.main@reigate-banstead.gov.uk david.brown@reigate-banstead.gov.uk tom.borer@reigate-banstead.gov.uk simon.rosser@reigate-banstead.gov.uk
TO	Executive
DATE	Thursday, 16 November 2023
EXECUTIVE MEMBER	Deputy Leader and Portfolio Holder for Finance

KEY DECISION REQUIRED:	YES
WARD (S) AFFECTED:	ALL

SUBJECT:	SERVICE & FINANCIAL PLANNING 2024/25
RECOMMENDATIONS TO EXECUTIVE:	
<p>(i) That the national and local policy context (Annex 1) and significant financial uncertainties at this stage in the budget-setting process be noted.</p> <p>(ii) That the service proposals set out in this report which seek to respond to this context and deliver our corporate priorities, be endorsed.</p> <p>(iii) That the draft service business plans for 2024/25 to 2026/27 be approved, and that Heads of Service be authorised to finalise the plans for their service areas in consultation with the relevant Portfolio Holders.</p> <p>(iv) That the following be approved for consultation under the Council's budget and policy framework:</p>	

Agenda Item 5

- a. **Medium Term Financial Plan Forecasts and proposed actions to address the forecast Revenue Budget gap (Annex 2);**
 - b. **Service Revenue Budget growth proposals totalling £0.943 million, savings of (£1.719) million and additional income of (£0.540) million (Annex 3);**
 - c. **Continued funding support for Banstead Commons Conservators for a further three years (2024/25 to 2026/27);**
 - d. **Central Revenue Budget savings and growth proposals totalling (£0.376) million, and £1.75m provision for the 2024/25 pay award (Annex 3);**
 - e. **Agreement of a new 10 year Section 136 agreement with Horley Town Council;**
 - f. **Revenue Issues, Risks and Opportunities totalling £0.964 million, to be funded from earmarked Reserves as necessary;**
 - g. **Revenue Reserve Balances at 1 April 2023 of £35.474 million (Annex 6.1); and**
 - h. **A forecast balanced Revenue budget for 2024/25, subject to final confirmation of the outstanding items.**
- (v) That the Capital Programme Growth proposals totalling £3.976 million (Annex 4) be approved.**
- (vi) That the Fees & Charges Policy (Annex 5) be approved.**
- (vii) That the Reserves Policy (Annex 6.2) be approved.**
- (viii) That the following changes to the Local Council Tax Support Scheme be approved and adopted from 2024/25:**
- a. **Removal of the maximum award of 90% Council Tax liability for 1,800 households and increasing the award to 100%;**
 - b. **Removal of the minimum requirement for a household to qualify for £5 per week before support is provided;**
 - c. **Expansion of support awards to cover full Council Tax liability for residents in Bands F to H;**
- (ix) That the following changes Council Tax premiums on empty properties be approved and adopted from 2024/25:**
- a. **Removal of the empty homes discount of 28-days where a property becomes empty and unfurnished;**

b. For empty and furnished second homes – charge 200% council tax after the first 12 months; and

c. For long-term empty properties – commence charging the 100% premium after 12 months.

REASONS FOR RECOMMENDATIONS:

Recommendations (i) to (ix):

To ensure that the Council continues to plan and manage its resources well, deliver high standards of service and meet the aims and objectives of its Corporate Plan for 2020-2025 and supporting Strategies.

EXECUTIVE SUMMARY:

This report sets out draft Revenue Budget proposals for 2024/25 and Capital Programme proposals for 2024/25 to 2028/29.

The primary objectives of the service & financial planning process are to ensure that the Council continues to be financially sustainable, and that we are able to effectively deliver our services and corporate priorities.

Reigate & Banstead Borough Council is recognised as being a forward-looking local authority that delivers high quality services.

Our five year Corporate Plan looks to build on and further develop the work we have been doing, as well as expanding our efforts to support environmental sustainability, affordable housing and the wellbeing of our residents.

As always, we are seeking to ensure that the borough remains a great place to live and work, and to maintain and improve the quality of our services, all whilst securing savings and investment to remain financially sustainable.

The Council's Medium Term Financial Plan (MTFP) was updated and reported to Executive in July 2023. It covered:

- Objectives and priorities for the 2024/25 budget;
- Context to budget-setting, including updates on the national economic forecast, local government funding, Corporate Plan priorities and specific factors to be taken into account when developing budget proposals;
- Key budget information, including the 2022/23 budget outturn position, current year budgets and forecast new budget pressures and saving opportunities;
- Updates on the Capital Programme and treasury management;
- Information about the service & financial planning process and budget-setting timetables; and
- A summary of budget risks and sensitivities and how they will be managed.

Updated MTFP forecasts are presented in this report (Annex 2). They reflect the fact that the Council no longer receives Revenue Support Grant from Government and faces the prospect of a reduction in retained business rates, resulting in significant financial pressures over the medium term. It also explains the emerging financial risks, issues and opportunities identified during service & financial planning over recent months.

Agenda Item 5

The supporting Reserves and Fees & Charges policies are presented once again for approval.

The 2022/23 Revenue Budget outturn position at year-end was more favourable than had initially been forecast due to underspends in the area of Treasury Management costs.

The Revenue Budget for 2023/24 that was approved in February 2023, was agreed as the financial impacts of the COVID-19 pandemic had essentially drawn to a conclusion. It therefore took into consideration the residual financial impacts on service income and expenditure budgets and on Collection Fund income forecasts for council tax and business rates.

The Council now faces the prospect of further financial challenges as a consequence of the ongoing economic crisis. Consumer Price Inflation remains high at 6.7% (as announced on 19 October 2023), which impacts expenditure, including energy costs and potential pay demands. Interest rates have increased steadily this year with the Bank of England's current rate held at 5.25% (as announced on 2 November 2023), again this will impact on the Council's Treasury Management costs but there are some upsides with regard to interest receipts.

Overall, the Council remains in a relatively strong position to respond to financial challenges. We have established ring-fenced revenue Reserves to manage financial risks and continue to focus on generating new sources of income and reducing costs.

The budget proposals detailed in this report are based on analysis of a range of data and evidence, and the result of extensive discussions over recent months between the Executive and Management Team. This report provides a condensed version of those discussions, describing the national and local context and the service and budget proposals which have been put forward in response.

The draft budget proposals set out within this report include revenue budget savings, additional income-generation proposals, unavoidable budget growth and plans for mitigating significant risks should they arise.

While much of the detail is included in this report, as usual, work on some aspects of Central Budgets and confirming the sources of funding will continue and the outcome will be presented in the final budget proposals in January 2024 following the Government's Provisional Local Government Settlement Announcement which is expected at the end of December. Work also continues on managing the potential budget risks and opportunities identified during service & financial planning.

At the time of preparing this report the Council is potentially able to balance the 2024/25 revenue budget after implementing the actions as described in this report. The extent to which any residual forecast budget shortfall will have to be funded from drawing on Reserves will be confirmed in the final budget report in January.

Over the medium term action will still be required through the Financial Sustainability Programme to continue to pursue projects that generate new sources of income while continually seeking ways to use existing resources more efficiently.

The Financial Sustainability Programme is focusses on four key areas:

- Income Generation;
- Use of Assets;
- Prioritisation of Resources; and
- Achieving Value for Money.

Reliance on one-off measures such as the use of Reserves is not without risks and is not sustainable over the long-term. Going forward, solutions that reduce costs or increase income on a permanent basis will have to be identified.

This report includes new Capital Programme proposals for 2024/25 to 2028/29, including projects to support delivery of the Environmental Sustainability Strategy. The Programme also continues to focus on delivery of previously-approved capital projects and continuation of existing rolling programmes for asset refurbishment and replacement. The final Capital Programme will be confirmed in the January budget report; it should also be noted that further capital growth requests will be presented for decisions in December with regard to the utilisation of Electric Vehicles and transition of the existing diesel refuse collection vehicle fleet to run on Hydrotreated Vegetable Oil (HVO). In addition, this report seeks approval for the outcomes of the review of the Local Council Tax Support Scheme during 2024/25 and new proposals for council tax premiums for empty properties.

If the Executive accepts the budget recommendations in this report, further work will be undertaken over the coming weeks to test and refine the proposals, including consultation with the Overview & Scrutiny Committee's Budget Scrutiny Panel and other stakeholder groups. This will help ensure that the Council adopts a balanced budget for 2024/25 and is in the best position to prepare for anticipated budget challenges in 2025/26 onwards.

In summary the Revenue Budget proposals are based on:

- | | |
|------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Service Budgets | <ul style="list-style-type: none"> • Savings proposals of (£1.719) million • Additional income of (£0.540) million from reviewing current income budgets and from updating charges in line with the Fees & Charges Policy; • Growth of £0.943 million due to unavoidable budget pressures and obligations. |
| Service Budget Issues, Risks & Opportunities | <ul style="list-style-type: none"> • Potential growth due to Government funding cuts (housing benefit subsidy and grants) of up to £0.964 million; • £0.200 million for planned investment in the IT Strategy that was approved in 2022. |
| Call on Reserves for Service Issues, Risks & Opportunities | <p>Forecast use of earmarked Reserves to fund Service Issues, Risks and Opportunities, if other mitigating actions are not sufficient:</p> <ul style="list-style-type: none"> • Up to (£0.964) million from the Government Funding Risks Reserve to mitigate forecast housing benefit funding cuts; • Up to (£0.200) million from the IT Strategy Reserve to fund planned investment. |
| Central Budgets | <ul style="list-style-type: none"> • Provision of £1.750 million for pay growth (contractual increases and negotiated annual pay award); • Reduction of (£0.200) million in forecast Treasury Management net borrowing costs and investment income; • Other central budget net savings totalling (£0.176 million). |
| Council Tax | <ul style="list-style-type: none"> • 2.99% increase for Band D properties and a forecast 1.19% increase in the taxbase which will generate (£0.669) million of additional income. |

Agenda Item 5

NNDR	<ul style="list-style-type: none">• Forecast decrease of (£0.650) million in this council's share of business rates.
Government Grants	<ul style="list-style-type: none">• No change assumed to the Services Grant, Minimum Funding Guarantee Grant and New Homes Bonus.
One -off use of Reserves and Grants in Previous Years	<ul style="list-style-type: none">• Reversal of use of Reserves and one-off grants in 2023/24 £0.857 million

Resulting in a net Revenue Budget change, compared to the 2023/24 budget, of £39k.

Executive has authority to approve recommendations (i) to (x).

STATUTORY POWERS

1. The Local Government Act 1972 requires the Council to set the associated annual budget as part of proper financial management. This report is part of that process.
2. The Local Government Act 1992 requires councils to set a balanced budget and announce the Council Tax level by 11 March each year. Section 65 of the Act requires the Council to consult representatives of those subject to non-domestic rates in the Borough about its proposals for expenditure for each financial year.
3. The Chief Finance Officer has a key role to play in fulfilling the requirements of the statutory duty under the Local Government Act 2003 to keep the authority's finances under review during the year and take action if there is evidence that financial pressures will result in a budget overspend or if there is a shortfall in income.
4. Council Tax Reduction Scheme: Section 13A(2) of the Local Government Finance Act 1992 (as amended) requires billing authorities to make a reduction scheme for persons in financial need or classes of persons that the authority considers – in general – to be in financial need. Section 13A(1)(c) of this Act gives billing authorities the power to reduce a liability to an extent that is seen fit.
5. Local Council Tax Support Scheme allowances and premiums will be increased on 1 April in line with other national increases contained within the Housing Benefit Regulations 2006 and the Council Tax Reduction Schemes (Prescribed Requirements) (England) Regulations 2012.

SERVICE & FINANCIAL PLANNING

Service Context

6. It is important that our service plans respond to the context in which they will be implemented, in order to provide effective services that meet the needs of residents,

Agenda Item 5

communities and businesses. The local, national and regional context that has informed our service plans is summarised below.

Reigate & Banstead 2025 - Our five-year Corporate Plan

7. The Corporate Plan for 2020-25 sets out the organisation's vision, priorities, aims and objectives, and informs Council decisions at every level. The vision set out in 'Reigate & Banstead 2025' is to be recognised by our residents, businesses and partners as a leading Council. This means:
 - Delivering quality services and support;
 - Providing value for money;
 - Making the borough a great place to live, work and visit;
 - Being proactive about tackling climate change and reducing our environmental impact; and
 - Being flexible and sustainable, responding to the needs and demands of our borough, residents, businesses.
8. The Corporate Plan seeks to deliver against the vision, with priorities grouped around the three themes of People, Place and Organisation. These priorities have been taken into account in developing the 2024/25 service & financial planning proposals.

Service Plans

9. Each Council service has reviewed its future direction in light of the wider context in which it operates, and its role in delivering our updated Corporate Plan priorities. These plans set out the direction of Council services, including key changes and priorities.
10. As in previous years, the service planning process has included a review of service budgets and the staff establishment to ensure that revenue funding is appropriately allocated, and that budgets and the staff establishment are 'rightsized' to the work undertaken in each service area.
11. This has resulted in savings being identified across a number of service areas, including from the deletion of no longer needed budgets, and identification of alternative funding sources for some activities. More detail on specific service savings is detailed at Annex 3. In some instances, a need for growth has been identified, associated with new staff posts, cost inflation and to enable more environmentally sustainable operations. As in previous years, growth is also required in ICT and system licences budgets to accommodate increased costs associated with support and maintenance contracts.
12. Specifically in relation to the Council's property assets, it has been necessary to address forecast void costs and some additional maintenance and running costs and environmental improvements, however increased income from our asset portfolio is also forecast. It should be noted that the financial implications of the current closure of the Harlequin Theatre since September 2023 and the impact on asset management and service budgets is being assessed and will be subject to further progress updates in the January budget report.
13. In addition to the above, a range of changes are proposed to locally-set Fees & Charges, to ensure that they continue to cover the cost of providing the relevant service. The draft budget also reflects an increase in nationally-set planning fees. More information about the approach taken to reviewing locally-set Fees & Charges is provided below.

Agenda Item 5

National and Regional Context

14. Legislation, policies from national government, and decisions made by partner organisations (e.g. Surrey County Council), will continue to have a significant effect on our residents, and therefore on the support and services that the Council provides. Annex 1 provides a summary of the international, national and sub-national context within which this Council will need to operate in 2024/25.
15. There continues to be considerable uncertainty about the direction of various elements of national policy that impact on local government and the work that we do, and the longer term approach to supporting local authorities. However, the overarching context remains one where there is increasing demand for Council services, whilst simultaneously experiencing a real-terms reduction in funding and resources.
16. Whilst Reigate and Banstead remains a prosperous area, factors around the cost of essential items such as food and energy, unaffordability of housing, and constraints on all public sector resources are presenting challenges for the borough and many of its residents. The Council is continuing to work to respond to these challenges by increasing efficiencies and generating income, but this context continues to present an increasing pressure of work to meet the needs of our residents.
17. It is important that our service plans respond to the context in which they will be implemented, in order to provide effective services that meet the needs of residents, communities and businesses. The local, national and regional context that has informed our service plans is summarised below.

FINANCIAL CONTEXT

18. The Council continues to manage its finances well and has continued to deliver significant service improvements and priority projects despite increasing pressures on services and increased costs due to inflationary pressures and rising interest rates.

Chancellor's Autumn Budget Statement and Spending Review

19. As explained in the Medium Term Financial Plan at Annex 2, there is still uncertainty when the Provisional Local Government Funding Settlement will be announced but it is assumed to be at the end of December. Also the Chancellor of the Exchequer is expected to present his Autumn Budget Statement on 22 November 2023. Current assumptions are summarised below:
 - It is anticipated that there will again be a one year funding settlement for 2024/25 which will be based on core principles including maintaining council tax increases at the 2023/24 level, i.e. 2.99%.
 - It is also anticipated that there will effectively be an extension of Spending Review 2021 (SR21). There is still little sector confidence that forecast inflationary pressures on council budgets will be funded, notwithstanding the expectation that inflation levels are expected to reduce later this year alongside interest rates in year 2024/25.
 - The last Spending Review was based on 3% real terms growth for local government in 2023/24 (excluding any additional growth raised by increasing Council Tax to the 2.99% level) whereas CPI is now running at 6.7% as was announced by the Office for National Statistics on 20 September 2023.
 - The timing of the Fair Funding review is once again unknown; and this is likely to be pushed back to 2025/26 or 2026/27 after the next general election which is due by January 2025.

Agenda Item 5

- It is assumed that the Services Grant will continue and the Minimum Funding Guarantee grant will also continue for another year (based upon 2023/24 principles). This will be subject to confirmation in the December Provisional Settlement.
- There is no confirmation yet on whether a further year of New Homes Bonus payments will be announced, however, if 2023/24 funding principles are continued by the Government, then a further year of funding would follow. There are no longer any legacy payments from the scheme.
- The Business Rates (National Non-Domestic Rates - NNDR) revaluation in April 2023 will not have a significant impact on this Council's funding position (or its own NNDR costs) as transitional relief will be provided by the government to mitigate the impacts.
- For local government, the September 2023 CPI figure of 6.7% is important as it will be used to index the NNDR multiplier, and to uplift Revenue Support Grant (RSG) and the baselines within the Business Rates Retention System (BRRS). We still do not know whether the Chancellor will decide to freeze, cap or fully index the business rates multipliers in 2024-25. That is a decision that is likely to be announced in the Autumn Statement on 22 November 2023.
- In 2024-25 there is a further potential complication of de-coupling the small and standard NNDR multipliers. To date, both multipliers have been updated on the same basis, with the BRRS using the small multiplier to update the baselines. If the Non-Domestic Rating Bill receives Royal Assent in time, then ministers will have the powers to de-couple the multipliers. One option might be to fully index the standard multiplier (for larger businesses), and to freeze the multiplier for smaller businesses. We do not yet know enough about how this new system will operate to be able to reflect it in MTFs forecasts.

20. Other points of note include:

Local Government Funding

- There have been no updates from since last year about local government funding reforms (Fair Funding Review and business rates changes) – it is assumed they have now been pushed back to at least 2025/26 after the next general election.
- Similar uncertainty surrounds whether local government will receive a multi-year funding settlement, a further one year settlement is probable;
- There has been no indication whether New Homes Bonus will cease for 2024/25, or whether it will continue for the remainder of the spending review period; and
- Continuation of the Services Grant and Minimum Funding Guarantee Grant (the latter introduced in 2023/24) is yet to be confirmed.

Council Tax

- Council tax referendum limits are expected to remain at similar levels to last year – assumed to be 2.99% or £5 per band D property (to be confirmed in the Settlement Announcement in December); and

Agenda Item 5

- The adult social care precept levied by Surrey County Council will likely remain (also to be confirmed in December);
- Business Rates
- No announcements have been made yet regarding continuation of the additional Reliefs introduced during the pandemic or about the planned Baseline reset or any other business rates reforms;
 - The Multiplier may be frozen again, however it is likely that the Under-Indexing Multiplier Grant will be increased (as it was in 2023/24 by an inflation linked adjustment) to ensure that councils' shares of business rates income are not adversely affected.
 - It is anticipated that Top Up and Tariff payments for councils will remain at similar levels to financial year 2023/24.
 - No further progress has been made regarding the intended consultation on an Online Sales Tax; and
- Housing and Homelessness
- It is assumed that support for asylum seekers, the Rough Sleeping Initiative and Homelessness Prevention Grant will continue.

Government Funding Assumptions 2023/24 Onwards

21. The Council still expects to see a significant decline in Government funding support over the medium term as retained business rates receipts are cut; with a net reduction in future years as shown in the table below.

Table 1: BUSINESS RATES FORECAST	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m	2027/28 £m	2028/29 £m
Forecast NNDR Resources	3.994	3.344	2.524	2.574	2.624	2.678
Annual Increase / (Reduction)	-	(0.650)	(0.820)	0.050	0.050	0.054
Cumulative Increase / (Reduction)	-	(0.650)	(1.470)	(1.420)	(1.370)	(1.320)

NOTE:

1. Subject to confirmation in the January Budget report following the Provisional Settlement announcement.
2. An additional negative RSG tariff payment to be deducted each year from the resources above has been mooted by the Government since 2018, however, this still dependent upon the outcome of the Fair Funding and Business Rates review which is now unlikely until 2025/26 at the earliest. Therefore, and for the sake of clarity, negative tariff deductions have been excluded from the table above until definitive proposals are received from the Government.

22. These forecasts will be updated when the Provisional Local Government Settlement is announced in December and the Final Settlement in January or February 2024.

Specific Grants

23. There is still an expectation that these will be rolled into the funding system when 75% business rates retention is introduced (still expected as part of a longer-term Spending Review).

Agenda Item 5

New Homes Bonus

24. At the time of preparing this report it remains unclear if 2023/24 was the final year of New Homes Bonus allocations or whether there will be a further annual allocation.

Council Tax Reform

25. No significant changes are expected following latest government policy changes and announcements. However council tax policy remains a mechanism that the Government may opt to use to assist households with the cost of living crisis.

Partner Funding

26. Like the majority of authorities, Surrey County Council continues to face financial constraints. The County implemented £18.9 million of budget efficiencies in 2023/24 with further significant savings plans identified for delivery through to 2026/27.

27. County service reductions will continue to potentially impact on residents in this borough and make it more difficult for us to deliver on our own corporate priorities within the context of our already challenging financial position. Further constraints at the county level mean that this Council needs to continue to work closely with the County Council and other partners to ensure that residents continue to receive the services they need, delivered in an efficient and cost-effective way.

COVID-19 Pandemic / Cost of Living Crisis

28. During previous financial years the Covid-19 pandemic put a strain on the Council's income and expenditure budgets and reserves, however, the budget outturn position at year-end was generally more positive than initially feared, in part due to the ability to carry forward unspent Government funding to continue to fund pandemic expenditure and income losses during the year.

29. At the time of preparing this report the budget impacts of the pandemic have been addressed, having taken action during budget setting for 2023/24 to re-baseline those income budgets that had not recovered to pre-pandemic levels.

30. The Council is however facing continued challenges arising from the national economic crisis and inflationary pressures combined with higher interest rates. Several budgets are proving increasingly challenging to forecast accurately in the current economic climate. The budget-setting process has therefore included consideration of how the risks will be funded if they crystallise, primarily by ensuring that adequate funding is held in Reserves to cover them. Examples include property rents, recycle prices, homelessness costs, housing benefit costs and funding and treasury management costs impacted by the increases in interest rates.

31. Nevertheless, overall, the Council remains in a relatively strong position to respond to financial challenges. We have established ring-fenced revenue Reserves to manage financial risks. However, use of Reserves represents a short solution as they only provide funding in the year they are used. The Council continues to work towards generating new sources of income to secure our long-term financial stability.

Medium Term Financial Planning

32. The Council has been planning for the loss of Government funding, with the objective to become financially self-sufficient going forward. In order to achieve self-sufficiency we need to continue to find budget efficiencies whilst also generating new sustainable sources of additional income.

33. The Council's Medium Term Financial Plan (MTFP) was last approved in July 2023 and sets out the financial direction of the Council over the medium term to ensure that the Council plans and manages its resources effectively. It sets out the priorities

Agenda Item 5

that will be taken into account when preparing the draft budget for 2024/25. The latest updates to the MTFP are summarised at Annex 2.

Medium Term Financial Plan Forecasts

34. At the time of preparing this report and in considering the details presented within it, in terms of growth, savings and additional income, it will be possible to balance the 2024/25 revenue budget without significant use of additional reserves, however, this will all be subject to the Government funding proposals for 2024/25 which will be announced in the Provisional Local Government settlement in December and any pre-announcements that fall out of the Chancellor's Autumn Statement that is due on 22 November 2023.
35. The final position and MTFP forecasts for 2024/25 onwards will therefore be set out in the January budget report which will follow the Final Local Government settlement due in January.

Financial Sustainability Programme

36. Reliance on one-off measures such as the use of Reserves is not without risks and will not be sustainable over the long-term. Going forward, solutions that reduce costs or increase income on a permanent basis will have to be identified for 2024/25 onwards.
37. A Financial Sustainability Programme has been implemented, focussing on four key areas:

Income Generation

- Pursuing opportunities to generate new income streams;
- Optimising Fees & Charges; and
- Implementation of the Commercial Strategy.

Use of Assets

- Making effective use of existing assets, including the repurposing and sale of surplus properties.

Prioritisation of Resources

- Reviewing in-year budget monitoring forecasts to identify new opportunities for savings and efficiencies;
- Reviewing the level of service provided and focussing resources on priority services; and
- Managing pay costs and making effective use of staff resources.

Achieving Value for Money

- Actively pursuing options to share with other councils to realise efficiency savings; and
- Identification of invest to save opportunities – including investment in technology and assets to reduce operational costs.

38. The Corporate Governance Group (comprising statutory officers and directors) oversees progress in the identification and delivery of initiatives in the Plan while delivery of individual projects is managed through officer management Boards.
39. Progress is reported to Executive, Overview & Scrutiny and individual Portfolioholders as part of quarterly performance reporting.
40. More information on the Programme is provided at Annex 2.

Agenda Item 5

Commercial Strategy

41. While service efficiencies and council tax increases are important, their contribution to addressing the financial challenges faced by the Council is limited. It is therefore important that the Council also operates more commercially in some areas, where this is consistent with the ethos of the organisation. This means maximising existing net income streams and generating new ones to support service delivery. This requires investment – and will have an element of risk – but it will also enable the Council to develop and grow into a self-sustaining organisation.
42. To guide its work in this area, the Council has adopted a Commercial Strategy (Part 1 - November 2020 and Part 2 - December 2021).
43. The definitions and principles that the Strategy includes, and the categories of activities it sets out, are intended to assist in the understanding of why this Council needs to undertake commercial activity, and how such activity will be approached, and future investment focused.

Part 1 sets out three guiding principles for commercial activity:

- **Principle 1:** Our commercial activity will be ethical, and consistent with the Council's statutory responsibility to promote economic, environmental and social wellbeing in the borough, and our corporate objectives as well as in line with all relevant advice and guidance;
- **Principle 2:** Any decisions which have a commercial aspect will be based on a robust assessment of the business case using consistent relevant criteria, and appropriate due diligence and risk assessment; and
- **Principle 3:** Surplus income generated through our commercial activities will be used to ensure the financial sustainability of the Council and continued delivery of services for local people.

Part 2 explains that the main elements of a commercial approach will be:

- A project pipeline to establish new income streams from asset activity while also delivering broader corporate objectives.
- Ensuring that existing income streams we already rely on from our assets are maintained and where possible increased; and that we repurpose, redevelop or dispose of those assets that cost us money.
- Investing in new assets to secure income or deliver savings whilst also delivering corporate priorities.
- Continuing to sell or trade services where we already do this; and looking to introduce new trading activity where this aligns with our local government remit and areas of expertise.
- Taking a more commercial approach to fees and charges.

The Strategy also includes a Commercial Activity Action Plan, progress on which will be reported annually. The Action Plan will support delivery of new income generation opportunities for inclusion in future MTFP forecasts. An annual report on progress against Strategy objectives is presented in December each year.

Agenda Item 5

44. The Partner, Shareholder and Trustee Executive Sub-Committee, supported by other Executive Members, has been working to develop and implement the Council's commercial agenda. This has included (and will continue to include) consideration of potential investment opportunities, opportunities to improve the performance of the Council's existing asset portfolio and activity in relation to companies within which the Council has an interest. The sub-committee considers all potential and existing commercial activity in the context of the wider economic and policy framework within which the Council needs to operate.
45. The 2024/25 budget proposals and MTFP include forecasts for income from the newly-constructed leisure and commercial units at The Rise (Marketfield Way) development. These are based on an assessment of confirmed rental income net of landlord overheads and handover expenses. Forecasts will be updated in future budget and MTFP reports as the remaining units at the development are handed over and tenancies are signed.
46. Forecasts for other commercial projects, including the vacant commercial units at Wheatley Court (Cromwell Road), will be included when lettings are confirmed.
47. Work also continues under the Strategy to review the Council's property assets in order to identify potential development opportunities that can be formulated into a project pipeline.

REVENUE BUDGET

48. The Revenue Budget comprises five 'building blocks' as follows:
 - a. **Net Cost of Services:** These are the direct costs incurred in delivering services through the three Directorates, net of specific income generated by them;
 - b. **Central Budgets:** These are costs incurred and income received that are not service-specific, eg. treasury management costs and income and audit fees;
 - c. **Sources of Funding:** These income budgets are general, non-service specific income sources. They include other grant funding from Central Government and this Council's share of Non-Domestic Rate income which includes the continued impact (benefit) of the one-off elimination of 'Negative Revenue Support Grant' that was announced by the Government in September 2019 and has continued in subsequent years pending the outcome of local government funding reforms;
 - d. **Council Tax:** After the budget requirement has been established for the other blocks then the amount required by this Council from council tax can be calculated; known as the 'Demand on the Collection Fund'; and
 - e. **Contributions (to)/from Reserves:** This relates to use of Earmarked Revenue Reserves, which have been allocated to fund specific purposes. The impact of the use of Reserves is a reduction in the total income demand on council taxpayers. It also refers to the use of funds from the General Fund Balance to support the annual revenue budget.

Revenue Budget Outturn position for 2022/23

49. The 2022/23 Original Revenue Budget approved by Council in February 2022 was £19.980 million.

Agenda Item 5

50. At 31 March 2023 the full year provisional outturn for Services and Central Budgets was £18.301 million against a management budget of £20.062 million, resulting in an overall net underspend of (£1.761 million) (8.8%).

Table 2: REVENUE BUDGET MONITORING AT 31.3.23	Original Budget £m	In-Year Adjustments £m	Management Budget £m	Year-end Outturn £m	Year End Variance £m
Service Budgets	18.023	(0.043)	17.980	17.826	(0.154)
Central Budgets	1.957	0.124	2.082	0.475	(1.606)
Sub-Total	19.980	0.081	20.062	18.301	(1.761)

51. The service & financial planning process for 2024/25 has included an assessment of whether any budgets require realignment to reflect historic outturn trends.

Service Budgets

52. The 2022/23 Original Budget for Services approved by Council in February 2022 was £18.023 million. At 31 March 2023 the full year outturn was £17.826 million against a management budget of £17.980 million resulting in an underspend of £0.154 million (0.9%).

53. The key variances leading to the underspend were:

Organisation

- Property & Facilities Energy Costs - £0.393 million overspend due to higher costs of electricity and gas;
- Property & Facilities - £0.388 million overspend due to lower than budgeted rental income and higher rates and property maintenance costs;
- Legal Services - £0.170 million underspend due to vacancies.

Place

- Refuse & Recycling - £0.702 million underspend due to increased income from a higher volume of garden waste subscriptions & lower waste disposal costs;
- Car Parking - £0.515 million underspend due to higher than expected income from pay & display car parks;
- Environmental Health & JET – £0.140 million underspend due to successful court actions against landlords and higher income from EV charging points.

People

- Revenues, Benefits & Fraud - £0.824 million overspend due to net impact of lower subsidy and higher Housing Benefit costs partially offset by lower net staff costs and higher fees & charges income;
- Harlequin - £0.147 million underspend driven by higher income from amateur shows and lower staff costs due to vacancies.

Management Team

- £0.124 million underspend driven by lower cost of restructured team.

Central Budgets

54. The 2022/23 Original Budget for Central Budgets approved by Council in February 2022 was £1.957 million. At 31 March the outturn was £0.475 million against a management budget of £2.082 million resulting in an underspend of £1.606 million (77.1%). This underspend is mainly as a result of lower Treasury Management costs and a lower Minimum Revenue Provision requirement.

Agenda Item 5

Revenue Budget 2023/24

55. The Revenue Budget for 2023/24 was approved in February 2023. In summary it comprises:

Table 3: REVENUE BUDGET SUMMARY 2023/24	Budget 2023/24 £m
1. Net Cost of Services	20.618
2. Central Budgets	2.576
NET EXPENDITURE	23.194
3. Council Tax	16.293
4. Business Rates (NNDR)	3.994
5. Other Un-ringfenced Grants	
• Services Grant	0.093
• New Homes Bonus Grant	1.034
• Minimum Funding Guarantee Grant	0.803
6. Grants Transferred to Reserves:	
• Homelessness Prevention	0.686
• Transfer to Reserves	(0.686)
7. Call on Earmarked Reserves:	
• Government Funding Risks Reserve	0.484
• IT Strategy Reserve	0.493
Use of funds from the General Fund Balance to support the Revenue Budget ¹	-
NET SOURCES OF INCOME	23.194

NOTE 1: The actual sum to be drawn from Reserves to support the budget will depend on the budget outturn position for 2023/24. Over recent years the budget outturn has been an underspend position with no requirement to call on Reserves.

Service Budgets

56. Service budgets are summarised in the table below:

Table 4: SERVICE BUDGETS	Budget 2023/24 £m
ORGANISATION	
Communications / Customer Service	1.170
Finance	1.260
ICT	2.396
Legal & Governance	2.358

Agenda Item 5

Table 4: SERVICE BUDGETS	Budget 2023/24 £m
Organisational Development & HR	0.733
Corporate Policy, Projects & Performance (including Environmental Sustainability)	0.532
Property & Commercial	0.431
PLACE	
Economic Prosperity	0.288
Neighbourhood Operations	4.803
Place Delivery	0.334
Planning	0.595
PEOPLE	
Community Partnerships	1.306
Housing	0.898
Revenues, Benefits & Fraud	2.161
Leisure & Culture	0.408
SENIOR MANAGEMENT TEAM	0.946
TOTAL	20.618

57. In 2023/24 onwards the cost of housing benefit payments and associated government funding is being reported in budget monitoring as Central Budget item instead of within Service budgets (Revenues, Benefits & Fraud) on the basis that these are costs that are generally outside Council's direct control.

Grant-Funded Posts

58. An area for future consideration as part of budget-setting relates to posts that are currently funded through calling on the Homelessness Prevention grant that is held in an Earmarked Reserve. They comprise:

- Housing 10.9 FTE £0.414m
- Revenues, Benefits & Fraud 1.0 FTE £0.033m

59. The 2023/24 Homelessness Prevention grant allocation of £0.668 million was confirmed in December 2021 along with £0.011 million of new burdens funding. This has been transferred to an earmarked Reserve until called upon to fund related expenditure. While there is currently sufficient grant funding available for these posts to continue in 2023/24 there remains a risk that the grant may cease and a decision will be required whether to continue to fund these posts through the Revenue budget as part of next years' service & financial planning process.

60. Other posts that are funded fully or in part from fixed term resources include:
- Community Partnerships 1.0 FTE £0.045m East Surrey Heartlands NHS
 - Community Partnerships 0.4 FTE £0.019m Surrey County Council
 - Leisure & Intervention 4.3 FTE £0.167m Refugee Support Grant
 - Leisure & Intervention 4.0 FTE £0.163m East Surrey Partnership
 - Planning & Development 2.0 FTE £0.087m Community Infrastructure Levy

2023/24 Service Budget Monitoring Forecasts

Agenda Item 5

61. The full year forecast at the end of Quarter 1 (30 June) for Service budgets was £0.021 million lower than the management budget. The reasons for this forecast included:

- Property & Facilities: £103k overspend is mostly attributable to higher maintenance costs at the Harlequin and Clarendon Road Car Park;
- Organisational Development & Human Resources: £117k overspend driven by interim staff costs to bridge resourcing gaps whilst the 2023/24 restructure is effected;
- ICT; £98k overspend driven by higher cost of contract renewals, cyber security upgrade costs, new system contract costs but offset by underspends on ICT Strategy;
- Street Cleaning; £99k underspend driven by lower pay costs due to vacancies.
- Car Parking: £154k underspend driven by historic budget not yet adjusted following the termination of Surrey County Council on-street parking contract.

Central Budgets

62. Central budgets are set out in the table below. They comprise those budget items that are corporate in nature and are not associated with delivery of specific services.

Table 5: CENTRAL BUDGETS	Budget 2023/24 £m
Insurance	0.467
Treasury Management – net borrowing costs/investment income	(0.087)
Housing Benefits – net subsidy	(0.714)
Budget for Central Pay Costs	0.243
Employer Pension Costs	2.240
Central Vacancy Turnover Provision	(0.150)
Apprenticeship Levy	0.080
Central Recruitment & Visa Expenses	0.045
Central Training Budget	0.082
External Audit Fees	0.150
Internal Audit Fees	0.065
Preceptor Grants – Horley Town Council Section 136 (Double Taxation) Grant	0.044
Funding Contribution – Banstead Commons Conservators	0.111
TOTAL	2.576

Agenda Item 5

63. As reported above, in 2023/24 onwards the cost of housing benefit payments and associated government funding is reported in budget monitoring as Central Budget item.

2023/24 Central Budget Monitoring Forecasts

64. The full year forecast at the end of Quarter 1 (30 June) for Central budgets £0.649 million lower than budget, mainly as a result of higher than budgeted interest income due to favourable rates, more funds on deposit and borrowing costs being less than that currently budgeted for.

Revenue Budget Funding

65. The sources of funding for the revenue budget in 2023/24 are set out in the table below.

Table 6: REVENUE BUDGET FUNDING	Budget 2023/24 £m
Council Tax	16.293
National Non-Domestic Rates	3.994
Other Un-ringfenced Grants:	
• Services Grant	0.093
• New Homes Bonus Grant	1.034
• Minimum Funding Guarantee Grant	0.803
Call on Earmarked Reserves ¹ :	
• Government Funding Risks Reserve	0.484
• IT Strategy Reserve	0.493
Use of funds from the General Fund Balance to support the Revenue Budget	-
TOTAL	23.194

NOTE 1: The actual sum to be drawn from Reserves to support the budget will depend on the budget outturn position for 2023/24.

Revenue Budget-Setting Assumptions 2024/25

66. The following assumptions will be used during service & financial planning over coming months when preparing the draft Budget estimates:

- | | |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Council Tax | <ul style="list-style-type: none"> • To increase by the referendum limit – assumed to be 2.99% • Plus an increase to reflect forecast growth in the taxbase • The impacts of local discounts, exemptions and the local council tax support scheme will be taken into account when preparing income forecasts |
| Government Funding | <ul style="list-style-type: none"> • Fair Funding Review and loss of Negative RSG Grant will continue to be delayed to 2025/26 at the earliest. |

Agenda Item 5

- | | |
|-----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Retained Business Rates Income | <ul style="list-style-type: none">• Reset of Business Rates will continue to be delayed, again until 2025/26 at the earliest. |
| Fees & Charges | <ul style="list-style-type: none">• The Fees & Charges Policy is attached at Annex 5. For budgeting purposes it is assumed that fees and charges will increase in line with the Policy and that all fees and charged will be reviewed to ensure they comply. |
| Investment Income and Borrowing | <ul style="list-style-type: none">• Investments and borrowing will be forecast in line with forecast balances (reserves) and capital spending plans |
| Horley Town Council Double Taxation Grant | <ul style="list-style-type: none">• The current ten year grant ends in March 2024. 2024/25 budget forecasts have been prepared on the assumption that this arrangement will be renewed. |
| Banstead Commons Conservators Funding Contribution. | <ul style="list-style-type: none">• Budget forecasts have been prepared on the assumption that this will be renewed. |
| Pay Inflation | <ul style="list-style-type: none">• An allowance for a pay award is included in the draft Budget, in addition to forecast contractual pay increases.• This provides the option for pay rises but the specific rate of increase will be subject to established consultation processes. |
| Employer Pension Costs | <ul style="list-style-type: none">• The latest published actuarial valuation of the Surrey Pension Fund confirmed that the Fund's total assets, which at March 2022 were valued at £5.3bn, were sufficient to meet 102% of liabilities (ie. the present value of promised retirement benefits) accrued up to that date. The resulting total Fund surplus at the 2022 valuation was £101m.• Each employer has a contribution requirement set at the valuation, with the aim of achieving full funding within an agreed time horizon and probability measure, as set out in the Fund's Funding Strategy Statement. Individual employer contributions for April 2023 to March 2026 have been set in accordance with this requirement.• For Reigate & Banstead this is based on a 15% payroll oncost charge plus a £1.869m lump sum annual deficit payment.• There also a requirement to fund a £350k per annum contribution for historic 'compensated added years' that were granted to retirees prior to 2015 |
| Price Inflation | <ul style="list-style-type: none">• The general principle remains that services should first seek to cover price inflation from their existing budgets, unless tied contractually to significant cost increases that warrant additional funding.• Significant increases would be subject to approval of budget growth through the service & financial planning process.• The current escalating rate of inflation means that it is likely that more bids for inflationary budget growth will have to be considered. |

2024/25 Service Budget Proposals

Agenda Item 5

67. Service budget income, savings and growth proposals are detailed at Annex 3 and summarised below, along with the potential impacts of service budget issues, risks and opportunities:

Table 7: SERVICE BUDGET PROPOSALS 2024/25	Approved Budget 2023/24 £m	Proposed Budget 2024/25 £m	Net Service Budget Increase / Decrease £m
ORGANISATION			
Communications / Customer Service	1.170	1.171	0.001
Finance	1.260	1.260	-
ICT	1.903	2.183	0.280
ICT - Reserve-funded growth for Strategy implementation	0.493	0.200	(0.293)
Legal & Governance	2.358	2.180	(0.178)
Organisational Development & HR	0.733	0.733	-
Corporate Policy, Projects & Performance (including Environmental Sustainability)	0.447	0.515	0.068
Property & Commercial	0.431	(0.578)	(1.008)
PLACE			
Economic Prosperity	0.288	0.276	(0.012)
Neighbourhood Operations	4.803	4.537	(0.266)
Place Delivery	0.334	0.334	-
Planning	0.595	0.455	(0.140)
PEOPLE			
Community Partnerships	1.306	1.271	(0.035)
Housing	0.898	0.848	(0.050)
Revenues, Benefits & Fraud	1.597	1.621	0.024
Revenues, Benefits & Fraud – growth for Reserve-funded government funding risks	0.564	-	(0.564)
Leisure & Intervention	0.408	0.408	-
SENIOR MANAGEMENT TEAM	1.030	1.030	-
TOTAL	20.618	18.445	(2.173)
Potential call on Reserves to Fund Budget Issues & Risks	(1.057)	(0.200)	0.857
REVISED TOTAL	19.561	18.245	(1.316)

Service Budget Issues, Risks and Opportunities – 2024/25 Onwards

Agenda Item 5

68. In addition to the service budget growth proposals in this report there are other potential service budget pressures and opportunities that will have to be addressed in 2024/25 onwards:

Issues:

(i) Harlequin Theatre

- Following confirmation of the presence of Reinforced Autoclaved Aerated Concrete (RAAC) at the Harlequin Theatre in September 2023, there is an emerging a risk of income loss and additional costs. Work is in progress to confirm the extent of the problem and the remedial costs required alongside the timeframe for executing the rectification. It had been forecast that increased income would be possible for 2024/25, however the RAAC discovery has negated this income opportunity for the time being.

Risks

69. Budget risks are detailed at Annex 2 – the most significant include:

(i) Geopolitical and economic pressures

- World-wide pressures continue to have a significant impact on the world economy and this impacts on the U.K. business, including local government. Inflationary fears and interest rate rises have affected most councils and there are still concerns over how long inflation and interest rates will remain at current levels and a recession. These pressures, particularly on the supply side impact on prices of energy and other supplies including oil, which are a key element of local council costs.
- The date for the next general election is drawing nearer and the latest date this could be is January 2025. This will fall into the financial year 2024/25 for the council. Any resulting policy changes could have a significant impact on local government.

(ii) Energy Prices

- Escalating electricity and gas costs were flagged as a significant issue when setting the budget for 2023/24 and £0.65m growth was included to address the forecast additional cost.
- 12 month contracts were subsequently renewed in March 2023 (gas) and October 2023 (electricity) and the budget has been adjusted to reflect the new lower tariffs and forecast energy prices in 2024/25. Action also continues to be taken to reduce consumption wherever possible.
- This has resulted in a reduced budget requirement of £0.35m as detailed in the service proposals above. However there is ongoing uncertainty due to the volatility of the supply market.

(iii) Temporary accommodation crisis and costs

- Councils provide a safety net for the most vulnerable people and migrants who need help, and the cost and availability of this is a budget risk for this Council for 2024/25 and future financial years.
- Figures from the Department of Levelling Up, Housing and Communities have shown that the cost of temporary accommodation to local authorities reached £1.7bn last year and is increasing rapidly.

Agenda Item 5

- In October 2023 the District Councils network issued a cross-party letter ahead of the Autumn Statement urging the Government to adopt measures to mitigate the impacts. Councils have shared information and explore solutions amid the 'escalating social and financial crisis' created by the soaring need for temporary housing.
- Further updates will be provided on budget developments in this area and reported in the January Budget report.

(iv) External Audit fees

- There is a risk of increases in external audit fees of up to 151%; this is currently being consulted upon with the Public Sector Audit Appointments (PSAA). The PSAA are due to publish their decision and new fee levels by 30 November 2023.

(v) Housing Benefit subsidy

- Up to £0.964 million budget growth may be required in 2024/25 to fund the Forecast shortfall in housing benefit subsidy and grants from Government (Department for Work and Pensions). This is a cautious estimate at November 2023 as the loss of subsidy can go up and down during the year and is dependent on many factors including government funding and discretionary housing payments. This growth requirement will be kept under review and further updates will be provided in the January budget report when firmer data is available to quantify any likely budget pressure.
- This relates to the continued impacts of pressures of up to £0.500 million that were identified during budget setting for 2023/24.
- For 2024/25, any additional growth required if the shortfall increases to the forecast £0.964m will again be funded by calling on the Government Funding Reserve that has been established to help manage this type of risk.
- The key reasons why funding is forecast to be lower than the costs incurred include:
 - The continued transition of claims to Universal Credit leaving this authority to manage those claims where a subsidy shortfall is likely;
 - Increased cost of claims from residents in supported housing which is recognised as a national funding issue for local authorities due to how the benefit rules currently operate;
 - Cost to the council of recovering housing benefit overpayments; and
 - Increased cost of making discretionary housing payments.

Discretionary Housing Payments are provided to support some residents with rental payments, where they also receive Housing Benefit or the housing element of Universal Credit. The Department for Work and Pensions provides some funding to local authorities for this but it is not sufficient to meet demand. Local authorities are able to make payments above the DWP funding, but the additional cost has to be met from the Council's budget. This Council's funding for 2023/24 was £187,890.

(vi) Property Rental Income

Agenda Item 5

- Steady progress has continued over the past year to fill several of the Council's longstanding void commercial properties. This has the dual benefit of maintaining rental income levels and also avoiding having to fund the costs of managing empty buildings (energy, rates, insurance, etc). However there will always be periods of time when some units are vacant.

(vii) Government Resources & Waste Strategy

- An announcement on 20 October 2023 confirmed the outcomes of consultation on proposals set out in the Waste & Resources Strategy from 2018. These outcomes will be introduced via secondary legislation following enactment of the Environment Bill.
- The strategy sets out how the Government intends for the country to preserve material resources by minimising waste, promoting resource efficiency, and moving towards a circular economy.
- Three key measures from the strategy are:
 - Invoke the 'polluter pays' principle and extended producer responsibility (EPR) for packaging;
 - Introduce a deposit return scheme (DRS) for drinks containers, to reward people for bringing back bottles and encourage them not to litter their empties; and
 - Improve recycling rates by implementing the Simpler Recycling system for all LA in the country.
- These measures will have a considerable impact on local authorities, particularly the Simpler Recycling scheme, which will affect how kerbside recycling services are delivered in the near future.
- Timescales were recently confirmed:
 - EPR and DRS elements proposed for October 2025;
 - Simpler Recycling scheme for all households by March 2026; and
 - Full recycling for businesses with more than 10 FTE by March 2025 and for micro business 2 years later.
- Current recycling budgets are also experiencing significant volatility due to rapid pricing changes. At times the Council generates an income from recyclates while during other periods it has to pay to dispose of the same waste. This makes future budget planning challenging.
- The Simpler Recycling scheme will require the Council to roll out recycling collections of Dry Mixed Recycling (DMR) and Food Waste to the 5,500 properties who do not yet have the full service by the end of March 2026. The additional costs will have to be assessed as part of service & financial planning for 2025/26 onwards, taking into account any additional funding provided by Government for implementation.

Opportunities

70. Potential budget opportunities include:

- (i) IT Strategy

Agenda Item 5

- The IT Strategy was approved in April 2022 focussing on high priority projects:
 - Improvements in Disaster Recovery;
 - Improvements in Cyber Security;
 - Replacement of the Telephony systems; and
 - Customer Relationship Management (CRM) developments.
- Progress at the time of preparing this report included:
 - The Disaster Recovery implementation has started with go live expected in December 2023;
 - The new contract for the Cyber Security managed service is in the deployment phase;
 - The Telephony system replacement took place in November 2023; and
 - Development of the CRM system continues with over one hundred online processes now available for use by staff and the public.
- 2024/25 budget proposals are based on continuation of implementation, utilising the Revenue Reserve that was allocated to fund the Strategy.

(ii) Environmental Sustainability Strategy

- Embedding awareness of sustainability more consistently across the work of the Council and utilising capital and revenue investment to generate efficiency such as solar panels and use of electric vehicles or changes of fuel use to Hydrotreated vegetable oil (HVO). It should be noted that further capital growth requests will be presented for decisions by Executive and Council in December with regard to the utilisation of Electric Vehicles and transition of the existing diesel refuse collection vehicle fleet to run on Hydrotreated Vegetable Oil (HVO).
- Capturing the need to balance different competing demands upon greenspaces, such as recreation, biodiversity, health, and sustainable practices. There are also a number of new Capital Growth items in Annex 4 which are funded by Community Infrastructure (CIL) and are being specifically introduced for environmental and sustainability consideration over the next five years.
- By ensuring a stronger focus on providing environmentally sustainable behaviours within the borough as a whole including businesses and for residents.

(iii) Procurement Capacity

- Over recent years the Council has been increasingly reliant on external and interim support to manage procurement of the goods and services that support service delivery. This has ensured that contract-letting activity has continued but has also resulted in a lack of in-house skills and knowledge in this area.
- A short-term focus on meeting contract-letting deadlines has also tended to restrict opportunities to take a strategic oversight of future planned procurements and seek opportunities to secure cost savings and/or quality improvements.

Agenda Item 5

- It is therefore important that the Council rebuilds in-house capacity to manage and deliver procurement activities to ensure the Council secures value for money.
- A business case for investment is being developed and will be presented for consideration as part of future budget proposals.

(iv) Tenancy and Commercial Income

- Wheatley Court: After taking account of operating costs, residual income from the tenancies will be held in a property maintenance sinking fund and used to support housing service delivery.
- Income from the commercial units will continue to support the budget in general.
- The Rise: £0.700m income is forecast from confirmed lettings for 2024/25 and this has been factored into the budget proposals in this report.

(v) Leisure Contract Renewal

- The current management contract expires in 2024 and proposals for renewal are being prepared for consideration.

Service Savings, Additional Income and Growth Proposals

71. Service savings, additional income and growth proposals (as detailed at Annex 3) result in the following net budget movements:

TABLE 8.1: SERVICE BUDGET PROPOSALS FOR 2024/25		2024/25	
		FTE	£m
Budget Movements:			
Annex			
3.1	Services – Pay	5.0	0.129
3.2	Services – Non-Pay	-	(1.445)
NET BUDGET GROWTH / (SAVINGS)		5.0	(1.316)

TABLE 8.2: FORECAST SERVICE BUDGET ISSUES, RISKS & OPPORTUNITIES IN 2024/25		2024/25	
		FTE	£m
Annex			
3.3	Budget Risks – Government Funding Reductions	-	0.964
	Budget Risks – ICT Strategy Costs	-	0.200
BUDGET GROWTH FOR FORECAST ISSUES, RISKS & OPPORTUNITIES - FUNDED FROM RESERVES¹		-	1.164

NOTE 1: Actual values to be confirmed through in-year budget monitoring.

Service Fees & Charges

72. Income from Fees & Charges in 2023/24 contributes £16.7 million to support service delivery.
73. A review of Fees & Charges has been carried out during 2023/24 to support delivery of MTFP and Commercial Strategy targets for increasing sustainable income streams to support the budget. Actions that have been taken include:

Agenda Item 5

- Monitoring the Council’s strategic approach to Fees & Charges;
- Ensuring that income budgets reflect forecast levels of demand; and
- Reviewing expanding existing charges for services that have scope for growth.

74. The review was undertaken in accordance with the Fees & Charges Policy, and has included consideration of service delivery costs, benchmarking and published inflation rates. The table below provides headline information about the proposed changes. A full breakdown of changes to individual Fees & Charges is provided for members within the Modern.Gov portal. For the avoidance of doubt, the table below does not include statutory charges set outside of the Council’s control.

Table 9: – FEES AND CHARGES 2024/25	Increase %	Additional Income £m	
Waste & Recycling	3 - 7	0.146	Garden waste: increase from £68 to £70 (3%) Other charges - 7%
Parking	7	0.138	Based on 7% rounded to nearest 10 pence with introduction of differential pricing in Horley
Planning	7 - 28	0.160	Statutory planning fees - 28% (national tariff) Non-statutory fees – 7% Budget re-baselined to reflect forecast volumes
Greenspaces	3 - 7	0.021	Allotments: increase from £97.90 to £100.72 (2.8%) Advertising, cemeteries & sports pitches - 7%
Community Centres	4	0.025	Budget re-baselined to reflect forecast volumes
Licensing	5.5 - 7	0.024	Licensing advice - 7% Taxi licensing - 5.5% and budget re-baselined
Revenues & Benefits	7	0.023	Increase in line with F&C Policy
Street Naming & Numbering	7	0.003	Increase in line with F&C Policy

75. It should be noted that amending some Fees & Charges requires statutory notification and consultation. Further information about the approach that is being taken to meet these statutory requirements is included in the Consultation section later in this report.

76. The Policy on Fees & Charges is attached at Annex 5.

Commercial Income

77. The Medium Term Financial Plan includes the objective of:

- To consider and take advantage of **commercial opportunities** as they arise to deliver new income streams.

Agenda Item 5

78. Delivery of this objective is supported by the allocation of funds in the Capital Programme to purchase or develop assets that will generate new income streams as well as supporting delivery of corporate objectives. These purchases will be financed through prudential borrowing therefore provision will have to be made in the revenue budget for the costs of repaying that debt. It will also be necessary to ensure that borrowing for this purpose complies with Government and CIPFA guidance, specifically 'borrowing in advance of need' and enhanced restrictions on PWLB borrowing.
79. The main new sources of additional income that are being progressed are the commercial units at the new Cromwell Road development (Wheatley Court); and at the Marketfield Way (The Rise) development. This is in addition to the work that is already in progress to ensure maximum occupancy of existing property assets. Initial estimates for the income to be delivered have been included in MTFP forecasts; they are however subject to confirmation as tenants are confirmed.
80. Other asset management priorities include maintaining high levels of occupancy in all other commercial properties and maximising their commercial attractiveness and therefore income receipts. Also to review underutilised assets on a regular basis to inform future plans for their use.

Central Budget Proposals 2024/25

81. Proposed changes to Central budgets are summarised in the table below.

Table 10: CENTRAL BUDGETS	Approved Budget 2023/24 £m	Proposed Budget 2024/25 £m	Net Central Budget Increase / Decrease £m
Insurance	0.467	0.516	0.049
Treasury Management	(0.087)	(0.287)	(0.200)
Housing Benefits – net cost	(0.714)	0.250	0.964
Housing Benefits – reserve funding	-	(0.964)	(0.964)
Employer Pension Costs	2.240	2.240	-
External Audit Fees	0.150	0.159	0.009
Unused Historic Pay Budget	0.243	-	(0.243)
Budget for Pay Increases for 2024/25	-	1.750	1.750
Preceptor Grants – Horley Double Taxation	0.044	0.047	0.003
Banstead Commons Conservators – funding contribution	0.111	0.111	-
Apprenticeship Levy	0.080	0.080	-
Central Recruitment & Visa Expenses (check Jan numbers)	0.045	0.045	-
Central Training Budget	0.082	0.082	-

Agenda Item 5

Table 10: CENTRAL BUDGETS	Approved Budget 2023/24 £m	Proposed Budget 2024/25 £m	Net Central Budget Increase / Decrease £m
Internal Audit Fees	0.065	0.071	0.006
Central Vacancy Turnover Provision	(0.150)	(0.150)	-
TOTAL	2.576	3.950	1.374

NOTES:

1. Annual employer deficit contribution and compensated added years payments.
2. The budget for 2023/24 pay increases has been allocated across service budgets.

82. The significant increases and reductions are as follows:

- Increase in insurance costs due to inflationary pressures that have resulted in increased premium costs;
- Reduction in forecast treasury management costs following a review of borrowing and investment requirements and interest on balances – £0.200 million;
- Inclusion of a budget for 2024/25 pay increases - £1.750 million;
- Forecast increase in external audit fees following the recent award of the new contracts by Public Sector Audit Appointments - awaiting final fee confirmation which is due at the end of November 2023;
- Central budgets include £0.047 million funding for a preceptor grant Horley Town Council. The budget includes the first instalment under a proposed new 10-year agreement (2024/25 to 2033/34) to eliminate ‘double taxation’ whereby Horley residents pay direct to the Town Council for the local services that it provides; and
- Central budgets also include continuing the current funding contribution to Banstead Commons Conservators for a further three years, subject to formal agreement.

Other central budgets have been increased in line with agreed contract terms (preceptor grant; internal audit fees) or forecast costs (apprenticeship levy).

83. While the majority of Central Budgets have been reviewed while preparing this report, as highlighted in the table above, further work is in progress in order to confirm the remainder for inclusion in the final budget proposals in January 2024.

Revenue Budget Funding 2024/25

84. The sources of funding for the revenue budget are set out in the table below.

Table 11: REVENUE BUDGET FUNDING 2024/25	Approved Budget 2023/24 £m	Draft Budget 2024/25 £m	Net Increase / Decrease £m
Council Tax	15.855	16.524	0.669
National Non-Domestic Rates (NNDR)	3.994	3.344	(0.650)

Use of Reserves

Agenda Item 5

85. Based on the outcome of service & financial planning work to date, as explained above, it is necessary to call on earmarked Reserves to fund potential budget risks but there is no call on the General Fund Balance to balance the budget.
86. The latest MTFP at Annex 2 is based on initial assumptions regarding use of Reserves. These figures will be updated in the final budget report in January when the outstanding budget items (as explained in this report) are confirmed.
87. Work is also still in progress to update the funding forecasts for inclusion in the final budget proposals. Factors to be taken into account will include:

Council Tax

- The final recommendation on the council tax increase will be included in the January budget report following confirmation of the referendum limit by Government;
- Council tax income forecasts for 2024/25 will be dependent on the outcome of work that is currently in progress to forecast the council tax base for 2024/25.

National Non-Domestic Rates Government Grants

- Includes retained Business Rates, Negative RSG Grant, Fees & Charges and Other Grants;
- These are expected to be confirmed in the Provisional Settlement announcement in December;
- The timing for removal of 'Negative RSG Grant' remains unclear but it will not be implemented in 2024/25.

Contributions To/From Reserves

- The call on Reserves will be finalised for inclusion in the January budget report;

Forecast Budget Gap at November 2023

88. The current forecast budget gap over the next five years is set out below. Further details are provided in the MTFP at Annex 2 (Appendix 2).

Table 12: MEDIUM TERM REVENUE BUDGET FORECAST	Approved Budget 2023/24	Forecast Budget 2024/25	Forecast Budget 2025/26	Forecast Budget 2026/27	Forecast Budget 2027/28	Forecast Budget 2028/29
	£m	£m	£m	£m	£m	£m
FORECAST GAP	Balanced	0.039	2.353	3.849	5.357	5.586
Annual Increase in Gap	-	0.039	2.314	1.535	1.508	0.229
Gap as % of current budget requirement	-	0.16%	9.9%	16.6%	23.1%	24.1%

89. The above forecasts confirm that there remains a small budget gap to be addressed for 2024/25, however that will be subject to confirmation in the January budget report.
90. Key factors that have influenced this gap can be summarised as follows:

Service Expenditure

- Service budget pressures and savings have been reviewed as part of the service & financial planning process. Further work will continue to review the proposals for the January budget report.
- Ongoing delivery of Financial Sustainability Programme initiatives.

Agenda Item 5

- While an estimate for the 2024/25 pay award has been included in the MTFP forecast this is subject to consultation and has to be considered in the context of the significant financial challenges faced over the medium term. Employee costs comprise 40.9% of gross direct expenditure in the 2023/24 budget.
 - Budget forecasts include forecasts for the net income to be delivered from The Rise development of £0.700 million in 2024/25.
- Central Budgets
- Over the next three years net borrowing costs are forecast to remain fairly constant at around 3% of the net Revenue Budget and other Central budget costs are not expected to change significantly
- Council Tax
- Council tax setting assumptions are based on a 2.99% increase and forecast growth in the taxbase of 1.19%.
- NNDR
- Removal of Negative RSG Grant and the Business Rates reset continue to be delayed; when implemented they are likely to have the effect of negating the benefit of forecast business rates growth over the MTFP period.
- Use of Reserves & Grants
- While the 2023/24 budget was based on nil use of funds from the General Fund Balance Reserve, it does require a one-off call of up to £0.964m from the Government Funding Risks Reserve (for Housing Benefit subsidy reduction) and £0.200m from the IT Strategy Reserve. The ongoing requirement for this funding will be assessed as part of service & financial planning over coming months.
 - Government grant funding that is being used to help fund the net budget requirement in 2023/24 include: Services Grant (£0.093m); New Homes Bonus (£1.034m) and Minimum Funding Guarantee Grant (0.803m). These are expected to continue for 2024/25 and have been included in the budget proposals in the 2024/25 base budget.
91. Over the medium term, the Financial Sustainability Programme will continue to be targeted to address the forecast budget gap and will be subject to regular monitoring and review, focussing on the four key areas:
- Income Generation;
 - Use of Assets;
 - Prioritisation of Resources; and
 - Achieving Value for Money.
- Further details are provided in this report.

USE OF RESERVES

92. The Council holds Reserves to provide protection against financial risks. Our current level of Reserves provides a relatively secure financial base compared to many authorities; it is important to ensure an appropriate balance between securing the financial position of the Council and investing in delivery of services.
93. Reserves can be held for four reasons:
- A working balance to help cushion the impact of uneven cash flows and avoid unnecessary temporary borrowing;

Agenda Item 5

- A contingency to cushion the impact of unexpected events or emergencies;
- A means of building up funds to meet known or predicted liabilities; and
- A means of setting aside sums for future identified uses and / or investments.

94. There is an opportunity cost of holding Reserves in terms of restricting capacity to invest in current service delivery but this is offset by the additional flexibility that Reserves provide when manage budget risks and adverse variations.

95. Current Revenue Reserves are summarised below and detailed at Annex 6.1

Table 13: RESERVES SUMMARY	Balance at 1 April 2023 ¹ £m
General Fund Balance	3.500
Other Earmarked Reserves	31.974
TOTAL	35.474

NOTE:

1: Balances after decisions made during budget setting for 2023/24 to redistribute funds between Reserves.

96. The legal requirement for the Council to agree a balanced budget means that Council may be required to draw on its Reserves to address any shortfall between forecast expenditure and forecast income.

97. The Council has set a minimum level for unallocated General Fund Reserves of 15% of the net revenue budget, which equates to £3.500 million (for 2023/24). The balance on the General Fund Reserve is compliant with this limit.

98. The Council's Reserves Policy is attached at Annex 6.2

NEW HOMES BONUS

99. The New Homes Bonus was introduced in 2011/12. Authorities are rewarded with a financial bonus, equal to the national average council tax on each additional property built which is paid for a number of years as a non-ring-fenced Government grant. 80% of the Bonus is paid to the district council and 20% to the county council. There is an enhanced payment for new affordable homes.

100. New Homes Bonus was revised for the 2017/18 financial year with the length of time it is paid reducing from six to five years (for the 2017/18 award) and to four years from 2022/23 onwards. A new 'baseline' of +0.4% growth was also introduced before any Bonus is paid. The retained funds were used by the Government to support authorities with adult social care responsibilities.

101. The Government originally set out its intention to end New Homes Bonus as part of the Fair Funding Review. The objective is to replace this mechanism with a different means of incentivising and rewarding housing growth. The detail and timing remain unclear due to the delay in the Fair Funding review.

102. New Homes Bonus allocations are used to support the overall Revenue Budget. A further one year allocation, if it is to be made available for 2024/25 will be subject to announcement in the Provisional Local Government Settlement in December.

103. Forecast New Homes Bonus allocations are set out in the table below:

Agenda Item 5

Table 14: NEW HOMES BONUS	2023/24 £m	2024/25 £m
New Homes Bonus – ‘legacy’ payment for previous year’s allocations	0.325	nil
New Homes Bonus – annual allocation	1.034	TBC In December 2023

COUNCIL TAX

Council Tax Precepts 2023/24

Table 15.1: ANALYSIS OF COUNCIL TAX BY PRECEPTOR		
Authority	£000	% share
	£	%
Surrey County Council	106,359,931	74.64%
Surrey Police & Crime Commissioner	19,719,742	13.84%
Reigate & Banstead Borough Council	15,855,416	11.13%
Horley Town Council	524,965	0.37%
Salfords & Sidlow Parish Council	42,915	0.03%
	142,502,969	100.00%

Table 15.2: ANALYSIS OF COUNCIL TAX CHANGES BY PRECEPTOR				
Authority	2022/23	2023/24	Increase	
			£	%
Surrey County Council	1,626.39	1,675.08	48.68	2.99
Surrey Police & Crime Commissioner	295.57	310.57	15	5.07
Reigate & Banstead Borough Council	242.46	249.71	7.25	2.99
Horley Town Council	43.17	47.76	4.59	10.63
Salfords & Sidlow Parish Council	29.72	29.72	0.00	0.00
	2,237.31	2,312.84	75.52	3.38%

104. The referendum cap is expected to be confirmed with the Provisional Local Government Funding Settlement Announcement in December 2023. It is anticipated to be the higher cap (without requiring a referendum) of 2.99% or £5 per Band D property for district councils.
105. Final recommendations will be included in the January Budget and Council Tax reports when the referendum cap has been confirmed by the Government.

Council Tax Collection Performance 2022/23

106. This Council’s collection performance This Council’s collection performance for council tax in 2022/23 was 98.60% (98.17% in 2022/21).

Council Tax Options 2024/25

107. Each 1% increase in Council Tax generates £0.159 million additional income for this borough. A 2.99% increase in 2024/25 would yield £0.479 million additional income.
108. For MTFP modelling purposes, based on a 2.99% increase and a 1.19% increase in the taxbase, the Council Tax income forecast at November 2023 is set out below:

Agenda Item 5

Council Tax Forecasts

Table 16: COUNCIL TAX FORECAST	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m	2027/28 £m	2028/29 £m
Forecast Resources	15.855	16.524	17.228	17.921	18.641	19.390
Annual Increase in Income	0.756	0.669	0.704	0.693	0.721	0.749
And Cumulative Increase in Income	0.756	1.425	2.129	2.821	3.542	4.291
All Band D	£249.71	£257.18	£264.87	£272.79	£280.95	£289.35
Band D Increase	£7.25	£7.47	£7.69	£7.92	£8.16	£8.40
Taxbase Increase	1.96%	1.19%	1.23%	1.00%	1.00%	1.00%
Annual Band D % Increase	2.99%	2.99%	2.99%	2.99%	2.99%	2.99%

NOTE: Subject to confirmation in the January Budget report when forecasts for the number of new homes and Local Council Tax Support claims are updated. Also subject to confirmation of the referendum limit by Government in December.

109. Although council tax is a significant source of funding for local government, it remains subject to restrictions by Government. The Localism Act included a requirement to hold a local referendum if any council tax increase is deemed 'excessive'; a limit for increases is set each year by the Government.
110. The forecast amount of council tax to be collected takes into account local decisions on discounts, exemptions and reliefs and Local Council Tax Support scheme claim numbers.
Local Council Tax Support Scheme
111. Under the Local Council Tax Support Scheme this Council, as the billing authority, awards council tax reductions to eligible working-age claimants. The cost of lost council tax income falls on the Collection Fund as a consequence of these claims resulting in a reduction in the council tax base which is calculated as part of budget-setting.
112. The precepting authorities collectively fund the cost of Local Council Tax Support Scheme claims as the costs fall on the Collection Fund and are distributed between authorities in line with their share of the council tax bill.
113. In addition, the full administration costs of processing awards, and of any discretionary awards, are met directly by this Council as the billing authority. Caution therefore has to be exercised when amending the Scheme to ensure that the cost to this Council of administering changes does not exceed any reduction in the cost of the Scheme overall.

Agenda Item 5

114. There are several factors that make the annual cost of funding Council Tax Support very difficult to predict:

- Council tax increases by precepting authorities will increase overall Scheme costs;
- There was an increased number of claims during the COVID-19 pandemic. The number of claims has been steadily decreasing since then, and has reduced by 11% since April 2022, and is now back at pre-pandemic levels;
- The scheme has on average 3,300 claims. Of these 59% are classed as vulnerable, through receiving related disability benefits and premiums. This group can receive support covering up to 100% of their Council Tax liability; 41% are either from employed households or those receiving other benefits. These groups can only receive support covering up to 90% of their Council Tax liability.

115. The Local Scheme applies to working age households; pensioner claims are assessed and funded through a national scheme. It covers claims from three main categories of claimants:

Table 17: LOCAL COUNCIL TAX SUPPORT SCHEME (June 2023)				
Category	Number of Claims		Annual Cost £m	
	2022	2023	2022	2023
Vulnerable	1,875	1,930	2.923	3.169
Working Age – employed	601	403	0.552	0.379
Working Age – not employed	1,178	949	1.512	1.253
Annual Cost to Preceptors			4.987	4.801

116. The Vulnerable group is mainly made up of households with a disability benefit in payment. The two Working Age groups have to pay at least 10% of their Council Tax, and there are several other restrictions in place, including a cap to Band E and no awards below £5 per week.

117. The December 2022 Settlement Announcement also included funding for additional Council Tax Support in 2023/24, representing up to an extra £25 in support for working age and pensioner households for cost of living pressures.

118. The Scheme was scheduled for review during 2023/24. Any changes proposed are subject to consultation and would need to take into account the impacts on recovery performance if support is reduced.

119. There have been no major changes to the Scheme since its introduction in 2013, other than to increase support in line with other national benefits. After seeking Member and Officer views during 2023/24 on potential scheme designs, the law requires consultation with taxpayers and preceptors as well as advice groups and other stakeholder before any final decisions are made on changes.

120. Options for change would be to:

- Reduce the level of support to households, which would have negative impacts on household finances;

Agenda Item 5

- Increase the level of support, by allowing all households receiving support to qualify for up to 100% of their Council Tax liability to be covered; or
 - Maintaining the scheme as it is.
121. After considering the options and taking into consideration the cost-of-living pressures on households, the planned approach is to increase levels of support for 2024/25.
122. Before considering the proposed increases for the Council Tax Support Scheme, it should be noted that all Council Tax support awards are strictly means tested before approval and for claimants and this is dependent upon a number of conditions. The key criteria for these conditions are:
- Claimant's circumstances (for example income, number of children, benefits and residency status);
 - Overall household income available (including savings, pensions and a partner's income) and
 - How many children or other adults live with the resident of the Borough.
123. The following increases are recommended for the revised Council Tax Support Scheme; that the maximum 90% support for households is increased to 100%, and other restrictions are removed. These other restrictions include removing the minimum limit of support of £5 per week, lifting the Band restriction of Band E and above and increasing capital limits to match those within the vulnerable scheme.
124. The implementation of these changes would increase the level of LCTS by approximately £0.250m.
125. The costs of this increase will be offset by removing the 28-day discount to homes that are empty and unfurnished.
126. A full breakdown with further explanation is provided at Annex 7.
- Council Tax Policy
127. Changes to council tax charges on empty homes were approved during 2019/20 and further updated in 2020/21:
- Homes that have been empty and substantially unfurnished for more than two years and less than five years are charged a Council Tax long term empty premium equivalent to 100% of the Council Tax in addition to their current Council Tax;
 - Homes that have been empty and substantially unfurnished for more than five years and less than ten years are charged a Council Tax long term empty premium equivalent to 200% of the Council Tax; and
 - Homes that have been empty and substantially unfurnished for ten years and more are charged a Council Tax long term empty premium equivalent to 300% of the Council Tax.
128. As these changes help deliver a county-wide initiative to reduce the number of empty properties throughout Surrey, the County Council has agreed to reallocate its share of the increased funding that results from changes in Empty Homes policies. Under this commitment the Boroughs and Districts receive reallocated funding where agreed conditions are met.
129. No new changes to council tax policy were introduced in 2023/24.

Agenda Item 5

130. As part of budget-setting for 2024/25 onwards consideration has been given to new opportunities to levy additional council tax premiums to encourage owners to bring properties back into use:
- Empty and unfurnished properties - removal of the 28-day council tax discount. This will mainly affect landlords and housing providers, in relation to the turnaround time between tenants. The level of this discount in 2022/23 was £0.521m, and in the first two quarters in 2023/24 is £0.262m.
 - Empty and furnished second homes – charge 200% council tax after the first 12 months - this is part of the Levelling-up and Regeneration Bill which received Royal Assent on 26 October 2023 and therefore is now an Act of Parliament and the changes will be enacted for 2024/25; and
 - Long-term empty properties – commence charging the 100% premium after 12 months - instead of the current 24 months – again this is also part of the Levelling-up and Regeneration Bill and now an Act of Parliament and therefore the changes will also be enacted in 2024/25.
 - Any changes above will be consulted upon with relevant stakeholders including Raven Housing Association.
131. It is proposed that these changes will be introduced for 2024/25 as it is now lawful.
132. The changes will offset the costs of increasing Local Council Tax Support to low-income households.

BUSINESS RATES (NATIONAL NON-DOMESTIC RATES)

133. In 2013, the Government introduced a scheme through which local authorities retain a proportion of any business rates growth above a set 'baseline'. The purpose was to give authorities a financial incentive to encourage and foster economic growth within their area and to work collaboratively with other authorities and business organisations to achieve that growth.
134. While this scheme was broadly welcomed by the sector, there remain concerns over the potential volatility of this income stream due to the level of appeals; even a small variation in the overall revenue generated can result in a significant financial impact.
135. The current expectation for the funding reforms to take effect no earlier than the financial year 2025/26.
136. The Government was previously undertaking a review of how business rates will operate going forward and had stated its intentions to achieve 75% localisation of business rates from 2022. However this is no longer the intention and further updates are awaited.
137. As explained above, in 2025/26 onwards, the Council could see further significant decline in Government funding support as retained business rates receipts and Negative RSG Grant' are phased out. It remains unclear how these reductions will be implemented but we are assuming this will be clearer when the outcome of the Fair Funding Review and Business Rates Reset are announced. Current MTFP forecasts are based on the information that is currently available.
- Business Rates Pooling
138. A small number of Surrey authorities are once again planning to establish a voluntary Business Rates Pool for 2023/24 with Surrey County Council using the same methodology as in previous years. The Pool is not open to Reigate & Banstead due to the relative size of this Council's business rates Tariff.

Agenda Item 5

Business Rate Appeals

139. Business rate forecasts include an assessment of the likelihood of successful appeals.

Business Rates Collection Performance 2022/23

140. Collection performance for business rates in 2022/23 was 99.95% (was 99.80% in 2021/22); this was at the second highest performance levels in the country of all English local authorities.
141. The following Business Rates forecast is provided in the table below for the period to 2028/29.

Table 18: NNDR FORECAST	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m	2027/28 £m	2028/29 £m
Forecast NNDR Resources	3.994	3.344	2.524	2.574	2.624	2.678
Annual Increase / (Reduction)	-	(0.65)	(0.82)	0.05	0.05	0.054
Cumulative Increase / (Reduction)	-	(0.65)	(1.47)	(1.42)	(1.37)	(1.32)

NOTE: Subject to confirmation in the January Budget report following the Provisional Settlement announcement.

142. The forecast for retained business rates income is based on the latest figures published by DLUHC after taking account of recovery performance. The forecast is subject to confirmation when the Provisional Local Government Settlement is published in December. Any changes when the final income from business rates is confirmed are managed through a call on, or contribution to, the Government Funding Risks Reserve.

CAPITAL PROGRAMME 2023/24 ONWARDS

Capital Investment Strategy and Capital Programme

143. The latest Capital Investment Strategy was approved by Executive in July 2023 and sets out how the Council plans to invest in assets to generate income.

2023/24 to 2027/28 Approved Capital Programme

144. The Capital Programme that was approved in January 2023, the unspent balance on previously-approved schemes and in-year approvals is summarised below:

Agenda Item 5

Table 19: CAPITAL PROGRAMME 2022/23 to 2027/28 by SERVICE	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL £m
	BFWD £m	Projected £m	Projected £m	Projected £m	Projected £m	Projected £m	
ORGANISATION SERVICES:							
Property Services	6.383	1.420	1.267	0.909	1.597	0.089	11.705
IT Services	-	0.410	0.250	0.200	0.200	0.500	1.560
Organisational Development	-	0.250	0.250	-	-	-	0.500
Environmental Strategy	0.236	0.290	-	-	-	-	0.526
PEOPLE SERVICES:							
Housing	7.444	3.270	1.419	1.419	1.419	-	16.390
Leisure & Intervention	0.064	0.100	0.100	0.100	0.100	0.100	0.564
Community Partnerships	0.108	-	-	-	-	-	0.108
PLACE SERVICES:							
Neighbourhood Operations	1.659	0.897	0.996	1.177	0.902	3.853	9.484
Place Delivery	8,222	2.148	-	-	-	-	10.371
Economic Prosperity	-	-	-	-	-	-	-
CIL Capital Programme:							
CIL Capital Programme	-	3.935	-	-	-	-	3.935
TOTAL APPROVED CAPITAL PROGRAMME	24.116	12.720	4.322	3.805	4.218	5.961	55.142

145. In addition to the sums included in the approved Capital Programme the Council has previously committed to invest.

- £64.0 million for investment in Commercial income-generating assets; and
- £30.0 million for investment in Housing projects, £1.05m of which has been drawn down in 2023/24 to fund Temporary & Emergency Accommodation.

Proposals for use of these funds will be subject to approval of reports by Executive or the Partner, Shareholder and Trustee Sub Committee when the business cases are developed.

Capital Programme Growth 2024/25 onwards

146. Capital Programme growth proposals totalling £3.976 million for 2024/25 to 2028/29 are detailed at Annex 4.

Table 20: CAPITAL PROGRAMME GROWTH 2024/25 to 2028/29	2024/25	2025/26	2026/27	2027/28	2028/29	TOTAL £m
	Projected £m	Projected £m	Projected £m	Projected £m	Projected £m	
Organisation	1.719	0.162	0.876	0.117	-	2.874
People	-	-	-	-	-	-
Place	0.816	0.262	0.012	0.012	-	1.102
TOTAL	2.535	0.424	0.888	0.129	-	3.976

147. One of the primary reasons for this growth is capital investment in a number of key Environment and Sustainability schemes, some of which are based on measures identified in energy audits and will be delivered over the next five years.

Agenda Item 5

148. In total these Energy and Sustainability schemes mean that **£1.145m** of upgrades will take place at the Town Hall, Community Centres*, Pavilions, Leisure Centres, Multi-storey car parks, Depot, Public Conveniences, Cemeteries & Chapels.
149. A significant element of CIL funding will be utilised to part pay for these schemes and total CIL of **£0.754m** will be allocated to these projects, the remainder of the funding will be from borrowing.
150. It should also be noted that further environmental and sustainability capital growth requests will be presented to Executive for decisions in December with regard to the utilisation of Electric Vehicles and transition of the existing diesel refuse collection vehicle fleet to run on Hydrotreated Vegetable Oil (HVO). These proposals, if approved will be included in the January Budget report for the Council.
151. Capital growth proposals are listed in Annex 4 and are shown over the five year forecast period for the capital programme 2024/25 to 2028/29.
152. The very final Capital Programme proposals and funding requirements will be presented in January budget report.

Capital Programme 2022/23 to 2028/29

153. The Capital Programme for 2024/25 onwards, including previously-approved schemes and the recommended growth is summarised below.

TABLE 21: CAPITAL PROGRAMME 2022/23 to 2028/29	2022/23 BFWD £m	2023/24 Projected £m	2024/25 Projected £m	2025/26 Projected £m	2026/27 Projected £m	2027/28 Projected £m	2028/29 Projected £m	TOTAL £m
Current Approved Capital Programme	24.116	12.720	4.322	3.805	4.218	5.961	-	55.142
Programme Growth 2024/25 to 2028/29	-	-	2.535	0.424	0.888	0.129	-	3.976
Capital Programme 2022/23 to 2028/29	24.116	12.720	6.857	4.229	5.106	6.090	-	59.118

Capital Programme Funding

154. Forecast sources of funding for the 2022/23 Capital Programme are summarised below and will be confirmed in January 2024 when the final treasury management position is finalised:

Agenda Item 5

Table 22: CAPITAL PROGRAMME FUNDING 2022/23 to 2027/28	2022/23 BFDW £m	2023/24 Projected £m	2024/25 Projected £m	2025/26 Projected £m	2026/27 Projected £m	2027/28 Projected £m	2028/29 Projected £m	TOTAL
TOTAL CAPITAL EXPENDITURE 2022/23 to 2028/29	24.116	12.720	6.857	4.229	5.106	6.090	-	59.118
FUNDED BY:								
Capital Reserves	1.039	-	-	-	-	-	-	1.039
Capital Receipts	9.571	-	-	-	-	-	-	9.571
Capital Grants & Contributions	2.875	9.642	3.493	1.607	1.537	1.474	-	20.628
Prudential Borrowing	10.631	3.078	3.364	2.622	3.569	4.616	-	27.880
TOTAL CAPITAL FUNDING 2022/23 to 2028/29	24.116	12.720	6.857	4.229	5.106	6.090	-	59.118

155. The sources of funding for the Capital Programme are explained below:

Table 23: CAPITAL PROGRAMME FUNDING	
Capital Reserves	<ul style="list-style-type: none"> Previously the Council benefitted from access to significant capital Reserves following the sale of its housing stock. Over recent years these Reserves have been utilised to invest in the capital programme.
Capital Receipts	<ul style="list-style-type: none"> Sale of capital assets results in a capital receipt that can be used to invest in new capital assets or to repay prudential borrowing. The main source of capital receipts over the duration of this Capital programme relate to delivery of major schemes including the Marketfield Way (The Rise) redevelopment. These capital receipts have been factored into forecast funding requirements. Flexible use of capital receipts – there are no current plans for use of this funding option.
Capital Grants & Contributions	<ul style="list-style-type: none"> Forecasts of the future grant funding allocation for Disabled Facilities works have been updated to reflect forecast allocations. They also include the Council’s share of Section 106 and CIL funding. Revenue funding equivalent to the historic New Homes Bonus grant allocation up to 2020/21 has been allocated to support implementation of the Housing Delivery Strategy.
Prudential Borrowing	<ul style="list-style-type: none"> The primary source of long-term funding for the Capital Programme is now prudential borrowing, primarily from the Public Works Loans Board (PWLB). Loans are managed through the approved Treasury Management Strategy and policies.

Agenda Item 5

Table 23: CAPITAL PROGRAMME FUNDING	
	<ul style="list-style-type: none"> Interest on borrowing is paid to the PWLB and charged to the annual revenue budget along with the Minimum Revenue Provision that is necessary to set aside funds for eventual repayment of the loan principal. These costs have to be taken into account when setting a balanced Revenue Budget. There are increasing restrictions on the type of capital expenditure that is eligible for prudential borrowing. Borrowing to fund investment solely for commercial gain is no longer permitted.
Revenue Budget Contributions	<ul style="list-style-type: none"> There is no expectation that significant capital expenditure will be funded from the revenue budget in 2023/24.

Capital Programme – Revenue Budget Implications

156. As explained above, with the exception of earmarked Section 106 funds and some earmarked Housing capital receipts, the Council no longer has significant capital Reserves, therefore, while a small number of schemes will be continued to be funded from capital grants and other contributions, the majority of the approved Capital Programme must be funded through prudential borrowing. The costs of repaying this borrowing fall on the revenue budget as treasury management costs in Central budgets.
157. Treasury management budgets will be updated to reflect the costs of borrowing for the approved Capital Programme for 2024/25 onwards net of interest on forecast balances. Details will be confirmed in the Treasury Management Strategy for 2024/25 that is reported to Audit Committee, Executive and Full Council for approval in March/April each year.
158. The costs of managing and maintaining new capital assets will have to be taken into account in the revenue budget as new assets come into use. Budgets will also have to be established for any new income streams generated.

Capital Programme – Policy on Capitalisation of Salaries.

159. Costs incurred as a result of staff spending time on capital projects can be capitalised, provided that time can be linked to bringing a specific, separately identifiable asset into working condition, or substantially enhancing the working life of an existing asset.

BUDGET SETTING TIMETABLE

160. The timetable for approval of the 2024/25 budget is summarised below:

Date	Event	Purpose
June / July 23	Management Team budget review meeting	Consider service position and initial forecasts
	Executive & Management Team budget review meeting	Discuss budget setting priorities and 'direction of travel'
6 July 2023	Overview & Scrutiny	Medium Term Financial Plan Update & Capital Strategy Update
20 July 2023	Executive	
September 2022	Executive & Management Team budget review meeting	Consider draft Budget proposals

Agenda Item 5

Date	Event	Purpose
16 October 2023	Executive & Management Team budget review meeting	Agree draft Budget proposals
16 November 2023	Executive	Agree draft Budget
November 2023 to January 2024	Consultation on draft budget	To gather feedback
29 November 2023 7 December 2023	Budget Scrutiny Panel Overview and Scrutiny	Review of draft Budget
14 December 2023	Executive	Receive Scrutiny Panel Feedback
1 February 2024	Executive	Final Budget and Council Tax proposals
20 February 2024	Full Council	Approve Budget and Council Tax

OPTIONS

161. Service & Financial Planning: the following options are available to the Executive:

OPTION 1 - Approve the proposed budget and financial planning changes set out within the report, for consultation under the terms of the Constitution.

This option is recommended for approval, to ensure that service and financial plans are agreed in good time to adopt a balanced budget for 2024/25.

OPTION 2 - Only approve some of the proposed budget and financial planning changes set out within the report, for consultation under the terms of the Constitution.

This option is not recommended, as it would undermine the service plans and would present a risk to closure of the forecast budget gap for 2024/25.

OPTION 3 - Reject the proposed budget and financial planning changes set out within the report, and request that further work be undertaken to develop new proposals for consultation under the terms of the Constitution.

This option is not recommended as it would delay the budget consultation process, undermine service planning and leave the Council and risk of failing to adopt a balanced budget for 2024/25.

LEGAL IMPLICATIONS

162. Service & financial planning: there are no direct legal implications arising from the recommendations in this report subject to the Council adopting a balanced budget for 2024/25 by March 2024 to meet the requirements of the Local Government Finance Act 1992.

163. Local Council Tax Support scheme: consultation during 2024/25 on any potential changes to the scheme will be conducted in a way that ensures compliance with relevant regulations.

FINANCIAL IMPLICATIONS

164. Service & financial planning: these are addressed throughout the report.

Agenda Item 5

EQUALITIES IMPLICATIONS

165. An Equalities Impact Assessment of the final service & financial planning proposals will be undertaken and will be provided as a background paper to the January budget report.
166. An initial assessment of the proposals presented in this paper has indicated that the following proposals could potentially have an equality impact on one or more of the groups protected under the Equality Act 2010. These proposals include:
- Proposals to increase the Borough Council's element of Council tax by the referendum limit;
 - Proposals to reduce some funding to some Voluntary and Community Sector Partners;
 - Proposals to increase some community centre room hire charges;
 - Proposals to increase car park charges; and
 - Proposals to increase fees for the issuing of summons and obtaining liability orders for Council Tax and Business Rates non-payment.
167. Draft equality impact assessments for these proposals have been undertaken. In all instances, consideration has been given to impact mitigation measures and ongoing impact monitoring proposals to reduce or avoid any potential impact. These are provided for members on the modern.gov portal.
168. As part of the budget setting process, consultation on these proposals will be undertaken (see below). The draft equality impact assessments will be published alongside the consultation, and the results of the consultation taken into account before any proposals are finalised. As appropriate, this will include consideration of alternative courses of action and/or actions that could be taken to reduce any potential negative impacts on those with protected characteristics or who are otherwise vulnerable.
169. The Local Council Tax Support Scheme is designed to help low-income council taxpayers, who are largely unemployed, or disabled, or low-income earners or pensioners. The changes proposed do not specifically target any protected characteristic group however residents with protected characteristics or other vulnerabilities are likely to access the support scheme. Overall the changes proposed remove restrictions around the level of support and are therefore not likely to have a negative equalities impact.
170. The Local Council Tax Support Scheme is designed to help low-income council taxpayers, who are largely unemployed, or disabled, or low-income earners or pensioners. There are no changes proposed for the next financial year which would impact on a specific group of taxpayers.

ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS

171. Proposals within this draft budget respond to a number of the 'next steps' set out in the covering paper to the Executive which accompanied the latest Environmental Sustainability Strategy Annual Report (September 2023).
172. Revenue budget growth is being sought for the following, which will contribute to the delivery of the Council's Environmental Sustainability Strategy and Action Plan:
- 1 FTE Sustainability Manager (£0.068m), to provide additional capacity within the Corporate Policy, Projects & Performance service and support the Council work towards its net zero organisation and borough-wide targets;

Agenda Item 5

- 0.5FTE Ecology Officer (£0.02m), to assist the Council in implementing biodiversity improvements; and
- £0.132m increase to base budget in Neighbourhood Services to enable the Council to transition the running of its compatible HGV fleet from diesel to HVO, delivering an estimated 76% reduction in carbon emissions per vehicle and an overall 24% reduction in total annual Council carbon emissions (approx. 475 tCO₂e per year). This revenue growth request figure is based on the purchase of ethically sourced HVO, and is based on 2022/23 vehicle fuel usage, current diesel prices and HVO prices quoted by reputable suppliers.

173. Revenue savings are identified of £0.025m associated with the installation of CIL-funded solar compacting bins. This saving results from reduced frequency of refuse bin emptying which will also deliver (currently unquantified) carbon emission reductions from reduced vehicle mileage.

174. Capital growth is being sought for the following:

- £0.1m of capital growth for the installation of upgraded energy management systems across key operational buildings. This will contribute to achieving carbon emissions reduction as it will enable better understanding (and therefore control) over energy use in our buildings. This therefore represents an 'invest to save' project. It will also mean the Council has access to more up to date and reliable data for reporting purposes;
- Environmental upgrades to a range of Council buildings to deliver recommendations from the commissioned Energy Audit reports. This is in addition to the approx. £0.8m of strategic CIL secured for the delivery of solar panels, energy management and energy efficiency measures across 9 Council buildings. Growth of £1.145m is being sought, which will fund the installation of measures such as anti-glare film, LED lighting and lighting sensors, sub-metering and switching from gas boilers to either heat pumps or hybrid heating systems. The carbon savings associated with measures delivered through CIL and this additional capital growth combined is estimated at in the region of 330 tCO₂e per year. Should this capital growth be funded from external borrowing over 50 years, borrowing costs of around £0.09m per year are projected; however it should also be noted that investing in energy reduction measures across our operational assets will reduce council energy bills and thus deliver associated revenue savings.

Planning and funding environmental improvements to Council buildings – our approach.

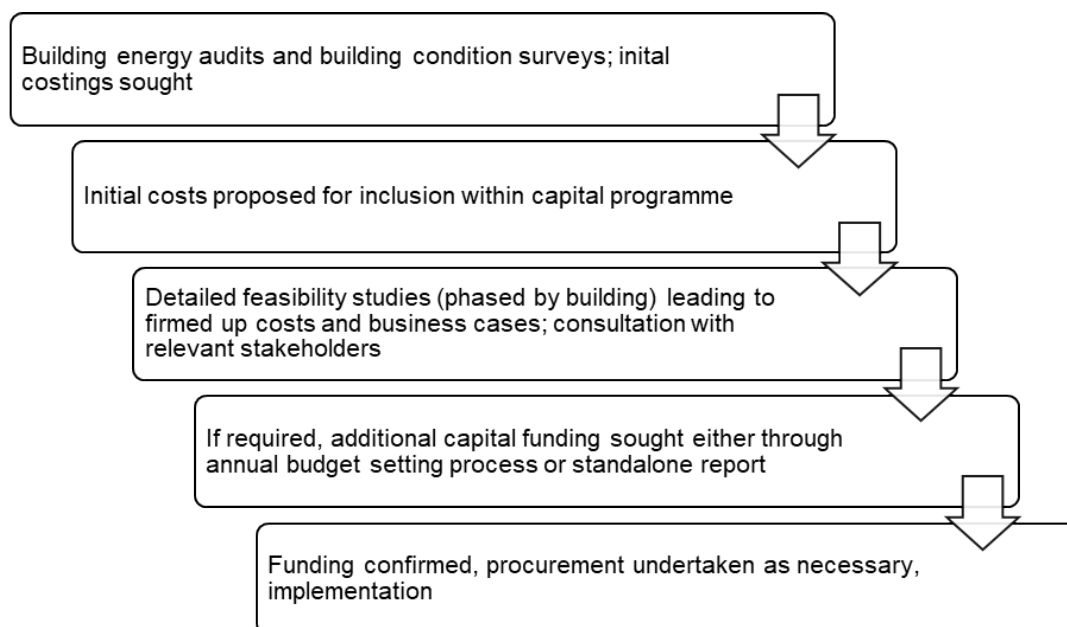
175. The capital growth proposals summarised above reflect a phased approach to undertaking environmental improvements to our buildings. This reflects practical considerations including staff capacity, the minimisation of installation costs and avoiding potentially abortive work (for example installing measures that then need to be removed due to later building refurbishment).

176. The figures provided are based on current information at the time of preparing this report. It should be noted that capital costs for environmental improvements are currently estimated based on recent building condition surveys, however full feasibility work will be required prior to implementing the proposals – this, together

Agenda Item 5

with inflation – may lead to changes to the costs presented in this report. It should also be noted that costs are based on the operational use of buildings remaining the same. If there are substantive changes in the way the Council works, revised proposals and costings will need to be developed.

177. The process that will be progressed through to the point of installation is summarised below:



178. The environmental sustainability implications of individual proposals within the draft budget have been considered. For the majority of proposals no environmental sustainability impact has been identified. Where potential impact has been identified this is as follows:

- Positive impact from proposals to move the emergency planning post into base budget, assisting the Council to respond to the increasing risk and impact of extreme weather events resulting from climate change; and
- Potential positive impact from the proposed increase in parking fees, encouraging car users to consider alternative modes of transport.

179. It is not known whether there will be any sustainability implications from the proposed fee increases in relation to allotments, garden waste and bulky waste. It is not anticipated that the relatively small increases will adversely affect customer numbers but impact on levels of service usage will be kept under review.

180. More generally, the proposed approach for funding the Council's environmental sustainability activity is as follows:

- Base budget funding within the corporate policy team for one sustainability project officer, with non-base budget funding for a second sustainability project officer;
- Retention of the Environmental Sustainability Reserve to progress corporate sustainability project activity;
- Service-specific initiative costs funded within the relevant Council departmental budgets (for example, Fleet, Facilities), with the above sustainability budgets serving to provide 'top up' funding in some instances; and service-level capital funding requests progressed on a project-specific basis; and

- Drawing on external or third party funding opportunities wherever possible, either by the Council working alone or in partnership

COMMUNICATION IMPLICATIONS

181. The Council continues to offer value for money for Council residents – in 2023/24 the average household paid just £4.80 per week to the Borough Council in Council Tax, which pays for the wide range of services that the Council delivers, including household waste and recycling collections, street cleaning, greenspaces maintenance, leisure and community centres, and statutory and regulatory services such as licencing, environmental health and planning.
182. Central to the Council's communications and engagement strategy is not only to promote the good work that the Council does and the great services it provides, but also to make sure that our annual service & financial planning process reflects what our residents and businesses need. Development of the 2020-2025 Corporate Plan was supported by extensive consultation with residents and other partners to ensure that our priorities remain relevant up to 2025.

RISK MANAGEMENT CONSIDERATIONS

183. The Council has strong risk management arrangements in place to ensure that any risks are identified and managed, with regular reports provided to the Audit Committee and the Executive.
184. The risks relating to the long term financial sustainability of the Council remain on the strategic risk register and controls and mitigating actions are regularly reviewed. They are set out in the MTFP at Annex 2.
185. Service & financial planning risks: the service and financial plans contained within this report are aimed at minimising risks and ensuring that the Council continues to deliver great services whilst managing budgets and other resources well.
186. Local Council Tax Support scheme risks: there are ongoing risks associated with not carrying out a review of the Scheme. It needs to current circumstances and the costs of processing claims have to be managed as they all fall on this authority. The window of opportunity for consultation is growing ever smaller and significant changes will require wide consultation to avoid the risks of legal challenge, which again are borne entirely by this authority. This does not however prevent the Council from managing and controlling other areas of the Council Tax base, such as discounts and exemptions.

HUMAN RESOURCE IMPLICATIONS

187. The Council will need to maintain workforce capacity and skills to enable the organisation to diversify and deliver again Corporate Plan ambitions.
188. The service & financial planning proposals for 2023/24 set out in this report result in an overall change in FTE numbers as set out in the table below; the final position will be confirmed in the January budget report.

Agenda Item 5

Table 24: STAFF ESTABLISHMENT – FORECAST FTE MOVEMENTS 2023/24 TO 2024/25		
STAFF ESTABLISHMENT 2023/24 (including fixed term posts)		530.0
Net Permanent Posts to be created / (deleted) as part of 2023/24 Service & Financial Planning Savings and Growth proposals:		
Annex		
3.1	Corporate Policy	1.0
3.1	ICT	3.0
3.1	Legal Services	(1.0)
3.1	Environmental Health & Licencing	1.5
	Planning & Development	0.5
FORECAST STAFF ESTABLISHMENT 2024/25		535.0
NET INCREASE / (DECREASE)		5.0

189. The final budget proposals and Medium Term Financial Plan forecasts will include provision for an annual cost of living pay award for staff. This award is subject to negotiations with staff representatives and will depend on a variety of factors, including economic conditions, inflation levels and staff recruitment and retention considerations. The budget forecast also includes an allocation for contractual pay increases for some staff (primarily incremental pay rises linked to achieving appraisal targets).

CONSULTATION

190. Consultation will be carried out in line with the Council’s budget and policy framework. This includes consideration by the Overview & Scrutiny Committee.
191. Budget and policy framework consultation: The Constitution requires a consultation of 8 weeks on the draft budget. The budget consultation will run from November 2023 to January 2024. Publicity will be produced following this meeting explaining how to submit comments in writing or via email. Key partners and stakeholders will also be notified about the budget consultation, and any interested parties will be able to respond to the consultation by way of a survey or written response. A summary of consultation responses received will be provided to the Executive in January 2024 alongside the final proposed budget.
192. As part of the budget and policy framework consultation, the Overview & Scrutiny Committee has established a Budget Scrutiny Panel. The Panel is scheduled to meet on 29 November 2023. It is anticipated that the Panel’s report will be considered by the Overview & Scrutiny Committee on 7 December 2023. Any comments or recommendations will be reported to the Executive meeting on 14 December 2023.
193. Statutory consultation/notification: Section 65 of the Local Government Finance Act 1992 requires the Council to consult representatives of those subject to non-domestic rates in the borough about its proposals for expenditure for each financial year. General consultation with local businesses on the proposal in this report will be achieved as in past years through activities coordinated by the Economic Prosperity Team, including business networking events and using the Council’s business e-newsletter.

Agenda Item 5

194. Section 70 of the Local Government (Miscellaneous Provisions) Act 1976 establishes requirements for the charging of Fees & Charges in respect of vehicle and operator licences and the making of changes to such charges. Consultation and notification of any proposals to amend these charges will therefore be carried out in accordance with this legislation.
195. Section 35 of the Road Traffic Regulation Act 1984 (and associated enabling legislation) establishes requirements in relation to charging for off-street parking charges and the making of changes to such charges. Consultation and notification of proposals to amend these charges will therefore be carried out in accordance with this legislation.

POLICY FRAMEWORK

196. The budget proposals within this report form part of the Council's budget and policy framework. The annual budget is developed to ensure that the Council can deliver its Corporate Plan and services to residents and businesses.

Background Papers:

Medium Term Financial Plan Update, report to Executive on 13 July 2023

Capital Investment Strategy 2023/24, report to Executive on 22 June 2023

Draft Service Plans, 2024/25 to 2026/27 can be viewed in the Members' Section of the Modern.Gov Library (via the 'Draft Budget November 2023 folder')

Full list of proposed changes to Fees & Charges can be viewed in the Members' Section of the Modern.Gov Library (via the 'Draft Budget November 2023 folder')

Draft Equality Impact Assessment findings can be viewed in the Members' Section of the Modern.Gov Library (via the 'Draft Budget November 2023 folder')

Annexes:

- 1 Policy Context
- 2 Medium Term Financial Plan - Summary
- 3 Revenue Budget – Growth, Income and Savings Proposals
- 4 Capital Programme - Growth Proposals
- 5 Fees & Charges Policy
- 6.1 Revenue Reserves
- 6.2 Reserves Policy
- 7 Local Council Tax Support Scheme – proposed changes

This page is intentionally left blank

POLICY CONTEXT

The international, national and sub-national context in which the Council will need to operate in 2024/25

1. International Context

1.1 The UK and the Council are part of a global economic, political and environmental system. The state of this system shapes and influences the context in which the Council must operate. This includes factors such as international political stability, global productivity, international finance, and commodity prices and supply chains. Whilst the Council is a very small part of the system, the macro-trends shaping the global situation also have local implications, awareness of which is important for informing the work of the organisation.

Global Economy

1.2 Global economic trends heading into 2024 are for slowing growth. Growth in 2023 was constrained by a number of factors, and this weakness is likely to remain. Supply pressures on energy and food have eased somewhat, but several adverse pressures remain in effect, including climate-related disruption, international conflict, and tightened monetary policy in response to elevated levels of inflation.

1.3 Trends in energy and food costs have improved, with inflation in these sectors diminishing and actual prices falling in some cases, although broadly remaining relatively high. Core inflation across other areas remains above most national target levels, and central banks have acted to counteract this through raising central interest rates and driving increases in costs of borrowing. Levels of inflation are projected to fall in 2024, which may lead to loosening of this approach, but it is likely that central interest rates will remain elevated for some time.

1.4 The influence of major economies remains a potential risk area in 2024/25. Concerns over US debt default were averted, but continue to be a potential future concern due to the debt-ceiling mechanism and political tensions within the country. China's economy is meanwhile facing concerns around lower than expected growth and risks in the real estate sector. If either of these key economies experiences significant weakness, this would have a disruptive effect on global economic affairs.

1.5 Economic trends also continue to drive social tensions in many countries, with inflationary and other cost pressures combining with high levels of inequality to prompt discontent. This pattern is not anticipated to lead to major shifts in economic activity in the immediate term, but may continue to present risks and disruption until alleviated, or conditions change.

1.6 If the global economy continues to proceed in accordance with current trends, its influence on the Council is likely to remain stable. Increased demand for Council services and financial cost pressures would therefore be expected to remain in place and would not be anticipated to significantly improve or worsen

in 2024/25. There will however continue to remain risks of more adverse conditions which will need to be monitored throughout the year.

International Relations

- 1.7 Russia's invasion of Ukraine continues to be a prominent concern for European nations and neighbours. The conflict has remained highly active, with fighting continuing and no indications of a conclusion being reached. Both the conflict itself and its implications for longer term political stability continue to present significant risks to both economic and broader interests. Significant conflicts are also present in other regions, including internal conflicts in Myanmar, Ethiopia, and Sudan, and insurgent activities in northern, central and western Africa.
- 1.8 As identified in previous years, there continues to be a broad international trend towards more nationalistic and authoritarian politics, and away from multinational cooperation. In the short term, this presents potential risks around disruption to trading arrangements and internal productivity. In the longer term, such political positions may also increase the risk of wider tensions and instability.
- 1.9 In the longer term, the balance of international influence between the USA, China, and other emerging powers such as India remains uncertain. There remain a number of points of concern or dispute, and indirect tensions remain a potential risk to continued international stability.
- 1.10 These international tensions are most immediately notable for the borough and the Council in that they risk disruption to resource availability and wider trade. Where conflicts or instabilities persist or worsen, this may therefore lead to increases in costs for necessary goods and services. The Council also undertakes activities to support those displaced by conflict, and where conflicts continue or emerge, this may also lead to additional demand for these activities.

Climate and Environment

- 1.11 The effects of climate change and environmental degradation are both increasingly evident, and increasingly harmful. The planet continues to experience a wide range of threats to the environment, including air pollution, waste plastics, loss of habitats and biodiversity, water scarcity, and, in particular, global warming and climate change due to human-led greenhouse gas emissions. These risks have been highlighted by the increased prevalence of extreme weather events, flooding and wildfires across the globe.
- 1.12 Regardless of other economic factors, if determined action is not taken to address this crisis, the wellbeing and prosperity of everyone on the planet are likely to suffer greatly. The Paris agreement, adopted by the UK and 195 other countries in 2015, sets out a plan to address carbon emissions and global warming, but this will need to be supported and delivered by practical action at a national and more local level. Even where action is taken, the climatic changes that we are already seeing will continue to cause disruption, with wide ranging implications to food and resource security, migration, and international tensions, exacerbating other global economic pressures.

Recyclate Markets

- 1.13 An international economic factor of particular note to the Council is the price of recycled materials. The Council is a supplier of these, using recycling collected locally, and the value of these materials is therefore a considerable income consideration for the organisation. At time of writing, recycle prices have fallen to a low level, which will reduce income secured from this source. Prices in this sector are historically volatile and will need to continue to be monitored. This need is supported through the maintenance of a risk (OR1) on the Council's Operational Risk Register.

2. National Context

- 2.1 As with global conditions, whilst the Council is only a small piece of the national context, the general situation of the UK shapes the environment in which it must operate.

Cost of Living

- 2.2 Many residents have faced financial pressures due to increases in the cost of living. Costs of staple goods and necessities increased significantly, whilst income and social support measures lagged significantly. Residents on lower incomes have therefore been experiencing increases levels of difficulty, manifesting in increasing demand for support from Council services, such as Housing, Money Support, Council Tax Support, and from partners such as food banks.
- 2.3 These pressures have been felt especially strongly by the least well off, as inflation in the prices of essential goods such as bread and milk reached levels around 20%, approximately double overall inflation measures. As these costs represent a higher proportion of spending for less well-off households, who already have less disposable income, the negative impacts are therefore amplified significantly.
- 2.4 Increases in the Bank of England base rate are likely to lead to further challenges for many residents, as corresponding increases in mortgage rates will lead to potentially very significantly increased housing costs. The impact of current cost of living pressures may therefore spread to a wider section of the population in the coming years.
- 2.5 Overall inflation has now fallen, with CPI declining to 6.7% as of August 2023. However, as this represents only a decrease in the rate of price increases, costs remain elevated in almost all areas.
- 2.6 Counterbalancing these rising costs, wage growth has also been strong in the most recent year, with annual growth in regular pay at 7.8% as of July 2023. This growth lags previous inflation levels of over 10%, but represents a comparable reaction to cost increases for those benefiting. As noted above however, the particularly high impact of inflation on the most necessary goods means that those spending the highest proportion of their income on these necessities are still likely to be adversely affected on balance, potentially leading to additional demand for Council support.
- 2.7 Housing costs in the UK have also been at record levels, both in terms of absolute cost and relative to unaffordability. Whilst there have been a range of

mitigating measures to support access to housing, there has not been a systematic effort towards addressing the limited supply, and this trend is therefore likely to continue in at least the near future. As identified above, increases in mortgage interest rates may also contribute to higher costs.

- 2.8 Overall these pressures are likely to lead to sustained and potentially increasing demand for Council services. They may also limit Council income as additional persons may require Council Tax support measures, and uptake of discretionary services may be lower. The increase in demand may however be less severe than in the previous year, as costs increase at a lower rate.

Central Government and the Public Sector

- 2.9 The public sector continues to operate within challenging conditions, both financially and otherwise, with the post-2008 austerity approach continuing to be felt. Pressures on resources have been a regular concern raised by organisations across the sector, including health, social care, education, the police and local authorities. This has been recently evidenced in strikes by doctors and teachers, although agreements have now been reached in many cases.
- 2.10 Central government policy towards local authorities in recent years has primarily been to rely on them to operate independently, with reductions in central government support and funding relative to previous periods. The last year saw a small amount of additional resources made available to local authorities, through measures such as increased permitted Council Tax, social care precepts, and extension of existing business rates income. However, with demands on support from local authorities continuing to grow in many cases, and the impact of cost inflation, the sector's finances remained stretched.
- 2.11 Current indications from central government and the Department for Levelling Up, Housing and Communities (DLUHC) are that this financial context should broadly be expected to continue. The DLUHC is currently consulting on new guidance on best value practices and is establishing the Office for Local Government (Oflog) as a performance monitoring body for local government. Whilst the current consultation does not specify such an approach, it is therefore likely that central government will seek more oversight and involvement with local government in future. If this is the case, this will likely represent an additional ask on local authority capacity to provide reporting requirements or similar, which may not be supported by corresponding additional resources.
- 2.12 National economic policies more widely retain a focus on stimulating growth through incentivising private sector investment and trade. Unfortunately, despite current policies, international projections from the Organisation for Economic Co-operation and Development (OECD) and the International Monetary Fund (IMF) are for the continuation of relatively low UK economic growth in 2024. If this slow economic growth persists, the pressures on public services are likely to similarly remain; if, however, there is stronger economic growth, this would be expected to reduce demand services such as the Council and potentially lead to more resources being available for the public sector.

Environmental Policy

- 2.13 In 2019, the UK government amended the Climate Change Act 2008 to commit the country to a target of net-zero greenhouse gas emissions by 2050. This target is supported by a range of current and emerging legislation.
- 2.14 The Environment Act 2021 set long-term legally binding environmental targets, both with regard to and beyond climate change mitigation. This included targets regarding air quality, biodiversity and waste reduction, which are relevant to the Council's activity. This was supplemented by the Environmental Improvement Plan published this year.
- 2.15 In October 2021 the previous Government published its Net Zero Strategy setting out policies and proposals to decarbonise all sectors of the UK economy to deliver the national net zero target. The Net Zero Strategy was accompanied by a Heat and Buildings Strategy focusing specifically on change in relation housing, commercial, industrial and public sector buildings and has since been supplemented by the Powering Up Britain policy paper.
- 2.16 However, the government has recent postponed or altered a number of the commitments of the Net Zero Strategy, including delaying the ban on sale of new petrol and diesel cars from 2030 to 2035. Whilst this move may be reverted by a future government, it signals a reduction in focus on environmental sustainability and addressing climate change from the current administration.
- 2.17 The Committee on Climate Change, an independent UK statutory body, identified a number of concerns in its June 2023 progress report, including regarding the need for additional urgency of action, avoiding expansion of fossil fuel production and the need to maintain and support commitments through appropriate regulation.
- 2.18 If recent moves in government policy are retained, there is therefore an increased risk for the borough and consequentially the Council, through adverse climate conditions and loss of potential economic benefits associated with the 'greening' of the economy. In the shorter term, support for local environmental sustainability measures may be diminished.

Planning Policy

- 2.19 There have been a number of potential changes to national planning policy raised by central Government in recent years. Following a review and consultation in 2020, and a number of changes since, the Levelling Up and Regeneration Bill is being brought forward through Parliament. Whilst the bill does not only relate to planning, it includes a number of relevant elements, including relating to levies on developers, use of vacant properties, environmental assessments and reforms to local plans.
- 2.20 The initial Planning White Papers released as part of the 2020 round of consultation, raised concerns that elements of the legislation had potential to erode local controls, with the risk of allowing developers to proceed without regard to local concerns or of resources needed for local amenities not being secured. The new bill appears to move away from these concerns to some extent, and is more supportive of plan-led systems. However, there remains

much uncertainty, including how fully the proposed arrangements for developer levies will meet local infrastructure and amenity needs whilst preserving the ability to secure affordable housing.

Waste and Recycling

- 2.21 In addition to monitoring recycle prices, as identified above, there has been a need to monitor potential impacts from the implementation of the government's Resources and Waste Strategy. Emerging from legislation tied to the Environment Bill, this has the potential to impose additional requirements on local councils for the collection of waste and its composition.
- 2.22 As of the most recent announcement of 20 October 2023, there is not currently anticipated to be major financial disruption in the near term from the implement of the strategy. There will remain local discretion on how core recyclable materials are collected, and councils will continue to be able to be able to recover costs for collection of green waste. Requirements for separate collection of food waste will increase somewhat; this is anticipated to be supported by provision of some capital funding, but details of this are yet to be confirmed and will be monitored as they emerge.

Levelling Up and Devolution

- 2.23 Central government agreed a 'Levelling Up' approach in 2022, aiming to drive prosperity and address regional inequalities. As the borough and the wider county of Surrey are within the more prosperous areas of the country, they fall outside of the primary focus of the programme. However, there are smaller funds available across the country, and any successes in strengthening the wider national economy would be anticipated to have secondary benefits for other areas, including the South East.
- 2.24 The Government has also been exploring a range of options for devolution of some powers, in conjunction with local authorities. Aside from the established arrangements in Scotland, Wales and Northern Ireland, the most extensive of these have been undertaken in regional metropolitan areas, such as Greater Manchester, associated with the levelling up approach. The previous Government was also investigating agreeing County Deals with additional areas, with the potential to devolve a selection of powers to the upper tier authorities. More information on the potential for Surrey is presented in the local context section below.

3. Local Context

Economic Prosperity

- 3.1 The borough of Reigate & Banstead continues to be a prosperous area, with local business activity and resident incomes higher than average for the UK. Compared to the UK average it has a higher proportion of jobs within the sectors of financial and insurance activities, construction, and human health and social work activities, and a lower presence in manufacturing. The nearby presence of Gatwick Airport is also influential for the south of the borough, particularly Horley. The borough previously fell within the Coast to Capital Local Enterprise Partnership, but it has been announced that these functions relating to driving strategic investment will be transferred to local authorities, with Surrey County Council expected to take on the role for Surrey.

- 3.2 Recent years, particularly the COVID-19 (coronavirus) pandemic presented challenges for local businesses. During this period, there were elevated rates of business closures and unemployment. However, these measures are now recovering, and footfall levels in town centres have seen significant increases in recent months, with most now approaching pre-pandemic levels.
- 3.3 Local unemployment levels are at historically low levels, mirroring the wider national status, although youth unemployment is relatively elevated (but still low). Correspondingly, local job vacancies are at a heightened level, with businesses reporting challenges in recruitment and retention and elevated turnover rates across multiple sectors.
- 3.4 Businesses have also been affected by recent levels of inflation, facing increased costs and potentially weaker demand for non-essential goods and services. This has been particularly experienced by smaller businesses, with larger corporations generally having more capacity to absorb temporary pressures. The Council will need to continue to monitor the local and national economy and consider the implications for local businesses, particularly smaller enterprises, of any emerging trends or pressures.

Housing

- 3.5 Housing affordability in the borough and surrounding areas is such that local residents, young families and local employees on moderate incomes are often unable to buy their own homes. 2022 saw average house prices at approximately 12 times local wages. Similarly, private rents in the borough remain high, with the average 2 bed monthly rent reaching nearly £1,200. With mortgage prices currently increasing, and home owners recaching the end of fixed-term mortgages, housing affordability is likely to suffer further in the coming year.
- 3.6 Local demand for housing support is currently heightened, and the Council has been experiencing increased numbers of homeless approaches and emergency accommodation placements in recent years. Figures from the most recent annual report on the Council's Corporate Plan indicate that approximately 2% of households in the borough are seeking homelessness support.
- 3.7 Cost of living pressures are anticipated to increase through the winter and spring, and the number of approaches and placements is therefore likely to continue to increase. The impact will be a higher spend on nightly paid emergency accommodation and, as it becomes harder to source all types of accommodation, households are being placed further away from the borough which can cause further hardship at a time of crisis. Suppliers of nightly paid accommodation have also started to increase their charges due to their energy costs increasing.
- 3.8 The Council has been acting to secure additional access to necessary emergency, temporary and social housing provision, through both partner organisations and direct provision. This helps to reduce the annual costs of responding to the homelessness need, particularly where it can mitigate the need for expensive measures such as bed and breakfast accommodation. It has also been pursuing measures to ensure that available units are used as

effectively as possible. However, current trends are anticipated to continue in the near future, and growing demand will continue to apply further financial and resource costs to the Council.

Health

- 3.9 Whilst, as a lower tier authority, the Council does not have a statutory responsibility for health or social care, several of our services do impact on the wider determinants of health, such as local environmental health and licensing matters, the provision of high quality greenspaces, planning policy, intervention services (including family and money support) and our community development activities. With the statutory establishment of Integrated Care Systems (ICS) in July 2022 and the associated focus on more integration between the health service and other public and voluntary sector organisations, we are committed to strengthening our already robust collaboration with all health sector and wider partners in the borough.
- 3.10 The borough falls within the Surrey Heartlands Integrated Care System area, with parts of the borough within both the East Surrey Place and Surrey Downs Place partnerships. At present, the Council has substantial strategic and operational collaboration in place with East Surrey Place (which covers the areas around Redhill, Reigate and Horley), from being a signatory to the East Surrey Place Alliance Agreement to collaboration between local GPs and our community development team. Our involvement in Surrey Downs Place is less developed, although there is strong frontline collaboration between the Banstead Primary Care Network and our community development team. We remain keen to achieve closer strategic collaboration with Surrey Downs Place in future.
- 3.11 There is anticipated to be a continued appetite for cooperation between the Council and health sector partners, with scope identified for joint endeavours to improve public health through improving conditions for residents. This work may both provide direct benefits to residents, with support and targeted funding from NHS partners, and lead to overall greater wellbeing and prosperity where overall levels of public health can be improved.

Welfare and Support

- 3.12 As identified above, unemployment levels are currently low, having reduced following an increase during the pandemic. The economic inactivity rate is also particularly elevated at present, particularly influenced by long-term sickness. Whilst job vacancies remain high, it is possible that the cost pressures being faced by businesses or limits on disposable income will lead to reductions in staffing demand, potentially causing unemployment to increase. This would require additional administration to support and would be likely to increase demand for other Council services.
- 3.13 A number of national support measures to address cost of living have been administered by the Council's Revenue and Benefits service. Administering these items requires additional activity by the service, and if continued pressures on cost of living lead to further support measures, these may in turn place further demands upon the service.

Property

- 3.14 The local property market both influences the Council's income from its property portfolio and is indicative of wider economic factors.
- 3.15 Changes to working patterns and the growth of remote-working present questions over longer-term demand for office space. Whilst property demand has continued in recent years, this has primarily been focussed on the highest quality units and wider demand may potentially face limitations in future. This will need to continue to be monitored over coming years.
- 3.16 Retail property continues to face some challenges, particularly in respect of high-street premises, relating to the continued move of customers towards online purchasing. Retail warehousing has been performing strongly by counterpoint, but this trend may now diminish as disposal income levels are potentially more limited.
- 3.17 There is relatively little local industrial property, but this sector will continue to be monitored for wider consequences and implications.
- 3.18 Residential property continues to experience strong demand, as identified under housing considerations above. Relaxations in permitted development rules have increased the prevalence of conversions from other uses to homes or other accommodation. Whilst provision of additional housing provides benefits, it will also be necessary to continue to monitor the implications of shifts of use for local residents, communities, infrastructure and economies.
- 3.19 Development and construction activity has been experiencing increased costs, including from materials, borrowing, and labour. This may challenge the viability of development activity, both for the Council and others. This could potentially lead to less scope for financially sustainable development opportunities and potential inhibitions to local economic activity.

Local Environmental Sustainability

- 3.20 In 2020 Surrey County Council (SCC) published its Climate Change Strategy. This sets out an ambitious plan for the county to achieve zero net carbon by 2050, and includes a range of actions and activities that will need to be implemented at the borough level, in conjunction with measures outlined in our own Environmental Sustainability Strategy. This has subsequently been supported by a SCC Delivery Plan and ongoing work on climate change resilience and adaptation.
- 3.21 It is important that the Council continues to work closely with Surrey County Council (and other local partners) to deliver on shared environmental and climate objectives, to lobby for further policy clarity, powers and funding from central government and to deliver maximum benefits from the resources that are available. At the same time, local authorities need to work to ensure resilience within communities and the built environment to the physical impacts of climate change, such as hotter summers, more extreme weather events and increased flood risk.

Transport and Infrastructure

- 3.22 Local transport networks are very well used. Road traffic volumes at peak times leading to reduced travel speeds at busy times. There therefore also continues

to be a high level of demand for infrastructure maintenance in the local area. Whilst this is primarily not a borough-level responsibility, it remains relevant in informing the context in which the Council operates.

- 3.23 The Council has and will continue to work with Surrey County Council across a range of transport and infrastructure topics, including the jointly developed Local Cycling and Walking Infrastructure Plan, which will enable bidding for additional government funding. This aligns with Surrey's wider Local Transport Plan, which includes ambitions for improved environmental sustainability along with economic and community benefits.
- 3.24 The Council continues to collect the Community Infrastructure Levy (CIL), which is allocated to assist with the delivery of a range of infrastructure projects across the borough. The Council approved the second CIL Strategic Infrastructure Programme for 2023-2027 in March 2023, setting out approvals for a range of projects. This funding will not be sufficient to address all local demands, but will support a number of identified locally significant priority projects.
- 3.25 Gatwick Airport is continuing to move forward with plans for expansion, increasing airport capacity. This has potential local implications for transport capacity, along with wider concerns regarding environmental factors, although there are also potential economic benefits from employment and business demand. The airport's expansion plans were accepted for examination by the National Planning Inspectorate, which will make a judgement on their suitability.
- 3.26 The Council will need to continue to monitor local transport and infrastructure considerations as they emerge and develop. It is not anticipated that the infrastructure context will have significant direct financial implications for the Council in the coming year, but may influence the prosperity and wider conditions of the borough in the longer term.

Devolution and County Deals

- 3.27 The levelling up strategy included proposals for potential 'County Deals' with upper-tier authorities in a number of areas across the country, subject to local interest. These proposals would include devolution and/or concentration of a number of powers to the local authority level, which – in the event that a county deal were to be implemented locally - would be through Surrey County Council. There would also be the potential for additional funding where there was agreement to adopt a structure including a directly elected mayor for the region.
- 3.28 Surrey County Council has previously announced an interest in securing a County Deal for Surrey as part of the levelling up proposals. This would not lead to any changes in borough and district level structures, but would potentially change the routes for accessing some funding or use of some regional powers. SCC is not currently believed to be interested in moving to a directly elected mayor, which would limit the scope of changes which would secure additional local funding. The Council will need to continue to monitor and seek to engage with emerging proposals for a County Deal as they develop, and consider any resultant implications for local practices and funding.

Organisation and Resources

- 3.29 As with the experiences of residents and businesses, recent levels of inflation have reflected substantial increases in the costs of the goods and services utilised by the Council. This has been felt across the organisation, encompassing elements such as energy and fuel, ICT services and support, and property management and maintenance. Within the identified national context for public sector organisations, these increased costs therefore require the Council to maximise its financial efficiency in delivering its objectives.
- 3.30 It is uncertain how these direct cost pressures will trend in the coming year. Inflation is anticipated to continue to fall from peak levels, but may remain above recent historic levels. Costs are not anticipated to fall significantly in many areas, but where any falls do occur this may help to alleviate financial pressures on the organisation. Consideration of the coming year's budget should therefore reflect the need to accommodate these cost pressures and the uncertainty that remains around them.

November 2023

This page is intentionally left blank

MEDIUM TERM FINANCIAL PLAN - Summary

2024/25 to 2028/29

November 2023

- Introduction
- 1. Medium Term Financial Plan Objectives
- 2. Medium Term Financial Plan Priorities
- 3. Medium Term Financial Plan Context
- 4. Corporate Plan Priorities
- 5. Budget-Setting Priorities 2024/25
- 6. The Revenue Budget
- 7. Revenue Budget Funding
- 8. Council Tax
- 9. Business Rates (National Non-Domestic Rates)
- 10. New Homes Bonus
- 11. Revenue Reserves
- 12. Medium Term Financial Plan Forecast 2024/25 onwards
- 13. Capital Investment Strategy
- 14. Treasury Management & The Prudential Code
- 15. Medium Term Financial Plan Risks & Sensitivities
- 16. Budget Equalities Impact Assessments
- 17. Budget Scrutiny
- 18. Consultation
- 19. Service & Financial Planning Timetable 2024/25
- 20. CIPFA Financial Management (FM) Code
- 21. CIPFA Resilience Index
- 22. Conclusion

APPENDICES

1. Revenue Budget 2023/24
2. Medium Term Revenue Budget Forecast 2024/25 to 2028/29
3. Capital Programme 2023/24 to 2027/28
4. Strategic Financial Risks
5. Financial Stability Programme

GLOSSARY

Introduction

This Medium-Term Financial Plan (MTFP) is a summary of the Council's key financial information, including the budget challenges faced, and our approach to addressing them.

It sets out the approach to establishing a sustainable financial base to support delivery of Council policies and priorities. It also highlights the financial risks and issues which have to be tackled, including ongoing reductions in Government funding.

In July 2023 the Executive approved the previous version of the MTFP which was based on the objectives of the Corporate Plan 2020-2025. It set out the latest resource projections and estimates of expenditure.

This document refreshes and updates MTFP forecasts in anticipation of service & financial planning for 2024/25 and in support of the Service & Financial Planning Budget report being presented in November.

Key changes since the July 2023 budget report include:

- Updated forecast for pay cost inflation;
- Updated forecast for interest rates from Bank of England;
- Update forecast for service budget income;
- Updated forecasts for council tax and business rates income; and
- Latest assumptions on the continuation of Government grants.

As usual, this reflects forecasts before any savings, income and growth from service & financial planning reviews are taken into account.

The Service & Financial Planning report being presented in November 2023 sets out the detailed actions required to deliver a balanced budget that is consistent with the direction and objectives set out in this MTFP.

1. Medium Term Financial Plan Objectives

The objectives of this MTFP are to help us:

- Provide a robust financial framework to assist decision-making processes;
- Manage council finances within the context of a forward-looking service & financial planning framework;
- Prioritise resources to align spending plans with our vision and strategic objectives and resident priorities;
- Recognise the ongoing funding challenges that will need to be addressed through changes to how services are delivered, realising new sources of income and delivery of cashable budget savings, or a combination of all three;
- Maintain council tax resource levels;
- Maintain a balanced budget and continue to strengthen that position;

- Maintain the General Fund reserve at a minimum of 15% of the annual net Revenue Budget to cover significant unforeseen expenditure;
- Maintain Earmarked Revenue Reserves for specific purposes, consistent with achieving our priorities and managing risks. The use of Earmarked Revenue Reserves will be in line with the Council's Reserves Policy and will be reviewed annually;
- Help confirm the affordable level of capital investment required to support our strategic and financial priorities while remaining within prudential borrowing limits;
- Ensure that fees and charges are set at an appropriate level and that they take into account comparative levels of charge and ability to pay, in line with the latest fees and charges policy;
- Demonstrate probity, prudence and strong financial control;
- Manage financial risks;
- Continually review budgets to ensure resources are targeted on key objectives;
- Continue to improve our approach to commissioning and procurement to ensure value for money for local taxpayers;
- Support new ways to ensure financial sustainability and maximise income to deliver our priorities. This includes the development of commercial projects to capture both revenue income and capital growth opportunities;
- Pursue opportunities for securing external funding; and
- Support opportunities for working in collaboration with partners where this will support our priorities and improve service value for money.

2. Medium Term Financial Plan Priorities

In considering future budget projections, it is recognised that there are unknowns which could impact upon forecasts. The MTFP is not a static document but rather one that is constantly evolving as the environment around it changes. Some of the key risks and sensitivities which need to be monitored are set out below.

- **Economic conditions.** The impact of the economic cycle will need to be considered particularly in relation to business growth, inflationary pressures and interest rate movements. The impact of changes and any impact on public finances will need to be fully evaluated on the financial model;
- **Government Finance Legislation.** There are key pieces of Government legislation which will impact upon the future financial position of the Council. In particular the impact of the localisation of business rates and any additional responsibilities will need to be fully evaluated as well as the Government's planned Fair Funding Review of local Government finance which continues to be delayed but is still due to be introduced at some point in the future;
- **Other Government Legislation.** There are a significant number of political initiatives particularly in relation to localisation and the role of local Government. These will need to be assessed for their relevance to Reigate and Banstead and the impact on future finances;
- **Buoyancy of Income Streams.** These will be sensitive to changes in consumer confidence and the economy so will need to be closely monitored;
- **Strategic Investments:** The Council is looking to continue to pursue developments that produce financial returns while at the same time supporting the delivery of housing and regeneration priorities;
- **Commercial Ventures:** The Council will seek to take advantage of commercial opportunities wherever possible to cover costs, and to review our fees and charges, in order to maximise income in line with corporate objectives. Commercial opportunities will be pursued in line with the guiding principles set out in the Commercial Strategy.
- To carry out an annual **Financial Review** of the historic budget outturn position and of our base budget to ensure maximum value is obtained from those resources already allocated – effectively to ensure financial discipline and good housekeeping are maintained;
- Using **Reserves** in a sustainable and prudent manner to support the Council's strategies and priorities. This will be supported by the Reserves Policy. It is recognised that reserves can only be used on a 'one off' basis. However, they can play an important part in managing risks and supporting initiatives or investments which can deliver future benefits;

- To maintain the Council's financial standing it is important that its proactive approach to **Service & Financial Planning** and the **Financial Sustainability Programme** helps ensure that budget plans are deliverable and that investments are focussed on securing our financial health; and

3. Medium Term Financial Plan Context

Service & financial planning takes place within the context of the national economic and public expenditure plans; this MTFP has been formulated within the context of the current UK economic position and continued pressure on local government funding.

In response to this financial challenge, local government has innovated, streamlined services and increased productivity. The Government's plans to devolve more responsibilities through the localisation of business rates has been delayed (date to be confirmed), however the detail as to whether councils will be required to take on additional responsibilities remains unclear. The devolution of business rates is intended to be fiscally neutral but how this will work in practice is currently being developed alongside the Fair Funding Review. These changes will bring both risks and opportunities.

The Economy and Public Sector Finances and Government borrowing

There remains considerable volatility and movements in latest financial and economic forecasts. In September 2023 the Office for National Statistics (ONS) reported:

- *Public sector net borrowing excluding public sector banks (PSNB ex) in September 2023 was £14.3 billion, £1.6 billion less than in September 2022 and the sixth highest September borrowing since monthly records began in 1993.*
- *The interest payable on central government debt in September 2023 was £0.7 billion, £7.2 billion less than in September 2022 and the third lowest in any month since monthly records began in 1997; this was largely because of the fall in the Retail Prices Index (RPI) between June and July 2023 reducing the inflationary impact on index-linked gilts.*
- *PSNB ex in the first half of the financial year (April to September 2023) was £81.7 billion, £15.3 billion more than in the same six-month period last year but £19.8 billion less than the £101.5 billion forecast by the Office for Budget Responsibility (OBR) in March 2023.*
- *Public sector net debt (PSND ex) was £2,599.0 billion at the end of September 2023 and was provisionally estimated at around 97.8% of the UK's annual gross domestic product (GDP); this is 2.1 percentage points higher than in September 2022 and continues at levels last seen in the early 1960s.*
- *Excluding the Bank of England, public sector net debt was £2,372.9 billion or around 89.3% of GDP, £226.2 billion (or 8.5 percentage points) lower than the wider measure.*
- *Public sector net worth (PSNW ex) was in deficit by £667.3 billion at the end of September 2023; this compares with a £519.4 billion deficit at the end of September 2022.*

- *In September 2023, the public sector spent more than it received in taxes and other income, requiring it to borrow £14.3 billion. This was £1.6 billion less than was borrowed in September 2022 and is the sixth highest September borrowing since monthly records began in 1993, behind those around the coronavirus (COVID-19) pandemic period, and those following the global financial crisis.*
- *Central government forms the largest part of the public sector and includes HM Revenue and Customs, the Department of Health and Social Care, the Department for Education, and the Ministry of Defence. The relationship between central government's receipts and expenditure is the main determinant of public sector borrowing.*
- *In September 2023, central government borrowed £10.7 billion, £3.8 billion less than in September 2022 but £5.9 billion less than the £16.6 billion forecast by the Office for Budget Responsibility (OBR). Central government's receipts were £77.3 billion, £3.4 billion more than in September 2022 and £1.9 billion more than the £75.4 billion forecast by the OBR in March 2023*
- *In September 2023, the interest payable on central government debt was £0.7 billion, £7.2 billion less than in September 2022, and £4.1 billion below the OBR's March 2023 forecast of £4.8 billion. This was the third lowest interest payable in any month since monthly records began in April 1997, behind that of March 2018 and March 2019, and largely because of recent movements in monthly inflation.*
- *Central government net cash requirement (excluding UK Asset Resolution Ltd and Network Rail) was £15.2 billion in September 2023, £1.5 billion more than in September 2022 but £1.4 billion less than the £16.6 billion forecast by the OBR in March 2023.*
- *In September 2023, UK general government gross debt was £2,436.7 billion at the end of Quarter 2 (Apr to June) 2022, equivalent to 101.9% of gross domestic product (GDP).*
- *UK general government deficit (or net borrowing) was £43.9 billion in Quarter 2 2022, equivalent to 7.2% of GDP.*

Source: ONS: Quarterly estimates of UK government debt and deficit.

Economic Growth

- *According to the figures released by the ONS, UK gross domestic product (GDP) is estimated to have increased by 0.2% in August 2023. In terms of the broader picture wage growth continues to be stronger in sectors with ability to demand higher wages, like finance and manufacturing. Whereas industries such as retail, that which have a high number of employees earning close to the minimum wage, experience comparatively weaker wage growth.*
- *Interestingly, the public sector has witnessed a rise in pay growth, despite ongoing threats of industrial action from doctors, nurses, and teachers. Unions have successfully secured notable pay agreements in certain segments of the private sector, particularly where staff scarcity is prevalent.*
- *The UK economy saw a return to growth in April as consumer spending rebounded and fewer strikes, but the potential for higher interest rates creates uncertainty.*

- *Published data in September 2023 showed GDP expanded by 0.2 percent in August 2023 following a fall of 0.6% in July 2023, revised down from the previous 0.5% fall in the last forecast, reversing the previous month's contraction. This growth, in line with analysts' expectations, was primarily driven by a 0.3 percent expansion growth in all sectors with service output rising by 0.4% in August 2023.*
- *While latest GDP data raises hopes of avoiding a recession this year, concerns remain as the full impact of high interest rates has yet to be experienced, making it too soon to be confident in recovery. Market expectations are that the Bank of England will continue raising rates in the months ahead, are boosted by the strong labour market and the resilience of the economy, to bring inflation down to its 2 percent target.*

Source: Arlingclose and ONS November 2023

Interest Rates

The MPC held the UK Bank Rate at 5.25% at its meeting on 2 November 2023. Due to current inflation and wage data, it is possible that rates could increase further but the MPC has clearly stated that this is data dependent and affected by the following factors;

- *The risks lie to the upside. Further strong CPI inflation data for September at 6.7% could result in a further increase if inflation remains sticky and stubborn.*
- *The MPC will however cut rates in the medium term to stimulate the UK economy but will be reluctant to do so until services inflation and wage growth ease. The stickiness of these data suggests that rate cuts will happen later than previously expected. We see rate cuts lowering to 3% by mid 2025.*
- *Long-term gilt yields are expected to eventually fall from current levels reflecting the lower medium-term path for Bank Rate. However, yields will remain relatively higher than in the past, partly due to quantitative tightening, with continued elevated volatility.*

Source: Arlingclose and Bank of England MPC notes September 2023

Inflation

- *CPI inflation whilst currently running at 6.7% (ONS September) is expected to fall towards the end of the 2023 year as oil and other energy costs begin to ease. In the modal forecast conditioned on market interest rates, an increasing degree of economic slack and declining external pressures lead inflation to fall to materially below the 2% target in the medium term, but the Committee continues to judge that the risks to that forecast are skewed significantly to the upside.*
- *The mean projection for CPI inflation, which incorporates these risks, is at or just below the 2% target in the medium term.*

Source: Arlingclose September 2023

Potential impacts of inflation for budget-setting

- Increased expectation from staff and the representatives during annual pay negotiations and impacts of inflation-linked increases in the National Living Wage;
- Existing suppliers demanding significant increases to reflect their operating costs;
- Energy and fuel cost pressures;

- Cost of new building contracts higher than estimated;
- Suppliers and contractors being at risk of liquidation, potentially affecting delivery of services and increased business rate debt write-offs;
- Requirement to increase Council fees and charges that are linked to CPI;
- Higher than budgeted interest on balances but also increased cost of borrowing;
- Review of the Council tax referendum limit by Government and/or other measures introduced to mitigate the impacts of council tax for households;
- Review of the Business Rates (NNDR) Multiplier used by Government to set annual business rate increases;
- PWLB lending costs will continue to fluctuate because the lending rate is based on gilt yields; and
- Revision of some of Government's Spending Review21 baseline assumptions.

The MTFP forecasts do not include provision for general price inflation. Business cases for budget growth for specific contract price increases will be considered when the draft budget for 2024/25 is prepared in the autumn.

Local Government Funding

Over recent years the local government sector has been one of the areas hardest hit by the Government's deficit reduction plan. For Reigate and Banstead Government Revenue Support Grant reduced from £1.6 million in 2014/15 to nil by 2017/18.

This means that the framework for local government funding has been subject to a sustained period of change and uncertainty:

- April 2011 – New Homes Bonus introduced
- April 2013 - Business Rates Retention introduced
- October 2015 – 100% BRR and Funding Review announced
- April 2016 – Government and LGA working groups set up and start meeting
- Early 2017 - Call for evidence on Fair Funding and Business Rates Retention consultation
- April 2017 – New Homes Bonus scheme changes
- May 2017 election – Business Rates Retention primary legislation falls; Fair Funding Review to continue
- Summer 2017 – announcement of move to 75% Business Rates Retention; confirmation of new Business Rates Baseline and continuation of Fair Funding Review – implementation timing has not yet been confirmed
- July 2018 – new simplified Business Rates Reset first suggested
- December 2018 – no figures beyond 2021/22 were available; indications that 'Negative Revenue Support Grant' would result in significant funding reductions for councils like Reigate & Banstead

- December 2018 – new consultations on Fair Funding Review, Business Rates Retention and confirmation of a full Reset of Business Rates growth
- Spending Round19 – one-year settlement for 2020/21 only
- Spending Review20 (SR20) – delayed to autumn 2020 due to the Government’s COVID-19 pandemic response - focussed on prioritising funding to support the ongoing response to the pandemic
- December 2020 - Provisional Local Government Finance Settlement 2021/22 - Covered one year only; based on Spending Review20 (SR20) funding levels.
- December 2021 - the 2022/23 Provisional Local Government Finance Settlement, was for one year only and was based on Spending Review 2021 (SR21) funding levels.
- December 2022 – the 2023/24 Provisional Local Government Finance Settlement was for one year only and once again was based on rolling-over Spending Review 2021 (SR21).

Once again, the emphasis was on providing stability by rolling forward key elements alongside extra cash for priority areas, such as social care, and a commitment to increase district and borough authorities’ Core Spending Power (the Government’s measure of the resources available to local authorities to fund service delivery) by at least 5%, after taking account of the increased council tax referendum limit that was announced in the November Autumn Statement.

The Government introduced the Minimum Funding Guarantee Grant to support this commitment which was received for the first time in 2023/24.

While welcome this was still below the forecast rate of CPI at 5.5% and the 9.2% increase for upper tier councils that was advised in the settlement.

The announcement did set out some core principles for 2024/25 including maintaining funding and council tax increases at 2023/24 levels. It is felt that the 2024/25 settlement may possibly be a repeat of 2023/24 in the sense of a further year extension.

The current expectation is that local government funding reform will now take place after the next general election, no earlier than 2025/26.

- November 2023 – at the time of preparing this report no further updates have been issued.

Service & Financial Planning: Government Funding Assumptions

For the purposes of preparing this MTFP and the draft 2024/25 budget the following has been assumed:

- No changes to total local government funding;
- The most far-reaching funding changes will continue to be delayed;

When implemented, the funding changes are forecast to reduce this Council’s Government retained share of business rates. This is as a consequence of the removal of ‘Negative RSG’ grant and the Business Rates reset. It is assumed that there will be no other transitional funding arrangements for these changes;

- Another ‘roll-over’ settlement for 2024/25 means that the Settlement Funding Assessment (SFA) and grants are unlikely to change, and there will be no additional funding allocated for local government next year.
- A further New Homes Bonus (NHB) award is possible – but this will only be confirmed in the provisional settlement announcement in December 2023. The ‘deadweight’ of 0.4% will be maintained but there are no longer any legacy payments in respect of previous years’ allocations.
- The Services and Minimum Funding Guarantee grants will continue for another year – also to be confirmed in the provisional settlement.
- Council taxbase growth of up to 1.5% per annum and council tax increases continue to be capped at a maximum of 2.99%. The funding for Council Tax Support introduced in 2023/24 will continue; and
- The business rates baseline reset will continue to be delayed. The business rates multiplier will be frozen instead of increasing in line with inflation, therefore, the three elements of the NNDR Retention system (Baseline Need, NNDR Baseline and Tariff/Top Up amounts) will remain at 2023/24 levels. And the Under-Indexing Multiplier Grant will be increased to ensure that local authorities’ shares of NNDR income is not impacted (although the indexing basis is now RPI instead of CPI). The NNDR Revaluation in April 2023 will not have significant impacts on this Council’s funding position (or its own NNDR costs) due to the associated transitional support arrangements.

4. Corporate Plan Priorities

The Council’s Corporate Plan 2020-2025 sets out our priorities for the five year period, and explains how the Council will focus its resources and deliver services to those living, working and spending time in Reigate & Banstead.

This MTFP has been developed to align with the Plan vision and priorities.

The Corporate Plan includes objectives in relation to Housing, Vulnerable People, Communities & Community Safety, Leisure & Wellbeing, Towns & Villages, Economic Prosperity, Shaping our Places, Clean & Green Spaces, Environmental Sustainability, Financial Sustainability, Commercial Activities, Operational Assets and Skills & Great People.

To achieve our financial sustainability objective, the Corporate Plan 2025 explains that the Council will:

- Ensure that our budget setting process is transparent and well-managed to deliver a balanced budget outcome each year;
- Run an effective collection team to recover money owed to us;
- Operate in an efficient and rigorous way across all our day-to-day financial operations;
- Publish and keep up to date our Capital Investment Strategy; and

- Increase Council Tax every year to reflect increasing costs, but the Council will review this position annually.

Commercial Strategy

Commercial Strategy

While service efficiencies and council tax increases are important, their contribution to addressing the financial challenges faced by the Council is limited. It is therefore important that the Council also operates more commercially in some areas, where this is consistent with the ethos of the organisation. This means maximising existing net income streams and generating new ones to support service delivery. This requires investment – and will have an element of risk – but it will also enable the Council to develop and grow into a self-sustaining organisation.

To guide its work in this area, the Council has adopted a Commercial Strategy (Part 1 - November 2020 and Part 2 - December 2021).

The definitions and principles that the Strategy includes, and the categories of activities it sets out, are intended to assist in the understanding of why this Council needs to undertake commercial activity, and how such activity will be approached, and future investment focused.

Part 1 sets out three guiding principles for commercial activity:

- **Principle 1:** Our commercial activity will be ethical, and consistent with the Council's statutory responsibility to promote economic, environmental and social wellbeing in the borough, and our corporate objectives as well as in line with all relevant advice and guidance;
- **Principle 2:** Any decisions which have a commercial aspect will be based on a robust assessment of the business case using consistent relevant criteria, and appropriate due diligence and risk assessment; and
- **Principle 3:** Surplus income generated through our commercial activities will be used to ensure the financial sustainability of the Council and continued delivery of services for local people.

Part 2 explains that the main elements of a commercial approach will be:

- A project pipeline to establish new income streams from asset activity while also delivering broader corporate objectives.
- Ensuring that existing income streams we already rely on from our assets are maintained and where possible increased; and that we repurpose, redevelop or dispose of those assets that cost us money.
- Investing in new assets to secure income or deliver savings whilst also delivering corporate priorities.

- Continuing to sell or trade services where we already do this; and looking to introduce new trading activity where this aligns with our local government remit and areas of expertise.
- Taking a more commercial approach to fees and charges.

The Strategy also includes a Commercial Activity Action Plan, progress on which will be reported annually. The Action Plan will support delivery of new income generation opportunities for inclusion in future MTFP forecasts. An annual report on progress against Strategy objectives is presented in December each year.

The Partner, Shareholder and Trustee Executive Sub-Committee, supported by other Executive Members, has been working to develop and implement the Council's commercial agenda. This has included (and will continue to include) consideration of potential investment opportunities, opportunities to improve the performance of the Council's existing asset portfolio and activity in relation to companies within which the Council has an interest. The sub-committee considers all potential and existing commercial activity in the context of the wider economic and policy framework within which the Council needs to operate.

The 2024/25 budget proposals and MTFP include forecasts for income from newly-constructed commercial units at The Rise (Marketfield Way) development. These are based on an assessment of the level of rental income net of landlord overheads and handover expenses. Forecasts will be updated in future budget and MTFP reports as the remaining units at the development are handed over and tenancies are signed.

Forecasts for other commercial projects, including the vacant commercial units at Wheatley Court (Cromwell Road), will be included when individual business cases have been approved and delivery timescales are confirmed.

Work also continues under the Strategy to review the Council's property assets in order to identify potential development opportunities that can be formulated into a project pipeline.

5. Budget-Setting Priorities 2024/25

The Priorities that will be taken into account when preparing the draft Budget for 2024/25 are set out below:

- To ensure resources are aligned with the emerging **Corporate Plan priorities**;
- To maintain a **balanced budget** such that expenditure matches income from council tax, fees and charges, and government and other grants and to maintain that position;
- To set a rate for **council tax** which maximises income necessary to deliver our strategic objectives while ensuring that Government referendum limits are

not exceeded. The percentage increase will be reviewed annually and be approved by Full Council;

- To **maximise other income** by setting fees and charges, where we have the discretion and need to do so, at a level to ensure at least full cost recovery, promptly raising all monies due and minimising the levels of arrears and debt write-offs;
- To ensure a long-term sustainable view is taken of our **investments** and that appropriate risk analyses are used when considering new investments;
- To consider and take advantage of **commercial opportunities** as they arise to deliver new income streams;
- To maintain an adequate and prudent level of **reserves** and regularly review their planned use and allocation to support delivery of our priorities; and

Value for Money

The Council will assess and challenge the value for money (economy, efficiency and effectiveness) provided by each service through the service & financial planning process.

Information about this Council's performance compared to other councils across a range of published measures is published on the LGA website at <https://lginform.local.gov.uk/>

6. The Revenue Budget

The Revenue Budget comprises five 'building blocks' as follows:

- **Net Cost of Services:** These are the direct costs incurred in delivering services through the three Directorates, net of specific income generated by them;
- **Central Budgets:** These are costs incurred and income received that are not service-specific, eg. treasury management costs and income and audit fees;
- **Sources of Funding:** These income budgets are general, non-service specific income sources. They include other grant funding from Central Government and this Council's share of Non-Domestic Rate income which includes the continued impact (benefit) of the one-off elimination of 'Negative Revenue Support Grant' that was announced by the Government in September 2019 and has continued in subsequent years pending the outcome of local government funding reforms;

- **Council Tax:** After the budget requirement has been established for the other blocks then the amount required by this Council from council tax can be calculated; known as the ‘Demand on the Collection Fund’; and
- **Contributions (to)/from Reserves:** This relates to use of Earmarked Revenue Reserves, which have been allocated to fund specific purposes. The impact of the use of Reserves is a reduction in the total income demand on council taxpayers. It also refers to the use of funds from the General Fund Balance to support the annual revenue budget.

Revenue Budget Outturn

The 2022/23 Original Revenue Budget approved by Council in February 2022 was £19.980 million.

At 31 March 2023 the full year provisional outturn for Services and Central Budgets was £18.301 million against a management budget of £20.062 million, resulting in an overall net underspend of (£1.761 million) (8.8%).

Table 1: REVENUE BUDGET MONITORING AT 31.3.23	Original Budget £m	In-Year Adjustments £m	Management Budget £m	Year-end Outturn £m	Year End Variance £m
Service Budgets	18.023	(0.043)	17.980	17.826	(0.154)
Central Budgets	1.957	0.124	2.082	0.475	(1.606)
Sub-Total	19.980	0.081	20.062	18.301	(1.761)

The service & financial planning process for 2024/25 will include an assessment of whether any budgets require realignment to reflect historic outturn trends.

Service Budgets

The 2022/23 Original Budget for Services approved by Council in February 2022 was £18.023 million. At 31 March 2023 the full year outturn was £17.826 million against a management budget of £17.980 million resulting in an underspend of £0.154 million (0.9%).

The key variances leading to the underspend are:

Organisation

- Property & Facilities Energy Costs - £0.393 million overspend due to higher costs of electricity and gas;
- Property & Facilities - £0.388 million overspend due to lower than budgeted rental income and higher rates and property maintenance costs;
- Legal Services - £0.170 million underspend due to vacancies.

Place

- Refuse & Recycling - £0.702 million underspend due to increased income from a higher volume of garden waste subscriptions & lower waste disposal costs;
- Car Parking - £0.515 million underspend due to higher than expected income from pay & display car parks;

- Environmental Health & JET – £0.140 million underspend due to successful court actions against landlords and higher income from EV charging points. .

People

- Revenues, Benefits & Fraud - £0.824 million overspend due to net impact of lower subsidy and higher Housing Benefit costs partially offset by lower net staff costs and higher fees & charges income;
- Harlequin - £0.147 million underspend driven by higher income from amateur shows and lower staff costs due to vacancies.

Management Team

- £0.124 million underspend driven by lower cost of restructured team.

Central Budgets

The 2022/23 Original Budget for Central Budgets approved by Council in February 2022 was £1.957 million. At 31 March the outturn was £0.475 million against a management budget of £2.082 million resulting in an underspend of £1.606 million (77.1%).

This underspend is mainly as a result of lower Treasury Management costs and a lower Minimum Revenue Provision requirement.

Revenue Budget 2023/24

The Revenue Budget for 2023/24 was approved in February 2023.

Table 2: BUDGET SUMMARY	Budget 2023/24 £m
1. Net Cost of Services	20.618
2. Central Budgets	2.576
NET EXPENDITURE	23.194
3. Council Tax	16.293
4. Business Rates (NNDR)	3.994
5. Other Un-ringfenced Grants	
• Services Grant	0.093
• New Homes Bonus Grant	1.034
• Minimum Funding Guarantee Grant	0.803
6. Grants Transferred to Reserves:	
• Homelessness Prevention	0.686
• Transfer to Reserves	(0.686)

Table 2: BUDGET SUMMARY	Budget 2023/24 £m
7. Call on Earmarked Reserves:	
• Government Funding Risks Reserve	0.484
• IT Strategy Reserve	0.493
Use of funds from the General Fund Balance to support the Revenue Budget ¹	-
NET SOURCES OF INCOME	23.194

NOTE 1: The actual sum to be drawn from Reserves to support the budget will depend on the budget outturn position for 2023/24. Over recent years the budget outturn has been an underspend position with no requirement to call on Reserves.

Service Budgets

Service budgets are summarised in the table below:

Table 3: SERVICE BUDGETS	Budget 2023/24 £m
ORGANISATION	
Communications / Customer Service	1.170
Finance	1.260
ICT	2.396
Legal & Governance	2.259
Organisational Development & HR	0.733
Corporate Policy, Projects & Performance (including Environmental Sustainability)	0.532
Property & Commercial	0.431
PLACE	
Economic Prosperity	0.288
Neighbourhood Operations	4.803
Place Delivery	0.334
Planning	0.693
PEOPLE	
Community Partnerships	1.306
Housing	0.898
Revenues, Benefits & Fraud	2.161
Leisure & Culture	0.408
SENIOR MANAGEMENT TEAM	0.946
TOTAL	20.618

Central Budgets

Central budgets are summarised in the table below. They comprise those budget items that are corporate in nature and are not associated with delivery of specific services.

Table 4: CENTRAL BUDGETS	Budget 2023/24 £m
Insurance	0.467
Treasury Management	(0.087)
Housing Benefits – net subsidy	(0.714)
Budget for Central Pay Costs	0.243
Employer Pension Costs	2.240
Central Vacancy Turnover Provision	(0.150)
Apprenticeship Levy	0.080
Central Recruitment & Visa Expenses	0.045
Central Training Budget	0.082
External Audit Fees	0.150
Internal Audit Fees	0.065
Preceptor Grants – Horley Town Council Double Taxation	0.044
Funding Contribution – Banstead Commons Conservators	0.111
TOTAL	2.576

7. Revenue Budget Funding 2023/24

The sources of funding for the revenue budget are set out in the table below.

Table 5: REVENUE BUDGET FUNDING	Budget 2023/24 £m
Council Tax	16.293
National Non-Domestic Rates	3.994
Other Un-ringfenced Grants:	
• Services Grant	0.093
• New Homes Bonus Grant	1.034

Table 5: REVENUE BUDGET FUNDING	Budget 2023/24 £m
<ul style="list-style-type: none"> Minimum Funding Guarantee Grant 	0.803
Call on Earmarked Reserves ¹ :	
<ul style="list-style-type: none"> Government Funding Risks Reserve 	0.484
<ul style="list-style-type: none"> IT Strategy Reserve 	0.493
Use of funds from the General Fund Balance to support the Revenue Budget	-
TOTAL	23.194

NOTE 1: The actual sum to be drawn from Reserves to support the budget will depend on the budget outturn position for 2023/24.

Factors taken into account include:

Retained Business Rates Income and Negative RSG Grant	<ul style="list-style-type: none"> Includes continued funding for 'negative RSG', until NNDR reform date is confirmed
Council Tax	<ul style="list-style-type: none"> The 2023/24 increase is based on a 2.99% Band D equivalent increase and the forecast tax base increase £0.150 million, which is equivalent to the additional income to be billed compared to 2022/23, was allocated to a new Reserve in 2023/24 to help fund any additional discretionary support
New Homes Bonus	<ul style="list-style-type: none"> Includes updated forecasts for New Homes Bonus based on the December 2023 Provisional Settlement announcement, comprising a £1.034 million allocation for 2023/24 and no legacy payments.
Contributions (To)/From Reserves	<ul style="list-style-type: none"> Calls on earmarked Reserves for specific purposes as detailed in the table.

8. Council Tax

Decisions around the annual council tax increase and taxbase growth are two key variables in the MTFP.

Although this is a significant funding source, it remains subject to restrictions by Government. The Localism Act included a requirement to hold a local referendum if any council tax increase is deemed 'excessive' and the limit for increases is set each year. The forecast amount of council tax to be collected takes into account local decisions on discounts, exemptions and reliefs and the local council tax support scheme.

Council Tax 2023/24

The referendum cap was confirmed with the Provisional Local Government Funding Settlement Announcement in December 2022, being the 2.99% for district councils. This was the recommended increase approved by Council in February 2023.

The Band D charge increased from £242.46 to £249.71, an increase of £7.25 per annum (14 pence per week).

Total income from council tax for this council therefore increased from £15.222 million to £16.293 million.

The impacts of the forecast changes in the taxbase and collection performance was an increase from 62,274 to 63,495 properties representing a taxbase increase of 1,220.61 (1.96%) compared to 2022/23.

Council Tax Policy

No policy changes are recommended for 2023/24, however a review has taken place for 2024/25 and recommendations are proposed in the Service & Financial Planning report being presented in November.

Local Council Tax Support Scheme allowances and premiums increased on 1 April in line with other national increases contained within the Housing Benefit Regulations 2006 and the Council Tax Reduction Schemes (Prescribed Requirements) (England) Regulations 2022; the Scheme is also scheduled for review during 2023/24.

Council Tax Precepts 2023/24

Authority	£000	% share
	£	%
Surrey County Council	106,359,931	74.64%
Surrey Police & Crime Commissioner	19,719,742	13.84%
Reigate & Banstead Borough Council	15,855,416	11.13%
Horley Town Council	524,965	0.37%
Salfords & Sidlow Parish Council	42,915	0.03%
	142,502,969	100.00%

Authority	2022/23	2023/24	Increase ¹	
			£	%
Surrey County Council	1,626.39	1,675.08	48.68	2.99
Surrey Police & Crime Commissioner	295.57	310.57	15.00	5.07
Reigate & Banstead Borough Council	242.46	249.71	7.25	2.99
Horley Town Council	43.17	47.76	4.59	10.63
Salfords & Sidlow Parish Council	29.72	29.72	0.00	0.00
	2,237.31	2,312.84	75.52	3.38%

Local Council Tax Support Scheme

The Council funds around 10% of council tax for eligible claimants. This reduction in income is taken into account when the taxbase is calculated as part of budget-setting. No Government funding support is provided; the costs reduce the amount of council tax retained by the preceptors.

The Local Scheme applies to working age households; pensioner claims are assessed and funded through a national scheme. It covers claims from three main categories of claimants:

Table 7: LOCAL COUNCIL TAX SUPPORT SCHEME (June 2022)				
Category	Number of Claims		Annual Cost £m	
	2022	2023	2022	2023
Vulnerable	1,875	1,940	2.923	3.061
Working Age – employed	601	480	0.552	0.493
Working Age – not employed	1,178	1,041	1.512	1.369
Annual Cost to Preceptors			4.987	4.923

The Vulnerable group is mainly made up of households with a disability benefit in payment. The two Working Age groups have to pay at least 10% of their Council Tax, and there are a few other restrictions in place.

The December 2022 Settlement Announcement included funding for additional Council Tax Support in 2023/24, representing up to an extra £25 in support for working age and pensioner households for cost of living pressures.

The Scheme has been reviewed during 2023/24 and changes recommended for 2024/25 are subject to consultation and would need to take into account the impacts on recovery performance if support is reduced.

The Scheme was scheduled for review during 2023/24. Any changes proposed are subject to consultation and would need to take into account the impacts on recovery performance if support is reduced.

There have been no major changes to the Scheme since its introduction in 2013, other than to increase support in line with other national benefits. After seeking Member and Officer views during 2023/24 on potential scheme designs, the law requires consultation with taxpayers and preceptors as well as advice groups and other stakeholder before any final decisions are made on changes.

Options for change would be to:

- Reduce the level of support to households, which would have negative impacts on household finances;

- Increase the level of support, by allowing all households receiving support to qualify for up to 100% of their Council Tax liability to be covered; or
- Maintaining the scheme as it is.

After considering the options and taking into consideration the cost-of-living pressures on households, the planned approach is to increase levels of support for 2024/25.

Before considering the proposed increases for the Council Tax Support Scheme, it should be noted that all Council Tax support awards are strictly means tested before approval and for claimants and this is dependent upon a number of conditions. The key criteria for these conditions are:

- Claimant's circumstances (for example income, number of children, benefits and residency status);
- Overall household income available (including savings, pensions and a partner's income) and
- How many children or other adults live with the resident of the Borough.

The following increases are recommended for the revised Council Tax Support Scheme; that the maximum 90% support for households is increased to 100%, and other restrictions are removed. These other restrictions include removing the minimum limit of support of £5 per week, lifting the Band restriction of Band E and above and increasing capital limits to match those within the vulnerable scheme.

The implementation of these changes would increase the level of LCTS by approximately £0.250m.

The costs of this increase will be offset by removing the 28-day discount to homes that are empty and unfurnished.

Council Tax Collection Performance 2022/23

This Council's collection performance for council tax in 2022/23 was 98.17% (98.65% in 2020/21).

Council Tax Options 2024/25

Each 1% increase in Council Tax generates £0.159 million additional income for this borough. A 2.99% increase in 2024/25 would yield £0.669 million additional income.

Council Tax Forecasts

For MTFP modelling purposes, the Council Tax income forecast at November 2023 is set out below:

Table 8: COUNCIL TAX FORECAST	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m	2027/28 £m	2028/29 £m
Forecast Resources	15.855	16.524	17.228	17.921	18.641	19.390
Annual Increase in Income	0.756	0.669	0.704	0.693	0.721	0.749
Cumulative Increase in Income	0.756	1.425	2.129	2.821	3.542	4.291
Band D	£249.71	£257.18	£264.87	£272.79	£280.95	£289.35
Band D Increase	£7.25	£7.47	£7.69	£7.92	£8.16	£8.40
Taxbase Increase	1.96%	1.19%	1.23%	1.00%	1.00%	1.00%
Annual Band D % Increase	2.99%	2.99%	2.99%	2.99%	2.99%	2.99%

NOTE: Subject to confirmation in the January Budget report when forecasts for the number of new homes and Local Council Tax Support claims are updated. Also subject to confirmation of the referendum limit by Government in December.

9. Business Rates (National Non-Domestic Rates)

In 2013, the Government introduced a scheme through which local authorities retain a proportion of any business rates growth above a set 'baseline'. The purpose was to give authorities a financial incentive to encourage and foster economic growth within their area and to work collaboratively with other authorities and business organisations to achieve that growth.

While this scheme was broadly welcomed by the sector, there remain concerns over the potential volatility of this income stream due to the level of appeals; even a small variation in the overall revenue generated can result in a significant financial impact. Over recent years the Government has been undertaking a review of how business rates will operate going forward and has stated its intentions to achieve 75% localisation of business rates. However, the full impact of this cannot be assessed until the details of these changes are release by the Government.

Appeals

Business rate forecasts include an assessment of the likelihood of successful appeals following consideration by the Government's Valuation Office Agency.

Business Rates Collection Performance 2022/23

Collection performance for business rates in 2022/23 was 99.8% (99.94% in 2021/22).

Business Rates Forecast at November 2023

The Table below provides the latest November forecast for business rates for the Council.

Table 9 : NNDR FORECAST	2023/24 £m	2024/25 £m	2025/26 £m	2026/27 £m	2027/28 £m	2028/29 £m
Forecast NNDR Resources	3.994	3.344	2.524	2.574	2.624	2.678
Annual Increase / (Reduction)	-	(0.650)	(0.820)	0.050	0.050	0.054
Cumulative Increase / (Reduction)	-	(0.650)	(1.470)	(1.420)	(1.370)	(1.320)

The forecast for retained business rates income is based on the latest figures published by DLUHC after taking account of recovery performance. The forecast is subject to confirmation when the Provisional Local Government Settlement is published in December. Any changes when the final income from business rates is confirmed are managed through a call on, or contribution to, the Government Funding Risks Reserve.

10. New Homes Bonus

The New Homes Bonus was introduced in 2011/12. Authorities are rewarded with a financial bonus, equal to the national average council tax on each additional property built which is paid for a number of years as a non-ring-fenced Government grant. 80% of the Bonus is paid to the district council and 20% to the county council. There is an enhanced payment for new affordable homes.

New Homes Bonus was revised for the 2017/18 financial year with the length of time it is paid reducing from four years (for the 2017/18 award) and to one year from 2020/21 onwards. A 'baseline' of +0.4% ('deadweight') growth was also introduced before any Bonus is paid. The retained funds were used by the Government to support authorities with adult social care responsibilities. Legacy payments for previous years have now ceased.

The Government originally set out its intention to end New Homes Bonus as part of the Fair Funding Review. The objective is to replace this mechanism with a different means of incentivising and rewarding housing growth. The detail and timing remain unclear due to the delay in the Fair Funding review.

11. Revenue Reserves

The Council holds Reserves to provide protection against financial risks. The current level of reserves provides a relatively secure financial base compared to many authorities; it is important to ensure an appropriate balance between securing the financial position of the Council and investing in delivery of services.

Reserves can be held for four reasons:

- A working balance to help cushion the impact of uneven cash flows and avoid unnecessary temporary borrowing;
- A contingency to cushion the impact of unexpected events or emergencies;
- A means of building up funds to meet known or predicted liabilities; and
- A means of setting aside sums for future identified uses and / or investments.

There is an opportunity cost of holding reserves in terms of restricting capacity to invest in current service delivery but this is offset by the additional flexibility that reserves provide when manage budget risks and adverse variations.

The Reserves Policy is set out at Annex 6.2 of the Service & Financial Planning report with details of forecast balances at Annex 6.1. The level of Reserves be reviewed during service & financial planning over the summer with the aim of presenting the recommended use of reserves in 2024/25 onwards as part of the November budget report. This will include an assessment of the adequacy and allocation of current reserves and the associated risks and opportunities.

General Fund Balance

The General Fund Balance Reserve is held to manage the impact of any unexpected events/emergencies. The Section 151 Officer is required to review the level of the General Fund Balance annually in relation to the overall financial position of the Council. CIPFA guidance on Local Authority Reserves and Balances (2003) and the Local Government Act of 2003 do not recommend a specific value or budget %.

The Council's Section 151 Officer advised in the January 2023 budget report that a working balance of £3.5 million is considered the minimum level required. This represents just over 15% of the net budget for 2023/24. This minimum level will be reviewed again as part of 2024/25 service & financial planning.

Earmarked Revenue Reserves

Earmarked Revenue Reserves may be used as part of a planned process to balance the budget in order to avoid short term actions which may not be in the best interests of the Council. They also allow funds to be set aside for specific purposes, often spanning more than one financial year.

The most significant call on Reserves during the year is expected to be the requirement to make prudent provision for credit losses on investments.

Useable Revenue Reserves

Revenue Reserves have remained buoyant over recent years with a peak during the pandemic when significant additional Government funding was received and held in Reserves until used.

Opportunity Cost of Holding Reserves

The opportunity cost of holding reserves has to be considered. Unused balances are used to either reduce temporary borrowing or are invested to generate income. In measuring the opportunity cost of holding reserves, consideration needs to be taken of the interest earned. The opportunity cost of holding reserves is therefore a judgment whether the 'worth' of expenditure foregone is more than the income generated. Given the current economic climate it is a balanced judgement as to whether to invest / spend reserves or to retain them.

Assessing the Adequacy of Reserves

The Chartered Institute of Public Finance and Accountancy (CIPFA) state that the Institute '*...does not accept a case for introducing a statutory minimum level of*

reserves, even in exceptional circumstances...'. It does however confirm that authorities should make their own judgment on such matters, taking into account all relevant local circumstances on the advice of their Chief Finance Officer.

The Local Government Act 2003 requires the Chief Finance Officer to formally report on the adequacy of the proposed financial reserves. To arrive at assessing the adequacy of reserves a number of issues need to be addressed:

- What are the strategic, operational and financial risks facing the Council?
- Does the Council comply with the requirements to ensure that there is an adequate system of internal control?
- Are the key financial assumptions in formulating the Council's budget robust and reasonable?
- Does the Council have adequate financial management and cash flow arrangements?

In addition there are a number of questions an authority can ask to demonstrate that it is managing its affairs satisfactorily:

- What is the track record of the Council in its budgetary and financial management?
- What is the Council's record regarding council tax collection?
- What is the Council's capacity to manage in-year budgetary pressures?
- What is the strength of the Council's financial reporting?
- What are the procedures to deal with under and over spends during and at the year end?
- In the case of Earmarked Revenue Reserves, will there be expected calls on the reserves that prompted the setting up of the reserves in the first place?

Finally, there is a need to look at the assumptions made in setting the budget, not just for the coming year but also under the MTFP. The budgetary assumptions cover:

- Inflation and interest rate projections;
- Estimate and timings of capital receipts;
- Treatment of planned efficiency savings; and
- Financial risks involved in major funding arrangements.

It is likely that the current allocation of funds to Reserves will have to be reviewed as part of the Financial Sustainability Programme.

12. Medium Term Financial Plan Forecast 2024/25 Onwards

An early review of Medium-Term Financial Plan budget forecasts has identified a number of new budget pressures that will need to be addressed in 2024/25 onwards.

They include:

- Making budget provision for future pay and pensions increases at a time of escalating inflation;
- Budgeting for the costs of approved borrowing to fund planned Capital Programme commitments;
- The impacts on available resources of Government funding reductions in future years, including the loss of Negative RSG Grant, the Fair Funding Review and Business Rates Reset; and
- Revenue and capital budget growth to deliver priorities in the new Corporate Plan – details to be confirmed during service & financial planning.

The service & financial planning process over the summer will focus on quantifying the impacts of these potential pressures as the details are confirmed; also identifying the new sources of income that are to be delivered to help address them. The outcome of service & financial planning will be reported in November.

Financial Sustainability Programme

Reliance on one-off measures such as the use of reserves to balance the budget is not without risks and will not be sustainable over the long-term. Going forward, solutions that reduce costs or increase income on a permanent basis will have to be identified for 2024/25 onwards.

In agreeing the budget for 2023/24, the Executive also agreed to continue a programme of work to ensure the future financial sustainability of the authority. The outcomes of work on the Financial Sustainability programme will be reflected as part of the 2024/25 budget setting process, with the programme continuing into future years to inform ongoing financial planning.

The Programme focuses on four key areas:

- | | |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Income Generation | <ul style="list-style-type: none"> • Pursuing opportunities to generate new income streams. • Optimising fees and charges. • Implementation of the Commercial Strategy. |
| Use of Assets | <ul style="list-style-type: none"> • Making effective use of existing assets, including the repurposing and sale of surplus properties. |
| Prioritisation of Resources | <ul style="list-style-type: none"> • Reviewing in-year budget monitoring forecasts to identify new opportunities for savings and efficiencies. • Reviewing the level of service provided and focussing resources on priority services. • Managing pay costs and making effective use of staff resources. |
| Achieving Value for Money | <ul style="list-style-type: none"> • Actively pursuing options to share with other councils to realise efficiency savings. |

- Identification of invest to save opportunities – including investment in technology and assets to reduce operational costs.

Revenue Budget-Setting Assumptions 2024/25

The following assumptions will be used during service & financial planning over coming months when preparing the draft Budget estimates for 2024/25:

Council Tax	<ul style="list-style-type: none"> • To increase by the referendum limit – assumed to be 2.99% for this report • Plus an increase to reflect forecast growth in the taxbase • The impacts of local discounts, exemptions and the local council tax support scheme will be taken into account when preparing income forecasts
Government Funding	<ul style="list-style-type: none"> • Fair Funding Review and loss of Negative RSG Grant will continue to be delayed to 2025/26 at the earliest.
Retained Business Rates Income	<ul style="list-style-type: none"> • Reset of Business Rates will continue to be delayed, again until 2025/26 at the earliest.
Fees & Charges	<ul style="list-style-type: none"> • The Council's Fees & Charges Policy is approved as part of budget setting each year. For budgeting purposes it is assumed that fees and charges will increase in line with the Policy and that all fees and charged will be reviewed to ensure they comply.
Investment Income and Borrowing	<ul style="list-style-type: none"> • Investments and borrowing will be forecast in line with forecast balances (reserves) and capital spending plans
Horley Town Council Double Taxation Grant	<ul style="list-style-type: none"> • The current ten year grant ends in March 2024. 2024/25 budget forecasts have been prepared on the assumption that this will be renewed.
Pay Inflation	<ul style="list-style-type: none"> • An allowance for a pay award of £1.750m will be included in the draft Budget, in addition to forecast contractual pay increases. • This provides the option for pay rises but the specific rate of increase will be subject to established consultation processes.
Employer Pension Costs	<ul style="list-style-type: none"> • The latest published actuarial valuation of the Surrey Pension Fund confirmed that the Fund's total assets, which at March 2022 were valued at £5.3bn, were sufficient to meet 102% of liabilities (ie. the present value of promised retirement benefits) accrued up to that date. The resulting total Fund surplus at the 2022 valuation was £101m. • Each employer has a contribution requirement set at the valuation, with the aim of achieving full funding within an agreed time horizon and probability measure, as set out in the Fund's Funding Strategy Statement. Individual employers' contributions for April 2023 to March 2026 have been set in accordance with this requirement. • For Reigate & Banstead this is based on a 15% payroll oncost charge plus a £1.869m lump sum annual deficit payment.

- There also a requirement to fund £350k per annum contribution for historic ‘compensated added years’ that were granted to retirees prior to 2015
- Price Inflation
- The general principle remains that services should first seek to cover price inflation from their existing budgets, unless tied contractually to significant cost increases that warrant additional funding.
 - Significant increases would be subject to approval of budget growth through the service & financial planning process.
 - The current escalating rate of inflation means that it is likely that more bids for inflationary budget growth will have to be considered.

Forecast Budget Gap

The forecast budget gap over the next five years is set out below. As usual, this is the forecast before any savings, income and growth from service & financial planning reviews are taken into account. An updated forecast will be reported in the January draft budget report. Further details are provided at Appendix 2.

Table 10: MEDIUM TERM REVENUE BUDGET FORECAST	Approved Budget 2023/24	Forecast Budget 2024/25	Forecast Budget 2025/26	Forecast Budget 2026/27	Forecast Budget 2027/28	Forecast Budget 2028/29
	£m	£m	£m	£m	£m	£m
FORECAST GAP	Balanced	0.039	2.353	3.849	5.357	5.586
Annual Increase in Gap	-	0.039	2.314	1.535	1.508	0.229
Gap as % of current budget requirement	-	0.16%	9.9%	16.6%	23.1%	24.1%

The key factors that will influence the forecast gap include:

Service Expenditure	<ul style="list-style-type: none"> • Service budget pressures and savings have been reviewed as part of the service & financial planning process. Further work will continue to review the proposals for the January budget report. • Ongoing delivery of Financial Sustainability Programme initiatives. • While an estimate for the 2024/25 pay award has been included in the MTFP forecast this is subject to consultation and has to be considered in the context of the significant financial challenges faced over the medium term. Employee costs comprise 40.9% of gross direct expenditure in the 2023/24 budget. • Budget forecasts include forecasts for the net income to be delivered from The Rise development of £0.700 million in 2024/25.
Central Budgets	<ul style="list-style-type: none"> • Over the next three years net borrowing costs are forecast to remain fairly constant at around 3-4% of the net Revenue Budget and other Central budget costs are not expected to change significantly.
Council Tax	<ul style="list-style-type: none"> • Council tax setting assumptions are based on a 2.99% increase and forecast growth in the taxbase of 1.19%.

NNDR	<ul style="list-style-type: none"> • Removal of Negative RSG Grant and the Business Rates reset continue to be delayed; when implemented they are likely to have the effect of negating the benefit of forecast business rates growth over the MTFP period.
Use of Reserves & Grants	<ul style="list-style-type: none"> • While the 2023/24 budget was based on nil use of funds from the General Fund Balance Reserve, it does require a one-off call of up to £0.964m from the Government Funding Risks Reserve (for Housing Benefit subsidy reduction) and £0.493m from the IT Strategy Reserve. The ongoing requirement for this funding will be assessed as part of service & financial planning over coming months. • Government grant funding that is being used to help fund the net budget requirement in 2023/24 include: Services Grant (£0.093m); New Homes Bonus (£1.034m) and Minimum Funding Guarantee Grant (0.803m). These are expected to continue for 2024/25 and have been included in the budget proposals in the 2024/25 base budget.

In summary, as for the majority of councils, this authority continues to face a challenging financial future. Over recent years budget efficiencies have been achieved to address the forecast gap, specifically through deletion of central budgets that were not required; these options are no longer available. While Reserves remain buoyant there is an underlying budget gap that must be addressed through the services & financial planning process; through reducing costs or generation of new sustainable sources of income.

Nevertheless this Council remains in a relatively strong position compared to the small number of councils that are now in serious difficulty; in particular those that are having to issue Section 114 notices due to inability to set a legal balanced budget.

Factors that underpin this Council's strength include:

- Healthy Revenue Reserve balances to help mitigate budget risks;
- A relatively low borrowing requirement and no long term external debt at present; and
- Effective corporate governance to ensure compliance with local government financial regulations and maintain effective control of spending.

13. Capital Investment Strategy

The latest Capital Investment Strategy was reported to Executive in July 2023 and sets out a framework for funding and investment decisions in respect of capital assets, in the context of our vision and priorities and available financial resources.

It builds on the Capital Strategy that was approved as part of the Treasury Management Strategy 2024/25 in June 2023.

The Capital Investment Strategy demonstrates that the Council makes capital expenditure and investment decisions in line with service objectives and takes account of stewardship, value for money, prudence, sustainability and affordability.

It sets out the long-term context in which capital expenditure and investment decisions are made, and takes into account to both risk and reward and impact on the achievement of priority outcomes.

When setting its capital programme, each authority must have regard to:

- **Service objectives** – the capital spending plans should be consistent with the Corporate Plan;
- **Stewardship** of assets – as demonstrated by our asset management planning approach;
- The **value for money** offered by investment plans – as demonstrated by the appraisal of the options;
- The **prudence and sustainability** of investment plans – their implications for external borrowing;
- The **affordability** of capital investment plans – the implications for the council tax; and
- The **practicality** of capital expenditure plans – whether the forward plan is achievable.

Decisions on the Capital Programme have an impact on the Revenue Budget, in relation to:

- The revenue costs of financing capital, including prudential borrowing; and
- The ongoing running costs and/or income generated by new capital assets such as buildings.

Capital investment decisions therefore have implications for the Revenue Budget. The revenue costs over the lifetime of each proposed capital project are considered when the project is being developed to ensure that the impact can be incorporated within our financial plans and to demonstrate that the capital investment is affordable.

Revenue and capital budgets are integrated with the financial impact of the proposed Capital Programme, being reflected in the Revenue Budget estimates.

The Council will only invest where capital spending plans are affordable, prudent and sustainable. The key constraint on capital investment is the scope to afford the financial implications in terms of acceptable council tax levels.

As supported by the Capital Investment Strategy, the Council's capital investment plans over the next 5 years are set out in the Capital Programme. The efficient and effective use of capital resources, including sound asset management, is fundamental to achieving our long- and medium-term aims and objectives. It is also critical to achieving the delivery of the required savings and income across the Council to secure a balanced budget.

Capital Programme

While Revenue Budget expenditure is concerned with the day-to-day running of services the Capital Programme is concerned with investment in the assets required to deliver services or delivery new income streams. The Capital Programme sets out how capital resources will be used to achieve our vision and corporate priorities.

The Council must have an affordable Capital Programme; affordability is assessed against business cases taking into account the level of future resources required to support project delivery and ongoing asset maintenance.

The strategic objectives of the Capital Programme can be summarised as follows:

- To maintain a five-year rolling Capital Programme which remains within the approved affordable, sustainable and prudential limits;
- To ensure capital resources are aligned with our strategic vision and corporate priorities by ensuring all schemes are prioritised according to the Council's prioritisation methodology;
- To identify opportunities for investment in new schemes that result in capital growth and/or new revenue income streams;
- To maximise available resources by actively seeking external funding to support Council priorities and disposing of surplus assets; and
- To use internal resources alongside external resources where appropriate to support the Capital Programme and minimise any borrowing costs.

Capital Programme 2023/24 to 2027/28

The Council forecasts its Capital Programme over a 5-year period and the latest position is set out below as reported to Executive in January 2023 plus unspent balances brought forward from 2022/23. The planned use of resources is in line with the Medium-Term Financial Plan.

Additional detail is set out in the Capital Investment Strategy reported to Executive in July 2023.

Capital Programme 2023/24 to 2028/29

The current Capital Programme is summarised below (details at Appendix 3)

Table 11: CAPITAL PROGRAMME by SERVICE	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total £m
	BFWD	Projected	Projected	Projected	Projected	Projected	Projected	
	£m	£m	£m	£m	£m	£m	£m	
ORGANISATION SERVICES:								
Property Services	6.383	1.420	1.267	0.909	1.597	0.089	-	11.705
IT Services	-	0.410	0.250	0.200	0.200	0.500	-	1.560
Organisational Development	-	0.250	0.250	-	-	-	-	0.500
Environmental Strategy	0.236	0.290	-	-	-	-	-	0.526
PEOPLE SERVICES:								
Housing	7.444	3.270	1.419	1.419	1.419	-	-	16.390
Leisure & Culture	0.064	0.100	0.100	0.100	0.100	0.100	-	0.564
Community Partnerships	0.108	-	-	-	-	-	-	0.108
PLACE SERVICES:								
Neighbourhood Operations	1.659	0.897	0.996	1.177	0.902	3.853	-	9.484
Place Delivery	8.222	2.148	-	-	-	-	-	10.371

Table 11: CAPITAL PROGRAMME by SERVICE	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	Total £m
	BFWD	Projected	Projected	Projected	Projected	Projected	Projected	
	£m	£m	£m	£m	£m	£m	£m	
CIL Capital Programme:								
CIL Capital Programme	-	3.935	-	-	-	-	-	3.935
TOTAL APPROVED CAPITAL PROGRAMME	24.116	12.720	4.322	3.805	4.218	5.961	-	55.142

Future Capital Investment Plans

In addition the Council has previously committed to invest:

- Up to £63.280 million in Commercial income-generating assets; and
- Up to £30.000 million in Housing projects; with £1.050 million committed to date for Temporary Accommodation acquisitions part-funded from the Housing Delivery Revenue Reserve.

Projects will be added to the Capital Programme as new business cases are approved.

Capital Programme Funding

Sources of funding for the Capital Programme are summarised below:

Table 12: CAPITAL PROGRAMME FUNDING	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total £m
	BFWD	Projected	Projected	Projected	Projected	Projected	
	£m	£m	£m	£m	£m	£m	
TOTAL CAPITAL EXPENDITURE	24.116	12.720	4.322	3.805	4.218	5.961	55.142
FUNDED BY:							
Capital Reserves	1.039	-	-	-	-	-	1.039
Capital Receipts	9.571	-	-	-	-	-	9.571
Capital Grants & Contributions	2.875	9.642	1.345	1.345	1.345	-	16.552
Earmarked Reserves – Housing Delivery Strategy	-	-	-	-	-	-	-
Prudential Borrowing	10.631	3.078	2.977	2.460	2.873	5.961	27.980
TOTAL CAPITAL FUNDING	24.116	12.720	4.322	3.805	4.218	5.961	55.142

Key sources of capital funding:

Table 13: CAPITAL PROGRAMME FUNDING	
Capital Reserves	<ul style="list-style-type: none"> • Previously the Council benefitted from access to significant capital Reserves following the sale of its housing stock. Over recent years these Reserves have been utilised to invest in the capital programme. The remaining balance was nil at March 2023.

Table 13: CAPITAL PROGRAMME FUNDING	
Capital Receipts	<ul style="list-style-type: none"> • Sale of capital assets results in a capital receipt that can be used to invest in new capital assets or to repay prudential borrowing. • The main source of capital receipts over the duration of this Capital programme relate to delivery of major schemes including the Marketfield Way (The Rise) redevelopment. These capital receipts have been factored into forecast funding requirements. • Flexible use of capital receipts – there are no current plans for use of this funding option.
Capital Grants & Contributions	<ul style="list-style-type: none"> • Forecasts of the future grant funding allocation for Disabled Facilities works have been updated to reflect forecast allocations. • They also include the Council's share of Section 106 and CIL funding. • Revenue funding equivalent to the historic New Homes Bonus grant allocation up to 2020/21 has previously been allocated to support implementation of the Housing Delivery Strategy.
Prudential Borrowing	<ul style="list-style-type: none"> • The primary source of long-term funding for the Capital Programme is now prudential borrowing, primarily from the Public Works Loans Board (PWLB). • Loans are managed through the approved Treasury Management Strategy and policies. • Interest on borrowing is paid to the PWLB and charged to the annual revenue budget along with the Minimum Revenue Provision that is necessary to set aside funds for eventual repayment of the loan principal. These costs have to be taken into account when setting a balanced Revenue Budget. • There are increasing restrictions on the type of capital expenditure that is eligible for prudential borrowing. Borrowing to fund investment solely for commercial gain is no longer permitted.
Revenue Budget Contributions	<ul style="list-style-type: none"> • There is no expectation that significant capital expenditure will be funded from the revenue budget in 2023/24.

Revenue Budget Impact of Capital Spending

With the exception of earmarked Section 106 and CIL funds and some earmarked Housing capital receipts, the Council no longer has significant Capital Reserves, therefore, while a small number of schemes will be continued to be funded from capital grants and other contributions, the majority of the approved Capital Programme must be funded through prudential borrowing. The costs of repaying this borrowing fall on the revenue budget as treasury management costs in Central budgets.

Treasury management budgets will be updated to reflect the costs of borrowing for the approved Capital Programme net of interest on forecast balances. Details were confirmed in the Treasury Management Strategy that is reported to Overview & Scrutiny Committee, Executive and Full Council for approval each year.

The costs of managing and maintaining new capital assets will have to be taken into account in the revenue budget as new assets come into use. Budgets will also have to be established for any new income streams generated.

Capital Programme – Policy on Capitalisation of Salaries.

Costs incurred as a result of staff spending time on capital projects may be capitalised, provided that the time worked can be linked to bringing a specific, separately identifiable asset into working condition, or substantially enhancing the working life of an existing asset.

14. Treasury Management & The Prudential Code

CIPFA defines treasury management as:

“The management of the local authority’s borrowing, investments and cash flows, its banking, money market and capital market transactions; the effective control of the risks associated with those activities; and the pursuit of optimum performance consistent with those risks.”

The Council is required to operate a balanced budget, which broadly means that cash raised during the year will meet cash expenditure. Part of the treasury management function is to ensure that this cash flow is adequately planned, with cash being available when needed. Surplus monies are invested with low risk counterparties in line with our risk appetite, ensuring adequate security and liquidity before considering investment return.

The second main function of treasury management is funding the Capital Programme. Capital investment plans provide a guide to borrowing need, essentially for longer-term cash flow planning purposes, to ensure that the Council can meet its capital spending obligations. This management of longer-term cash may involve arranging long or short-term loans, or using longer-term cash flow surpluses. To date there has been no requirement to take on long-term borrowing because reserve balances remain healthy and are being used to cover short-term financing requirements.

The contribution that the treasury management function makes is important, as the balance of debt and investment operations ensure liquidity and/or ability to meet budget commitments as they fall due, both on day-to-day revenue-funded activity and for larger capital projects. The treasury function balances interest costs of debt and investment income arising from cash deposits which in turn affect available resources. Cash balances generally result from reserves and balances, therefore it is important to ensure adequate security of the sums invested, as a loss of principal will in effect result in a call on the General Fund Balance.

The Council’s company investments are generally classed as non-treasury activities, (arising usually from capital expenditure), and are separate from the day to day treasury management activities. They are reviewed to assess the expected credit loss (impairment) each year when preparing the annual statement of accounts.

The Prudential Code

CIPFA’s *Prudential Code for Capital Finance in Local Authorities* (the ‘Prudential Code’) provides the framework for councils’ capital investments. The key feature of the prudential system is that councils should determine the level of their capital investment – and how much they borrow to finance that investment – based on their

own assessment of what they can afford, not just for the current year but also for future years.

The statutory basis for the prudential system is set out in the Local Government Act 2003, which:

- Confirms councils' power to borrow – which in the medium term must only be for capital purposes, while short-term borrowing can be for cash flow purposes;
- Makes it clear that, as previously, councils may not mortgage assets;
- Places a duty on councils not to exceed their prudential borrowing limits, or any national limits imposed by central government;
- Places a duty on councils to determine – and review – their own borrowing limits in accordance with the Prudential Code;
- Gives the Government a reserve power to impose borrowing limits that would override councils' own borrowing limits for national economic reasons;
- Makes it clear that credit arrangements should be treated as borrowing under the prudential system; and
- Confirms that councils may invest both for the prudential management of their financial affairs and for purposes relevant to their functions.

Following two consultations intended to take into account the changing landscape for local government following the sustained period of reduced public spending and the developing localism agenda, the Prudential Code was updated in 2017. One of the main changes was to introduce the requirement to publish a Capital Investment Strategy.

A strengthened Prudential Code was then published at the end of 2021. This revised Code includes clarification and examples of what is and is not classified as prudent borrowing activity.

Other key changes that have been implemented in 2024/25 onwards include:

- The inclusion of proportionality as an objective, so that an authority incorporates an assessment of risk against levels of resources;
- Clarifications to better define commercial activity and investment;
- Quarterly performance reporting; and
- The introduction of the Liability Benchmark as a new Treasury Management indicator.

At the same time CIPFA also revised the Treasury Management Code to integrate Environmental, Social and Governance risks into the policy framework and to update the guidance on development, retention of knowledge, skills, and training.

15. Medium Term Financial Plan Risks & Sensitivities

The Council's Strategic Risk Register includes the following risk:

SR2: Financial Sustainability

The effects of the Covid-19 pandemic, coupled with current adverse macroeconomic conditions and the wider local government funding context, have created conditions of unprecedented financial uncertainty and challenge for the Council. The Council is therefore increasingly reliant on generating additional income and identifying savings and efficiencies from existing budgets. If not mitigated, these financial challenges risk an adverse impact on the Council's ability to deliver its Corporate Plan objectives.

Operational Risk Register – Budget-Setting

The principles and assumptions contained within this MPFP are aimed at ensuring that the Council is financially sustainable and continues to deliver high quality services.

Individual revenue and capital budget proposals will be subject to risk assessment as part of the service & financial planning process.

The Council, in common with most local authorities, continues to be at risk from a range of financial risks. They include:

Table 14: BUDGET RISKS			
Perceived Risk	Impact	Likelihood	Preventative Action
Failure to remain up to date with changes in relevant legislation, regulations and guidance	High	Low	Ensure that all relevant information is taken into account when producing MTFP and budget forecasts.
Changes in legislation affecting the scope of services and the cost of carrying them out	Medium	Medium	Maintain regular contact with Heads of Service regarding developments that have potential financial implications.
Local Government Financial Settlement worse than forecast	High	Medium	Model a range of MTFP and budget scenarios and strategies.
Outdated MTFP assumptions Significant variations due to economic factors	High	Low	Regularly review and update assumptions.
Inaccurate budget assumptions	High	Medium	Regularly review and update assumptions.
Unexpected financial events	High	Medium	Regular in-year budget forecasting, monitoring and reporting. Take action where adverse forecasts are identified. Regular reviews of key financial risks.
Deliverability of new income streams against forecast timescales	High	Medium	Regular in-year budget forecasting, monitoring and reporting. Take action where adverse forecasts are identified. Regular reviews of key financial risks.

Table 14: BUDGET RISKS			
Perceived Risk	Impact	Likelihood	Preventative Action
Demographic and demand-led pressures	Medium	Medium	Regular in-year budget forecasting, monitoring and reporting. Take action where adverse forecasts are identified. Regular reviews of key financial risks.
Reduction in existing fees & charges income	Medium	Low	Regular in-year budget forecasting, monitoring and reporting. Take action where adverse forecasts are identified. Regular reviews of key financial risks.
Contract risks e.g. contractor viability, non-delivery	Medium	Low	Regular in-year budget forecasting, monitoring and reporting. Take action where adverse forecasts are identified. Regular reviews of key financial risks. Maintain regular contact with Heads of Service regarding developments that have potential financial implications.
COVID-19 risks	Low	Low	Legacy impacts of the pandemic have been addressed during budget-setting for 2022/23 onwards.
Commercial Risks	High	High	Treasury management budget forecasts include assumptions regarding the accrued interest on loans to the council's companies. If the companies cannot repay their loans the sums outstanding and accrued interest will have to be written off (if not covered by sale of company assets). These risks are already reflected in the annual statement of accounts where the expected credit loss is calculated and balances are impaired.
Inflation Risks	High	High	Budget setting for 2024/25 will have to take into account the actual and forecast impacts of price inflation on pay, supplies & services, energy & fuel and contract costs.

Sensitivity Analysis

A small change in key underlying assumptions can produce a significant change in the budget.

Table 15: SENSITIVITY	Change	Estimated Annual Impact on Budget Requirement Increase / (Decrease) £000
Council Tax/Taxbase		(163)
Business Rates Income	+1%	(40)
Staff Costs		276
Non-Pay Costs		127
Fees & Charges		(173)

Budget Uncertainties Issues & Risks for 2024/25 and onwards

While the approved budget for 2023/24 is robust, there remain, a number of uncertainties and risks to be addressed over the medium-term which are set out below.

Future Government Funding:

- The outcome of the Fair Funding Review and Business Rates reset along with the end of Negative RSG Grant;
- The planned end of New Homes Bonus over coming years; and
- The Homelessness Reduction Act which requires Councils to provide more support to homeless people and people at risk of becoming homeless. The Government has committed ring-fenced funding towards this duty but there remains a question mark over the longer term.

Revenue Budget Savings and Income Generation:

- Following the significant budget reductions in recent years, it has become increasingly difficult to generate additional ongoing savings. If the Council is to deliver financial sustainability, then we will need to continue efforts to become a more commercial organisation and fully explore income generating opportunities involving, for example, property investment, partnership working and providing services for other organisations. However Government and CIPFA guidance on 'borrowing in advance of need' limits some of the options that may otherwise have been considered to deliver new commercial income streams; and
- Excellent progress has been made over the past year to fill several of the Council's longstanding void commercial properties. This has the dual benefit of maintaining rental income levels and also avoiding having to fund the costs of managing empty buildings (energy, rates, insurance, etc). However there is likely to always be periods of time when some units are vacant.

Corporate Plan 2025:

- The Corporate Plan sets out the Council's vision and objectives over the medium term and will enable it to target its resources in the most efficient and effective way.

The main challenge, as ever, will be balancing our ambitions as a high performing council with our ability to resource those ambitions. The prioritisation of services like Housing Delivery and Environmental Sustainability will place new demands on existing resources. A combination of careful stewardship and an innovative approach to service delivery will be required to ensure that we achieve our goals.

Service Budget Risks:

(i) Harlequin Theatre

- Following confirmation of the presence of Reinforced Autoclaved Aerated Concrete (RAAC) at the Harlequin Theatre in September 2023, there is an emerging risk of income loss and additional costs. Work is in progress to confirm the extent of the problem and the remedial costs required alongside the timeframe for executing the rectification. It had been forecast that increased income would be possible for 2024/25, however the RAAC discovery has negated this income opportunity for the time being.

(ii) Geopolitical factors

- World-wide pressures continue to have a significant impact on the world economy and this impacts on the U.K. business, including local government. Inflationary fears and interest rate rises have affected most councils and there are still concerns over how long inflation and interest rates will remain at current levels and a recession. These pressures, particularly on the supply side impact on prices of energy and other supplies including oil, which are a key element of local council costs.
- The date for the next general election is drawing nearer and the latest date this could be is January 2025. This will fall into the financial year 2024/25 for the council. Any resulting policy changes could have a significant impact on local government.

(iii) Energy Prices

- Escalating electricity and gas costs were flagged as a significant issue when setting the budget for 2023/24 and £0.65m growth was included to address the forecast additional cost.
- 12 month contracts were subsequently renewed in March 2023 (gas) and October 2023 (electricity) and the budget has been adjusted to reflect the new lower tariffs and forecast energy prices in 2024/25. Action also continues to be taken to reduce consumption wherever possible.
- This has resulted in a reduced budget requirement of £0.35m as detailed in the service proposals above. However there is ongoing uncertainty due to the volatility of the supply market.

(iv) Temporary accommodation crisis and costs

- Councils provide a safety net for the most vulnerable people and migrants who need help, and the cost and availability of this is a budget risk for this Council for 2024/25 and future financial years.

- Figures from the Department of Levelling Up, Housing and Communities have shown that the cost of temporary accommodation to local authorities reached £1.7bn last year and is increasing rapidly.
- In October 2023 the District Councils network hosted an urgent meeting and issued a cross-party letter urging the Government to adopt measures to mitigate the impacts ahead of the Autumn Statement. Councils have shared information and explore solutions amid the “escalating social and financial crisis” created by the soaring need for temporary housing.
- Further updates will be provided on budget developments in this area and be reported in the January Budget report to Executive and Council.

(v) External Audit fees

- There is a risk of increases in external audit fees of up to 151%; this is currently being consulted upon with the Public Sector Audit Appointments (PSAA). The PSAA are due to publish their decision and new fee levels by 30 November 2023.

(vi) Housing Benefit subsidy

- £0.964 million budget growth may possibly be required in 2024/25 to fund the reduction in housing benefit subsidy and grants from Government (Department for Work and Pensions). This is a cautious estimate at November 2023 as the loss of subsidy can go up and down during the year and is dependent on many factors including government funding and discretionary housing payments. This growth requirement will be kept under review and further updates will be provided in the January budget report when firmer data is available to quantify any likely budget pressure.
- The continued impacts of pressures that were identified during budget setting for 2023/24 required budget growth of £0.500 million that was necessary.
- For 2024/25, any additional growth required if, it increases to £0.964m will again be funded by calling on the Government Funding Reserve that has been established to help manage this type of risk.
- Discretionary Housing Payments are provided to support some residents with rental payments, where they also receive Housing Benefit or the housing element of Universal Credit. The Department for Work and Pensions provides some funding to local authorities for this but it is not sufficient to meet demand. Local authorities are able to make payments above the DWP funding, but the additional cost has to be met from the Council’s budget. This Council’s funding for 2023/24 was £187,890.
- The key reasons why funding is forecast to reduce include:
 - The continued transition of claims to Universal Credit leaving this authority to manage those claims where a subsidy shortfall is likely;
 - Increased cost of claims from residents in supported housing which is recognised as a national funding issue for local authorities due to how the benefit rules currently operate;
 - Increased cost of making discretionary housing payments; and

- Cost to the council of recovering housing benefit overpayments.

(vii) Property Rental Income

- Steady progress has continued over the past year to fill several of the Council's longstanding void commercial properties. This has the dual benefit of maintaining rental income levels and also avoiding having to fund the costs of managing empty buildings (energy, rates, insurance, etc). However there will always be periods of time when some units are vacant.

(viii) Government Resources & Waste Strategy

- An announcement on 20 October 2023 confirmed the outcomes of consultation on proposals set out in the Waste & Resources Strategy from 2018. These outcomes will be introduced via secondary legislation following enactment of the Environment Bill.
- The strategy sets out how the Government intends for the country to preserve material resources by minimising waste, promoting resource efficiency, and moving towards a circular economy.
- Three key measures from the strategy are:
 - Invoke the 'polluter pays' principle and extended producer responsibility (EPR) for packaging;
 - Introduce a deposit return scheme (DRS) for drinks containers, to reward people for bringing back bottles and encourage them not to litter their empties; and
 - Improve recycling rates by implementing the Simpler Recycling system for all LA in the country.
- These measures will have a considerable impact on local authorities, particularly the Simpler Recycling scheme, which will affect how kerbside recycling services are delivered in the near future.
- Timescales have been announced as follows;
 - EPR and DRS elements proposed for October 2025;
 - Simpler Recycling scheme for all households by March 2026; and
 - Full recycling for businesses with more than 10 FTE by March 2025 and for micro business 2 years later.
- Current recycling budgets are also experiencing significant volatility due to rapid pricing changes. At times the Council generates an income from recycles while during other periods it has to pay to dispose of the same waste. This makes future budget planning challenging.
- The Simpler Recycling scheme will require RBBC to roll out recycling collections of Dry Mixed Recycling (DMR) and Food waste to the 5,500 properties who do not yet have the full service by the end of March 2026. The additional costs will have to be assessed as part of service & financial

planning for 2025/26 onwards, taking into account any additional funding provided by Government for implementation.

(ix) Pension Fund

- Despite significant improvements in recent years the **Pension Fund** remains a risk over the longer term as future economic downturns may impact on the value of Fund investments and liabilities leading to increases in the cost of the employer contribution;

Grant-Funded Posts

An area for future consideration as part of budget-setting relates to posts that are currently funded through calling on the Homelessness Prevention grant that is held in an Earmarked Reserve. They comprise:

- Housing 10.9 FTE £0.414m
- Revenues, Benefits & Fraud 1.0 FTE £0.033m

The 2023/24 Homelessness Prevention grant allocation of £0.668 million was confirmed in December 2021 along with £0.011 million of new burdens funding. This has been transferred to an earmarked Reserve until called upon to fund related expenditure. While there is currently sufficient grant funding available for these posts to continue in 2023/24 there remains a risk that the grant may cease and a decision will be required whether to continue to fund these posts through the Revenue budget as part of next years' service & financial planning process.

Other posts that are funded fully or in part from fixed term resources include:

- Community Partnerships 1.0 FTE £0.045m East Surrey Heartlands NHS
- Community Partnerships 0.4 FTE £0.019m Surrey County Council
- Leisure & Intervention 4.3 FTE £0.167m Refugee Support Grant
- Leisure & Intervention 4.0 FTE £0.163m East Surrey Partnership
- Planning & Development 2.0 FTE £0.087m CIL

Planning and Strategy

- As reported to Executive in October 2022, work on preparing the **Local Plan** will require the allocation of funding from the Corporate Plan Delivery Fund in 2022/23 onwards as the details and timings are confirmed. It is also anticipated that work on the Council's response to the Development Consent Order relating to Gatwick airport expansion will also require the allocation of funding from the Corporate Plan Delivery Fund in 2022/23 onwards as the details and timings are confirmed. During 2024/25 consideration will also have to be given to funding this authority's responsibilities as a planning authority and landowner under the Government's **Biodiversity Net Gain** strategy;
- The 2023/24 budget does not include any specific funding implications arising from implementation of other **strategies** that are currently in development.

The financial implications will be considered as part of service and financial planning for 2024/25.

Financial Sustainability Programme Delivery:

- The Council has ambitious plans to take action to address the forecast budget gap through delivery of a wide range of projects and initiatives that are intended to will reduce expenditure, avoid new costs and increase income receipts. It is therefore important that this Programme is seen to be a key corporate priority and measures are put in place to ensure its delivery.

COVID-19 Pandemic

- The legacy impacts of the pandemic were addressed during budget setting for 2023/24 and are no longer considered to pose a financial significant risk.

MTFP and Budget Monitoring and Review

An updated MTFP forecast will be reported as part of the draft Budget report in November and the final Budget proposals in January.

The processes and procedures relating to the monitoring of the Revenue Budget and Capital Programme are set out in the Council's Financial Procedure Rules and supporting guidance.

Initiation of the Financial Sustainability Programme included establishing appropriate programme governance and reporting arrangements.

16. Budget Equalities Impact Assessments

The annual service & financial planning reports include information about the equality implications of budget proposals. Where new service changes, projects or policies are proposed, equalities impact assessments will be carried out by the responsible officers. Changes that affect Council staff will be discussed directly with individuals affected and with their representatives.

17. Budget Scrutiny

Savings and growth proposals will be considered by the Budget Scrutiny Panel of the Overview & Scrutiny Committee in November 2023. The conclusions and recommendations of the Panel and the Committee are reported to the Executive.

18. Consultation

As part of the budget setting process, public consultation will be undertaken and budget proposals will also be circulated to the business community via the monthly Business e-bulletin.

Comments received will be reported to the Executive and taken into account in agreeing the final budget.

19. Service & Financial Planning Process and Timetable 2024/25

As explained above, this MTFP represents an overarching view of our finances and looks to anticipate future demands and pressures so that we can take timely decisions to secure financial sustainability.

The MTFP is supported by a number of key documents which contribute to management of the overall financial position. These are:

Revenue Budget Report	<p>Produced on an annual basis – draft in November and final in the following January. It sets out the plan for setting and managing a balanced budget for the following financial year.</p> <p>It is here that the detailed decisions on revenue and capital expenditure are presented, including proposed budget savings and growth. The recommended Budget is supported by operational budget detail that forms the basis for in-year budget monitoring and management.</p>
Capital Programme	<p>Sets out capital expenditure plans over the medium term. This is aligned with the Revenue Budget where it results in borrowing and operating costs and/or income streams.</p>
Capital Investment Strategy	<p>Updated on an annual basis and sets out the framework for investing in capital assets over the medium term.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Ensure capital expenditure contributes to the achievement of the Council’s organisational strategy • Set a Capital Programme which is affordable and sustainable • Maximise the use of assets • Provide a clear framework for decision making and prioritisation relating to capital expenditure and funding • Establish a corporate approach to the review of asset utilisation
Treasury Management Investment Strategy.	<p>Sets out the approach to managing the cash available to the Council and how to maximise its value. Also sets out the Council’s investment and borrowing arrangements and controls.</p>
Reserves Policy	<p>Sets out the reasons for holding reserves and how they will be used, including financial limits where appropriate.</p>

The Reserves Policy is approved as part of budget-setting each year.

Fees & Charges Policy.	Sets out a corporate view of the fees and charges levied by the Council for consideration each year. The Policy is approved as part of budget setting each year.
Council Tax Taxbase	Approved by Full Council in December each year
Annual Council Tax Report	Approved by Full Council in February each year

Service & Financial Planning Objectives

The objectives for service & financial planning each year are to:

- Help Members determine budget priorities and their timing;
- Forecast the changes in demand for services and match demand with likely resources;
- Assess the likely implications of changes in legislation on resources;
- Model the future costs of alternative policies; and
- Provide a framework for programming activities by individual services.

Service & Financial Planning Timetable

The timetable for Service & Financial Planning 2024/25 is set out in the November Service & Financial Planning report.

20. CIPFA Financial Management (FM) Code

Local government finance in the UK is governed by primary legislation, regulation and professional standards as supported by statutory provision. The general financial management of a local authority, however, has not until now been supported by a professional code.

The CIPFA FM Code was introduced April 2021 and work was undertaken as part of 2023/24 budget-setting to review compliance with the Principles and Standards in the Code and to identify any actions required to address any gaps identified.

CIPFA explain that reasons for introducing the Code include: ‘... *the exceptional financial circumstances faced by local authorities have revealed concerns about fundamental weaknesses in financial management, particularly in relation to organisations that may be unable to maintain services in the future. There is much good practice across the sector, but the failures of a small number threatens stakeholders’ confidence in local government as a whole. Most importantly, the financial failure of just one local authority is one too many because it brings with it a risk to the services on which local people rely....*’.

The Code has several components, comprising:

- An introduction explaining how the FM Code applies, a principles-based approach and how it relates to other statutory and good practice guidance on the subject;
- The CIPFA Statement of Principles of Good Financial Management, the benchmarks against which financial management should be judged. CIPFA's view is that all financial management practices should comply with these principles; and
- The FM Code then translates these principles into financial management standards which will have different practical applications according to the circumstances of each authority and their use should therefore reflect this. The principle of proportionality is embedded within the code, reflecting the non-prescriptive approach adopted by CIPFA.

The Principles focus determining whether, in applying standards of financial management, a local authority is financially sustainable. They cover:

- Organisational leadership – demonstrating a clear strategic direction based on a vision in which financial management is embedded into organisational culture;
- Accountability – based on medium-term financial planning that drives the annual budget process supported by effective risk management, quality supporting data and whole life costs;
- Financial management is undertaken with transparency at its core using consistent, meaningful and understandable data, reported frequently with evidence of periodic officer action and elected member decision making;
- Adherence to professional standards is promoted by the leadership team and is evidenced;
- Sources of assurance are recognised as an effective tool mainstreamed into financial management, including political scrutiny and the results of external audit, internal audit and inspection; and
- The long-term sustainability of local services is at the heart of all financial management processes and is evidenced by prudent use of public resources.

The supporting financial management Standards are summarised in the table below:

Table 16: CIPFA FINANCIAL MANAGEMENT STANDARDS	
FM Standard Reference	
Section 1: The responsibilities of the chief finance officer and leadership team	
A	The leadership team is able to demonstrate that the services provided by the authority provide value for money.
B	The authority complies with the CIPFA <i>Statement on the Role of the Chief Finance Officer in Local Government</i> .

Table 16: CIPFA FINANCIAL MANAGEMENT STANDARDS	
FM Standard Reference	
	<p><u>Areas for Development:</u></p> <ul style="list-style-type: none"> Finance team development now that all permanent vacancies are filled
Section 2: Governance and financial management style	
C	The leadership team demonstrates in its actions and behaviours responsibility for governance and internal control.
D	The authority applies the CIPFA/SOLACE Delivering Good Governance in Local Government: Framework (2016).
E	The financial management style of the authority supports financial sustainability.
Section 3: Long to medium-term financial management	
F	<p>The authority has carried out a credible and transparent financial resilience assessment.</p> <p><u>Areas for Development:</u></p> <ul style="list-style-type: none"> Annual MTFP review and reporting, including financial risks assessment Implementation of the Financial Sustainability Programme Response to observations arising from internal audit reviews of Financial Resilience
G	<p>The authority understands its prospects for financial sustainability in the longer term and has reported this clearly to members.</p> <p><u>Areas for Development:</u></p> <ul style="list-style-type: none"> Annual MTFP review and reporting, including financial risks assessment Implementation of the Financial Sustainability Programme
H	The authority complies with the CIPFA Prudential Code for Capital Finance in Local Authorities.
Section 4: The annual budget	
I	<p>The authority has a rolling multi-year medium-term financial plan consistent with sustainable service plans.</p> <p><u>Areas for Development:</u></p> <ul style="list-style-type: none"> Annual MTFP review and reporting, including financial risks assessment Implementation of the Financial Sustainability Programme Response to observations arising from internal audit reviews of Financial Resilience
J	The authority complies with its statutory obligations in respect of the budget setting process.

Table 16: CIPFA FINANCIAL MANAGEMENT STANDARDS	
FM Standard Reference	
K	The budget report includes a statement by the chief finance officer on the robustness of the estimates and a statement on the adequacy of the proposed financial reserves.
Section 5: Stakeholder engagement and business plans	
L	The authority has engaged where appropriate with key stakeholders in developing its long-term financial strategy, medium-term financial plan and annual budget.
M	The authority uses an appropriate documented option appraisal methodology to demonstrate the value for money of its decisions. <u>Areas for Development:</u> <ul style="list-style-type: none"> Continued development of the Council's business case model and toolkit to ensure it reflects good practice relating to preparation of the financial case
Section 6: Monitoring financial performance	
N	The leadership team takes action using reports enabling it to identify and correct emerging risks to its budget strategy and financial sustainability. <u>Areas for Development:</u> <ul style="list-style-type: none"> Implementation of internal audit recommendations relating to contract management and procurement
O	The leadership team monitors the elements of its balance sheet that pose a significant risk to its financial sustainability.
Section 7: External financial reporting	
P	The chief finance officer has personal and statutory responsibility for ensuring that the statement of accounts produced by the local authority complies with the reporting requirements of the Code of Practice on Local Authority Accounting in the United Kingdom. <u>Areas for Development:</u> <ul style="list-style-type: none"> Continued development of the closedown plan and supporting processes to improve the quality and timeliness of the annual accounts
Q	The presentation of the final outturn figures and variations from budget allows the leadership team to make strategic financial decisions.

The main areas for further development during 2024/25 are set out above.

21. CIPFA Resilience Index

As part of the service & financial planning process officers undertake a financial resilience assessment by that considers principally whether the authority has in place a credible plan and planning process that gives confidence that it can deliver a sustainable budget over the medium term. The scope of this assessment includes:

- the authority's current financial position;
- an assessment of its future financial prospects;
- the extent to which the authority has embraced the financial resilience factors set out below;
- the key financial risks facing the authority, drawing on potential future scenarios including 'best' and 'worst' case scenarios – for the environment in which the authority operates and for the services that it provides;
- the use of independent, objective measures wherever possible to assess the risks to the authority's financial resilience and sustainability;
- the authority's understanding of the risks associated with all resources used for service delivery, including its workforce, its physical assets, its strategic business partners (including 'group' entities such as its companies), its information technology infrastructure, etc;
- the robustness of the plans that the authority has put in place to address these risks; and
- the capacity and capability of the authority, its leadership team and its officers to manage the authority's finances in a sustainable manner.

The assessment makes reference to the following:

- Medium-Term Financial Plan;
- Capital Investment Strategy;
- Treasury Management Strategy;
- Planned medium-term use of Reserves;
- the most recent Budget Report;
- approach to the service & financial planning process;
- Budget monitoring reports and out-turn reports and Statement of Accounts;
- Asset Management Plan; and
- Key governance documents, eg Annual Governance Statement, Risk Register, etc

The Council's position on a range of financial measures compared to similar councils is available online through the CIPFA Financial Resilience Index at:

<https://www.cipfa.org/services/financial-resilience-index/resilience-index>.

The most recent snapshot, based on data published at March 2022, is set out below:

Table 17: CIPFA RESILIENCE INDEX INDICATORS	This Council's Relative Risk Compared to Similar Councils	This Council's Prospects over the Medium Term
Reserves Sustainability – increase in reserves over recent years	<i>Medium risk compared to the average</i>	Planned use of previously un-allocated reserves (for example for investment in Housing) means that this position has to remain under review
Level of Reserves – compared to the annual revenue budget	<i>Medium risk compared to the average</i>	
Changes in reserves over recent years	<i>Medium risk compared to the average</i>	
Interest payable compared to recent budget	<i>Lower risk than the average</i>	Planned growth in the Capital Programme and associated borrowing means that this position may not be maintained.
Gross external debt	<i>Lower risk than the average</i>	
Fees & Charges - as % of service budgets	<i>Higher risk than the average</i>	Implementation of the new Fees & Charges Policy and planned review is improving the Council's position against this indicator as it results in new and/or increased sources of income.
Ratio of Council tax contribution to revenue budget	<i>Higher risk than the average</i>	Risk may increase if the budget increases without the ability to levy a proportionate increase in council tax.
Funding growth - compared to Government baseline	<i>Increasing risk</i>	This risk is expected to increase as Government funding reduces and the ongoing impacts of the COVID-19 pandemic on income budgets are confirmed.

22. Conclusion

This MTFP presents a summary of the key financial processes and policies that help us forecast the likely financial position that Council will be facing over coming years.

It is the Council's primary financial planning tool and will form the basis for ongoing discussions throughout service & financial planning for 2024/25.

APPENDICES

1. Revenue Budget 2023/24
2. Medium Term Revenue Budget Forecast 2024/25 to 2028/29
3. Capital Programme 2023/24 to 2027/28
4. Strategic Financial Risks
5. Financial Stability Programme

GLOSSARY

REVENUE BUDGET 2023/24

REVENUE BUDGET 2020/21	Budget 2023/24 £m
ORGANISATION	
Communications & Customer Service	1.170
Finance	1.260
IT	2.396
Legal & Governance	2.259
Organisational Development & HR	0.733
Corporate Policy, Projects & Performance (incl. environmental sustainability)	0.532
Property & Commercial	0.431
PLACE	
Economic Prosperity	0.288
Neighbourhood Services	4.803
Place Delivery	0.334
Planning	0.693
PEOPLE	
Community Partnerships	1.306
Housing	0.898
Revenues, Benefits & Fraud	2.161
Leisure & Culture	0.408
SENIOR MANAGEMENT TEAM	0.946
SERVICE BUDGETS TOTAL	20.618
CENTRAL BUDGETS	2.576
NET EXPENDITURE 2020/21	23.194
Council Tax	16.293
National Non-Domestic Rates	3.994
Other Un-ringfenced Grants	1.930
Grants transferred to Reserves	0.686 (0.686)
Call on Earmarked Reserves	0.977
NET SOURCES OF INCOME 2020/21	23.194
BUDGET GAP	NIL

MEDIUM TERM REVENUE BUDGET FORECAST 2024/25 to 2028/29 at November 2023

MEDIUM TERM REVENUE BUDGET FORECAST	Approved Budget 2023/24 £m	Cumulative Impact 2024/25 £m	Cumulative Impact 2025/26 £m	Cumulative Impact 2026/27 £m	Cumulative Impact 2027/28 £m	Cumulative Impact 2028/29 £m
Current Year Budget Requirement	23.194					
Service Budgets - Pay		1.750	4.000	6.250	8.500	9.500
Service Budgets – Savings/Income		(2.259)	(2.259)	(2.259)	(2.259)	(2.259)
Service Budgets – Growth		0.943	0.943	0.943	0.943	0.943
Service Budget risks – Government funding cuts H.B.		0.964	-	-	-	-
Call on Government Funding Risks Reserve to fund HB costs		(0.964)	-	-	-	-
Central Budgets - Treasury Management – net savings		(0.200)	(0.200)	(0.200)	(0.200)	(0.200)
Other Central Budgets – net savings		(0.176)	(0.176)	(0.176)	(0.176)	(0.176)
Council Tax 2.99% increase plus forecast taxbase increase and share of Collection Fund surplus		(0.669)	(1.425)	(2.129)	(2.821)	(3.542)
Business Rates (NNDR) Latest Forecast		0.650	1.470	1.420	1.370	1.320
Grants and Reserves Net change in call on Grants and Reserves		TBC in December				
Forecast Gap Compared to Current Budget	Nil	0.039	2.353	3.849	5.357	5.586
Annual Increase in Gap		0.039	2.314	1.535	1.508	0.229
Gap as % of current budget requirement		0.16%	9.9%	16.6%	23.1%	24.1%

CAPITAL PROGRAMME 2023/24 to 2027/28

CAPITAL PROGRAMME - DETAILS							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total £m
	BFWD	Projected	Projected	Projected	Projected	Projected	
	£m	£m	£m	£m	£m	£m	
ORGANISATION SERVICES							
STRATEGIC PROPERTY							
Rolling Property Maintenance Programmes							
Forum House, Brighton Road Redhill	0.270	0.150	0.150	0.100	0.100	-	0.770
Beech House, London Road Reigate	3.000	-	-	-	-	-	3.000
Unit 61E Albert Road North	0.074	0.012	0.012	0.012	0.075	-	0.184
Regent House, 1-3 Queensway Redhill	0.175	0.090	0.090	0.075	0.090	-	0.520
Linden House, 51B High Street Reigate	-	0.012	0.012	0.012	0.015	-	0.050
Units 1-5 Redhill Distribution Centre Salfords	0.115	0.017	0.017	0.017	0.025	-	0.191
Crown House	0.285	0.075	0.075	0.075	0.075	-	0.585
Tenanted Properties	0.167	0.100	0.100	0.100	0.100	-	0.567
Tenanted Property Assets	0.135	0.076	0.076	0.050	0.076	-	0.413
Operational Buildings	0.370	0.095	0.080	0.069	0.080	-	0.694
Priory Park	0.223	0.010	0.030	0.010	0.050	-	0.323
Public Conveniences	0.021	0.010	0.020	0.010	0.095	-	0.156
Infrastructure (walls)	0.031	0.010	0.060	0.010	0.020	-	0.131

CAPITAL PROGRAMME - DETAILS							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total £m
	BFWD	Projected	Projected	Projected	Projected	Projected	
	£m	£m	£m	£m	£m	£m	
Allotments	0.042	0.012	0.022	0.012	0.012	-	0.100
Cemeteries & Chapel	0.080	0.020	0.040	0.020	0.020	-	0.180
Pavilion Replacement - Woodmansterne	0.020	-	-	-	-	-	0.020
Leisure Centre Maintenance	0.159	0.190	0.030	0.036	0.175	-	0.590
Existing Pavilions Programme	0.097	0.050	0.050	0.050	0.150	-	0.397
Car Parks Capital Works Programme	0.563	0.195	0.170	0.080	0.075	-	1.083
Earlswood Depot/Park Farm Depot	0.061	0.020	0.020	0.020	0.050	-	0.171
Community Centres Programme	0.081	0.067	0.065	0.032	0.125	-	0.370
Harlequin Property Maintenance	0.270	0.120	0.100	0.030	0.100	-	0.620
Building Maintenance - Capitalised Staff Costs	0.028	0.028	0.028	0.028	0.028	0.028	0.168
Massetts Road Accommodation Works	0.021	0.021	0.021	0.021	0.021	0.021	0.126
Temporary & Emergency Accommodation Works	0.095	0.040	0.040	0.040	0.040	0.040	0.290
Total	6.383	1.419	1.307	0.909	1.597	0.089	11.704
IT SERVICES							
ICT Replacement Programme	-	0.200	0.250	0.200	0.200	0.200	1.050
Replacement Printers and Photocopiers	-	0.060	-	-	-	-	0.060
Total	-	0.260	0.250	0.200	0.200	0.200	1.110
ORGANISATIONAL DEVELOPMENT							

CAPITAL PROGRAMME - DETAILS							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total £m
	BFWD	Projected	Projected	Projected	Projected	Projected	
	£m	£m	£m	£m	£m	£m	
Workplace Facilities: Estate/Asset Development	-	0.250	0.250	-	-	-	0.500
ENVIRONMENTAL STRATEGY							
Environmental Strategy Delivery	0.236	-	-	-	-	-	0.236
PEOPLE SERVICES							
HOUSING							
Grant-Funded Schemes							
Disabled Facilities Grant	-	1.287	1.287	1.287	1.287	1.287	6.435
Home Improvement Agency (Part Grant Funded)	-	0.125	0.132	0.132	0.132	0.132	0.653
Purchase of Accommodation	3.997	-	-	-	-	-	3.997
Purchase of Accommodation (Local Authority Housing Fund)	2.967	-	-	-	-	-	2.967
Purchase of Accommodation - Mitchell Court	0.240	-	-	-	-	-	0.240
Purchase of Accommodation - Stirling House	0.120	-	-	-	-	-	0.120
Housing Delivery Strategy							
Lee Street Bungalows	0.020	-	-	-	-	-	0.020
Cromwell Road Development	0.100	-	-	-	-	-	0.100
Total	7.444	1.412	1.419	1.419	1.419	1.419	14.532
LEISURE & CULTURE							
Harlequin - Service Development	0.064	0.100	0.100	0.100	0.100	0.100	0.564

CAPITAL PROGRAMME - DETAILS							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total £m
	BFWD	Projected	Projected	Projected	Projected	Projected	
	£m	£m	£m	£m	£m	£m	
COMMUNITY PARTNERSHIPS							
CCTV	0.105	-	-	-	-	-	0.105
UKSPF - Digital Connectivity for Local Community Facilities	0.003	-	-	-	-	-	0.003
Total	0.108	-	-	-	-	-	0.108
PLACE SERVICES							
NEIGHBOURHOOD OPERATIONS							
Rolling Maintenance Programmes							
Vehicle Wash Bay Replacement	0.350	-	-	-	-	-	0.350
Vehicles & Plant	1.022	0.582	0.681	0.837	0.562	3.668	7.352
Play Areas Improvement	-	0.230	0.230	0.230	0.230	0.100	1.020
Air Quality Monitoring Equipment	-	0.040	0.040	0.065	0.065	0.040	0.250
Parks & Countryside – Infrastructure & Fencing	-	0.045	0.045	0.045	0.045	0.045	0.225
Workshop Refurbishment	0.160	-	-	-	-	-	0.160
Contribution to Surrey Transit Site	0.127	-	-	-	-	-	0.127
Total	1.659	0.897	0.996	1.177	0.902	3.853	9.484
PLACE DELIVERY							
Marketfield Way Redevelopment	5.575	-	-	-	-	-	5.575
Horley Public Realm Improvements - Phase 4	0.565	-	-	-	-	-	0.565

CAPITAL PROGRAMME - DETAILS							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total £m
	BFWD	Projected	Projected	Projected	Projected	Projected	
	£m	£m	£m	£m	£m	£m	
Merstham Recreation Ground	1.465	-	-	-	-	-	1.465
Redhill Public Realm Improvements	0.030	-	-	-	-	-	0.030
Pay-on-Exit Car Parking, Horley	0.046	-	-	-	-	-	0.046
Preston - Parking Improvements	0.542	-	-	-	-	-	0.542
Total	8.222	-	-	-	-	-	8.222
TOTAL APPROVED CAPITAL PROGRAMME	24.116	4.338	4.322	3.805	4.218	5.661	46.460

EXTRACT: STRATEGIC RISK REGISTER STRATEGIC FINANCIAL RISKS

SR2	Financial Sustainability	RED
Description	<p>The effects of the Covid-19 pandemic, coupled with current adverse macroeconomic conditions and the wider local government funding context, have created conditions of unprecedented financial uncertainty and challenge for the Council. The Council is therefore increasingly reliant on generating additional income and identifying savings and efficiencies from existing budgets. If not mitigated, these financial challenges risk an adverse impact on the Council's ability to deliver its Corporate Plan objectives.</p>	
Owner	Portfolioholder	Finance, Governance & Organisation Cllr Lewanski
	Officers	Chief Finance Officer Pat Main
Controls	<p>The Council will continue to ensure that strong financial management arrangements are in place and will continue investment in skills and expertise to support the delivery of the Council's financial and commercial objectives while managing risks.</p> <p>The Medium-Term Financial Plan (MTFP) sets out the forecast budget challenges over the coming five years and forms the basis for service and financial planning, while the Capital Investment Strategy provides an overview of how capital expenditure, capital financing and treasury management activity contributes to the provision of Council services and how associated risk is managed.</p> <p>The budget pressures identified by the MTFP will be addressed by the Council's Financial Sustainability Programme.</p> <p>The Commercial Strategy sets out the commercial activity the Council will consider, provide a framework on option evaluation, and provide the basis on which commercial decision making will be made.</p> <p>The Annual Revenue Budget sets out funding allocations for the current year and confirms officer accountability for ensuring that expenditure and income are managed within limits approved by Members. In year budget monitoring reports confirm compliance with these limits and report any action required to manage budget variances.</p> <p>The Treasury Management Strategy helps ensure that investments achieve target returns within approved security and liquidity limits and that borrowing to fund the Capital Programme is affordable.</p> <p>Internal audit will be utilised to review the approach taken to secure financial sustainability.</p>	
Mitigating actions/progress	<p>In addressing its significant financial challenges, the Council has established a Financial Sustainability Programme. The programme will take the form of a series of ambitious initiatives that reduce costs and/or increase income, enabling the Council to set a balanced budget without drawing on reserves. Key to this will be looking at delivering services differently to realise savings, as well as embedding lasting cultural change across the organisation.</p> <p>Accordingly, the programme is premised on the following:</p> <ol style="list-style-type: none"> 1. Projects – new ideas and opportunities for generating income and/or making savings. 	

		<p>2. Service and financial planning (2023/24 onwards) – for all budget areas, reviewing the services delivered and the associated budgetary requirements. Ensuring that there is a clear justification for all services delivered and that budgets are set accordingly. Opportunities for delivering services in a different way to unlock savings will also be explored. SR2 Financial sustainability RED</p> <p>3. Fees and charges – carrying out a fundamental review to ensure the full application of the fees and charges policy across the Council.</p> <p>Updates to the programme will be reported to the Overview and Scrutiny Committee and Executive.</p> <p>An updated MTFP forecast was reported to the Overview and Scrutiny Committee and Executive in January 2023 along with the Revenue Budget 2023/24 and Capital Programme 2023-2028. This update confirmed that the risk of increasing costs, driven by inflationary pressures in the wider economy and disruption of the global supply chain, presents an increasing challenge to the Council’s financial sustainability. This is especially notable for the goods and services that the Council relies on to maintain service delivery. The Council continues to ensure the most financially advantageous/sustainable option is selected when procuring goods and services and, wherever possible, the Council will ensure that increased costs are reflected in the fees and charges levied or compensating budget savings will be sought.</p> <p>Energy costs have also escalated following the most recent contract renewals and the extent of Government financial support to offset the impacts remains uncertain.</p> <p>This risk will transfer over to the 2023/24 strategic risk register as SR1 ‘Financial Sustainability’.</p>		
Score	Likelihood	More than likely	Direction of Travel	-
	Impact	Significant		
Status		Treat		
Last Update		May 2023		

FINANCIAL SUSTAINABILITY PROGRAMME

Overview at November 2023

Background and Context

The need for a concerted focus on the financial sustainability of the Council was identified as part of the 2022/23 budget setting process, as reported to the Executive in November 2022 and January 2023.

Financial Pressures and the Forecast Funding Gap

In July 2023, the Council's Medium Term Financial Programme forecast indicated a budget gap of £2.059 million in 2024/25, increasing to £4.937million by 2028/29. The key factors that influence the forecast gap are summarised in the budget report, and include:

- Service expenditure pressures
- Central budget increases
- Changes in forecast council tax and business rates;
- Changes in Government funding; and
- Updated forecasts for use of reserves

More details about the likely scale of impact of the above is set out in the Medium Term Financial Plan.

Using Reserves

Although the Council has established ring-fenced reserves to manage the financial risks it is facing (and these put it in a relatively secure financial position compared to many authorities) the use of reserves to address the forecast funding gap represents a short term tactic. Ongoing reliance on one-off measures such as the use of reserves is not without risk and will not be sustainable in the longer term.

The Council therefore needs to reduce its costs and / or increase its income on a permanent basis to guarantee its financial sustainability for future years.

Commercial Activity

The Council has also for several years now been pursuing a commercial approach, with the publication of its Commercial Strategy. However, the ability to generate income from 'purely commercial' activity is now highly constrained, with restrictions meaning that borrowing to invest solely for financial return is not allowed, and new limitations to the types of capital spending where borrowing is permitted.

Companies

The establishment of arms-length trading companies reflects a further potential tool available to the Council to generate income. However, experience to date in this area has demonstrated that establishing and then growing such companies can be extremely time consuming and resource intensive. The Commercial Strategy Part 2 therefore confirms that the Council will

take an incremental, long-term approach will be taken to growing trading activities, and that the focus will be in areas where we already have experience. This means that trading activity will not provide the solution to addressing the Council's funding gap.

Financial Sustainability Programme

Taking into account the forecast funding gap, the parameters within which the Council can operate, and building on experience to date, the Executive has agreed to pursue a Financial Sustainability Programme, focusing on four key areas:

Income generation (that is, pursuing opportunities to generate new income streams, optimising fees and charges and implementing the commercial strategy)

Use of assets (making effective use of existing assets, including the repurposing and sale of surplus properties)

Prioritisation of resources (reviewing in year budget forecasts to identify new opportunities for savings and efficiencies, reviewing the level of service provided and focusing resources on priority services, and managing pay costs and making effective use of staff resources)

Achieving value for money (including pursuing options to share with other Councils to realise efficiency savings and identifying invest to save opportunities, including investment in technology to reduce operational costs)

Financial Sustainability Programme

The Financial Sustainability Programme comprises the projects and activities that are being deployed to address represents a key component to mitigate against the Financial Sustainability risk identified in the Council's Strategic Risk Register.

Approach

Programme Scope and Objectives

The Council's Financial Sustainability focus is not a single plan, or project, but rather will encompass many different activities and projects. As such, it is being managed as a programme in line with the corporate Project and Programme Management Framework.

The main components of the programme are:

Service and financial planning: reviewing all budget areas to ensure that there is a clear justification for the services being delivered and that budgets are set accordingly

Standalone projects and activities: Scoping and where appropriate progressing new ideas and opportunities for generating income or introducing efficiencies

Fees and charges: A comprehensive review to ensure that the Fees & Charges Policy is consistently applied across the Council.

The programme objectives are that it will:

- Act as a catalyst for - and foster an ongoing legacy of – cultural, behavioural and procedural changes to embed financial efficiency and acumen;
- Identify and deliver on opportunities for increasing income and/or achieving cashable savings; and
- Maintain the provision of services at a level that is viable within the available budget envelope, recognising that this may involve delivering services differently.

In developing how we approach the programme; the following options were considered:

Option 1: Do nothing.

This option has not been selected as it is not a long term solution. Eventually the Council's reserves will deplete and the time window available to make managed change will have been lost. Difficult decisions need to be made – this option would merely delay those decisions.

Option 2: Seek to close the budget gap as soon as possible.

This option has not been selected as it would require the application of blunt measures 'across the board'. This could have negative and destabilising impacts on service delivery and reduce operational capacity to deliver core responsibilities. The short timescales associated with this option would hinder the ability of the organisation to fully consider the options available and the implications of different options. There may also be significant costs associated with this option which could detract from any benefits gained.

Option 3: Seek to close the budget gap in a planned and controlled manner over a longer term.

This is the recommended option as it allows the Council to explore and evaluate options to close the budget gap in a way that maintains organisational stability and capacity. Given the longer term timescales involved, it will also enable the Council to pursue means to increase income to complement savings made.

Programme Governance

The Council's Corporate Governance Group, comprised of key senior and statutory officers, has overall operational responsibility for the Financial Sustainability Programme (FSP). To enable regular oversight of the programme and its progress, a Steering Group has been comprised (effectively a sub-group of Corporate Governance Group members), supported by officers from within the Projects & Performance Team.

Within the programme:

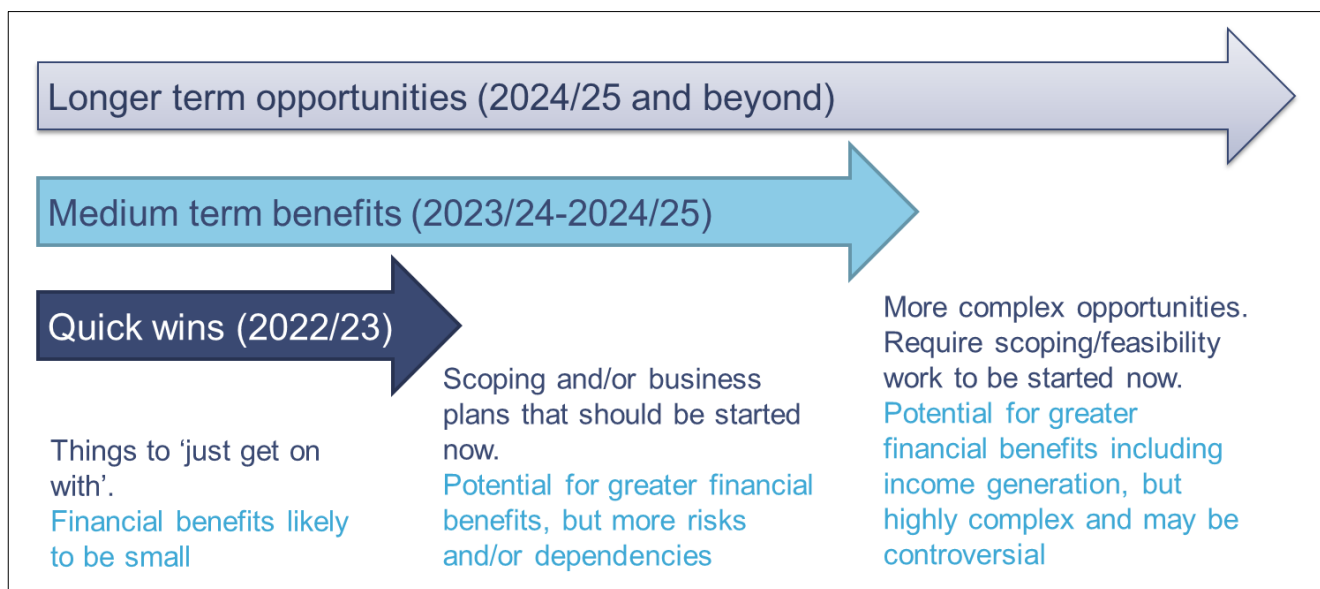
- Service and financial planning activities are being managed in the usual way (although with a more in-depth approach being taken): this means via a series of Management Team Awaydays, Executive Awaydays, and collaborative working between senior officers and Executive Members. This will culminate in the usual draft budget report to Executive and the Budget Scrutiny process.

- Standalone projects and activities are being managed within their respective service areas. In the case of projects, these will be managed and reported in the usual way, using the Council's Project Management Framework, reporting to its officer Governance Boards, and with dashboards provided to Members.
- The Fees & Charges review is being overseen by officers within the Finance and Corporate Policy teams, working with budget holders across the Council. In some instances, a substantive review of an existing charge, or the introduction of a new charge, may warrant a project-based approach. While authority for agreeing fees and charges is delegated to relevant Heads of Services, the outcomes from the review will once again be included within the draft budget report in November.

It should be recognised that delivering the Financial Sustainability Programme is not straightforward or easy. It requires considerable input from senior and middle managers across the organisation and this represents a key risk for the programme. The Corporate Governance Group regularly reviews organisational capacity and the prioritisation of workload to ensure this risk is managed and as necessary mitigated.

Progress to Date

The chosen approach to the Financial Sustainability Programme (option 3 above) means that the work will run across multiple financial years, and comprise assessment and implementation of changes over the short, medium and longer term, as illustrated below:



Programme Set Up

- ✓ The Programme is now fully operational having been initiated during 2022/23

Service & Financial Planning Stages

- ✓ Initial review of budgets and services undertaken by Heads of Service (April/May)

- ✓ Peer challenge at Management Team Awayday (May/June/July)
- ✓ Discussion of budget and service options and prioritisation at Executive Awayday (June/July)

The key milestone for this element is the November draft budget report to Executive.

Standalone Projects and Activities

- ✓ Identification and prioritisation of opportunities by Management Team (ongoing)
- ✓ Project and activity scoping and development of (outline) business cases (ongoing)

Key milestones will be identified on a project by project basis.

Fees & Charges

- ✓ Updating the fees and charges register and identification of higher value areas for priority review (May/June)
- ✓ Budget holders progressing annual review (July to August)

The key milestone for this element will be the November draft budget report to Executive.

Vacancy Control Mechanisms

A vacancy control mechanism is in place to ensure that there is a robust business case for any recruitment undertaken to newly vacant posts. This may deliver some in-year savings.

Third Party Funding Opportunities

Services across the Council will continue to pursue third party funding opportunities where these can provide alternative sources of funding for future service activities.

Sharing Opportunities

Services across the Council will continue to pursue opportunities to share services with other councils where these can enhance this Council's capacity and resilience and deliver efficiency savings.

Reporting Progress

To ensure transparency and allow for appropriate scrutiny, Programme reporting arrangements are set out below:

- Programme progress is reported to the Corporate Governance Group on a monthly basis.
- Monthly updates are also provided to Executive Members via portfolio holder briefings and the informal Leader's Meeting.
- Quarterly reports are provided to the Overview & Scrutiny Committee and Executive as part of the usual budget and performance monitoring arrangements.
- Updates on constituent projects are reported via the project dashboards provided for Members.
- Proposed changes to future service provision and associated budgets will be presented in draft form to the Executive each November, following which public

consultation and consultation with the Overview & Scrutiny Committee (via its Budget Scrutiny Panel) will take place.

- Significant changes may be subject to a stand-alone report to Executive.
- A Communications Plan has been developed which will inform other strands of communications activity, including with staff, councillors and the public.

November 2023

GLOSSARY OF TERMS

Actuarial Valuation

An independent report of the financial position of the Surrey Local Government Pension Fund carried out by an actuary every three years. The actuary reviews the pension fund assets and liabilities as at the date of the valuation and makes recommendations such as, employer's contribution rates and deficit recovery period, to the Council.

Baseline Funding Level

The amount of a local authority's start-up funding allocation which is provided through the local share of the estimated business rates aggregate at the outset of the scheme as forecast by the Government. It forms the baseline against which tariffs and top-ups are calculated.

Billing Authority

Reigate & Banstead Council is the Billing Authority with responsibility for calculating the amount to be raised through the council tax in this borough after taking into account the precepts levied by the major precepting authorities.

Budget Requirement

The Council's Revenue Budget after deducting funding streams such as fees and charges and any funding from reserves (excludes council tax and business rates income).

Capital Expenditure

Spend on assets that have a lasting value, for example, commercial investments including land and buildings and large items of equipment such as vehicles. This can also include indirect expenditure in the form of grants or loans to other persons or bodies.

Capital Programme

The Council's plan for future spending on capital projects such as buying land, buildings, vehicles and equipment.

Capital Receipts

Proceeds from the disposal of land or other assets and can be used to finance new capital expenditure; but cannot be used to finance revenue expenditure.

Capping

This is the power under which the Government may limit the maximum level of local authority spending or increases in the level of spending year on year, which it considers excessive. It is a tool used by the Government to restrain increases in council tax.

CIPFA

The Chartered Institute of Public Finance and Accountancy is one of the UK accountancy institutes. Uniquely, CIPFA specialises in the public sector. Consequently, CIPFA holds the responsibility for setting accounting standards for local government.

Collection Fund

A statutory account maintained by the Council recording the amounts collected from council tax and business rates and from which it pays precepts to Surrey County Council, the Police & Crime Commissioner, Towns, Parishes and the Ministry for Housing, Communities and Local Government for business rates.

Collection Fund Surplus (or Deficit)

If the Council collects more or less than it expected at the start of the financial year, the surplus or deficit is shared with the major precepting authorities, Surrey County Council and the Police & Crime Commissioner, in proportion to the respective council taxes. These surpluses or deficits have to be returned to the council taxpayer in the following year through lower or higher council taxes. If, for example, the number of properties or the allowance for discounts, exemptions or appeals vary from those used in the council tax base, a surplus or deficit will arise. From 2013/14 onwards the collection fund has included business rates income. The business rates surplus or deficit is shared with the Ministry for Housing, Communities and Local Government.

Core Spending Power

This is the Government's measure of the resources available to local authorities to fund service delivery. It sets out the funds that have been made available to local authorities through the Local Government Finance Settlement.

Council Tax Base

The council tax base for a Council is used in the calculation of council tax and is equal to the number of Band D equivalent properties. To calculate this, we count the number of properties in each band and work out an equivalent number of Band D equivalent properties. The band proportions are expressed in ninths and are specified in the Local Government Finance Act 1992. They are: A 6/9, B 7/9, C 8/9, D 9/9, E 11/9, F 13/9, G 15/9 and H 18/9, so that Band A is six ninths of the 'standard' Band D, and so on.

The Council Tax Calculation

The formal calculation of council tax as presented in the Council Tax Resolution to Full Council in February each year.

CPI and RPI

The main inflation rate used in the UK is the CPI (Consumer Price Index); the Chancellor of the Exchequer bases the UK inflation target on the CPI. The CPI inflation target is currently set at 2%. The CPI differs from the RPI (Retail Price Index) in that CPI excludes housing costs. Also used is RPIX, which is a variation on RPI, which excludes mortgage interest payments.

Earmarked Revenue Reserves

These balances are not a general resource but earmarked by the Council for specific purposes.

Financial Procedure Rules

These are a written code of procedures in the Council's Constitution, which provide a framework for the proper financial management of the authority. They cover rules for accounting and audit procedures, and set out administrative controls over the authorisation of payments, etc.

Financial Year

The local authority financial year commences on 1 April and finishes on the following 31 March.

General Fund

This is the main revenue fund of the local authority; day-to-day revenue budget spending on services is met from this fund.

General Fund Balance

This is the main unallocated reserve that is held to meet any unforeseen budget pressures.

Gross Domestic Product (GDP)

GDP is defined as the value of all goods and services produced within the UK economy.

Gross Expenditure

The total cost of providing Council services, before deducting income from Government or fees and charges for services.

Housing Benefit Subsidy

Local authorities determine and pay applications for housing benefit in accordance with the national scheme and receive a Subsidy grant from Government to fund the costs. The Government is moving to a national scheme of universal credit which includes an element of housing benefit.

Individual Authority Business Rates Baseline

This is derived by apportioning the billing authority business rates baseline between billing and major precepting authorities on the basis of major precepting authority shares.

Local Share

From April 2013, local councils have been allowed to keep a proportion of the business rates they collect from businesses in their area. In most areas, half of business rates will have to be paid over to central government (the 50% scheme), with some piloting 100% business rates retention. Billing authorities continue to collect all of the business rates in their area on behalf of the major precepting authorities and central government. Reigate & Banstead's share of the 50% retained is 40%.

Management Budget

The revenue budget that forms the basis for budget monitoring during the year, comprising the Original Budget plus any approved in-year adjustments.

Minimum Funding Guarantee Grant

Introduced in the local government finance settlement 2023/24 to help fund the commitment to increase district and borough authorities' Core Spending Power by at least 5%,

Net Expenditure

This is gross expenditure less service income, but before deduction of government grant.

National Non-Domestic Rates (NNDR)

Also known as 'Business Rates', National Non-Domestic Rates are collected by billing authorities including Reigate & Banstead and, up until 31 March 2013 were all paid into a central national pool, then redistributed to authorities according to resident population. From 2013/14 local authorities have retained a 'Local Share', see above, the aim of which is to provide an incentive for councils to help local businesses set up and grow.

New Homes Bonus

Under this scheme councils receive a New Homes Bonus per each new property built in the borough for the first four years following completion. Payments are based on match-funding the council tax raised on each property with an additional amount for affordable homes. It is paid in the form of an unring-fenced grant. Since 2017/18 the scheme excludes the first 0.4% of growth ('the deadweight') is excluded to 'sharpen the incentive'.

Original Budget

The Revenue Budget that is approved by Council in February.

Prudential Borrowing

Set of rules governing local authority borrowing for funding capital projects under a professional code of practice developed by CIPFA to ensure that capital investment plans are affordable, prudent and sustainable. Local authorities generally borrow from the National Loans Fund via the Public Works Loan Board (PWLB), a statutory body operating within the UK Debt Management Office, an executive agency of the Treasury.

Reserves

We set aside resources to provide protection against difficult economic times. The level of reserves helps ensure a relatively secure financial base. It is important to carry out regular reviews to ensure an appropriate balance between securing the future financial position of the Council and investing in current delivery of services.

Revenue Expenditure

The day-to-day running cost of services provided by Council.

Safety Net

In order to prevent local authorities having to drastically cut services as a result of a significant fall in business rate income and to provide some protection against major economic shocks, the government introduced a safety net mechanism to ensure that no local authority will experience a fall in business rate income of more than 7.5% in any one year under the 50% scheme. This safety net is paid for by a Levy on what the government deems to be 'excessive growth'.

Section 151 Officer

Legally councils must appoint under section 151 of the Local Government Act 1972 a named Chief Finance Officer to provide professional financial advice. In Reigate & Banstead this is the post of Head of Finance.

Service & Financial Planning

The annual process for reviewing service priorities and preparing budget forecasts.

Services Grant

Introduced as part of the local government finance settlement in 2022/23 to provide funding to all tiers of local government in recognition of the vital services delivered at every level of local government.

Settlement Funding Assessment (SFA)

A local authority's share of the local government spending control total (business rates and Revenue Support grant) which comprises its baseline funding level (in 2013/14 this was called the 'start-up funding allocation').

Specific Grants

As the name suggests, funding through a specific grant is provided for a specific purpose and cannot be spent on anything else e.g. Homelessness Prevention.

Spending Review

The Spending Review is an internal Government process through which the Treasury negotiates budgets for each Government department. The 2015 Spending Review set Government spending for the four financial years. Subsequent spending reviews have been for one or two years only.

Tariffs and Top-Ups

Because the amount of business rates an individual authority is able to collect will vary enormously depending upon location and the characteristics of the authority, the government introduced a system of top-ups and tariffs to redistribute business rates around the country. Local councils with a relatively high level of business rates pay a tariff into a national pot which is used to pay top-ups to those local authorities with relatively low levels of business rates. Reigate & Banstead is a 'tariff' authority.

Treasury Management

The process of managing cash flows, borrowing and cash investments to support our finances. Details are set out in the Treasury Management Strategy which is approved by Executive and Full Council each year.

This page is intentionally left blank

**REVENUE BUDGET
SERVICE BUDGET GROWTH, INCOME AND SAVINGS PROPOSALS
2024/25**

Service Revenue Budget Growth, Income and Savings Proposals 2024/25

Pay Growth - Organisation					
Head of Service	Service	Growth £M	Income / Savings £M	FTE Impact	Description
Catherine Rose	Corporate Policy	0.068		1.0	New Sustainability Manager post
Darren Wray	ICT	0.100		3.0	New Service Desk Analyst, Technical Analyst / Apprentices
Joyce Hamilton	Legal Services		(0.044)	(1.0)	Deletion of vacant Company Administration post
Joyce Hamilton	Legal Services		(0.100)		Outcome of review to identify unused budgets
Total		0.168	(0.144)	3.0	

Service Revenue Budget Growth, Income and Savings Proposals 2024/25

Pay Growth - Place					
Head of Service	Service	Growth £M	Income / Savings £M	FTE Impact	Description
Morag Williams	Environmental Health & Licencing	0.060	-	1.0	New Environmental Health Enforcement post
Morag Williams	Environmental Health & Licencing	0.025	-	0.5	Additional Housing Inspections capacity
Andrew Benson	Planning & Development Management	0.020	-	0.5	New part-time Ecology Officer post
Total		0.105	-	2.0	

Service Revenue Budget Growth, Income and Savings Proposals 2024/25

152

Other Growth, Savings & Income – Organisation (1)					
Head of Service	Service	Growth £M	Income / Savings £M	Fees & Charges £M	Description
Pat Main	Property & Facilities	-	(0.350)	-	Rationalisation and renewal of energy contracts
Pat Main	Property & Facilities	-	(0.700)	-	The Rise Redhill – net additional income from confirmed tenancies
Pat Main	Property & Facilities	-	(0.100)	-	Café leases – net income from new leases
Pat Main	Property & Facilities	-	(0.104)	-	Reading Arch Road, Redhill – rent from new property acquisitions
Pat Main	Property & Facilities	0.136	-	-	Regent House, Redhill - forecast additional void costs and budget review
Pat Main	Property & Facilities	0.088	(0.008)	-	Forum House, Redhill - forecast additional void costs; net rent increase
Pat Main	Property & Facilities	0.030	-	-	Priory Park public toilets – additional maintenance and running costs
Carys Jones	Data & Insight	-	-	(0.003)	Street naming and numbering – fee increase
Carys Jones	Communications	0.004	-	-	Purchase of accessibility & web evaluation software-legislative requirement

Service Revenue Budget Growth, Income and Savings Proposals 2024/25

Other Growth, Savings & Income – Organisation (2)					
Head of Service	Service	Growth £M	Income / Savings £M	Fees & Charges £M	Description
Darren Wray	ICT	-	(0.020)	-	Cost reduction – printer lease costs
Darren Wray	ICT	0.200	-	-	Increased cost of IT system support & maintenance contracts
Joyce Hamilton	Democratic Services	-	(0.034)	-	Outcome of review to identify unused budgets
Simon Rosser	Revenues Benefits & Fraud	0.047	-	-	Increased printing and postage costs, primarily relating to issuing statutory notices
Simon Rosser	Revenues Benefits & Fraud	-	-	(0.023)	Council tax summons and liability orders – fee increases
Total		0.505	(1.316)	(0.026)	

Service Revenue Budget Growth, Income and Savings Proposals 2024/25

Other Growth, Savings & Income – Place (1)					
Head of Service	Service	Growth £M	Income / Savings £M	Fees & Charges £M	Description
Morag Williams	Environmental Health & Licencing	0.004	-	-	Ceasing Pest Control service - income reduction (partially offset by increase in food safety income.
Morag Williams	Environmental Health & Licencing	-	-	(0.024)	Licencing (advice, private hire and hackney carriage) – fee increases
Morag Williams	Fleet	0.029	-	-	Increase in sweeper leasing costs
Morag Williams	Fleet	0.132	-	-	Additional cost of introducing Hydrogenated Vegetable Oil Fuel
Morag Williams	Greenspaces	-	-	(0.021)	Allotments, cemeteries, banner adverts and sports pitches
Morag Williams	Car Parking	-	-	(0.138)	Car parking fees increase
Morag Williams	Car Parking	-	(0.162)	-	Deletion of on-street parking budget following transfer of service to the County Council in April 2023

Service Revenue Budget Growth, Income and Savings Proposals 2024/25

Other Growth, Savings & Income – Place (2)					
Head of Service	Service	Growth £M	Income / Savings £M	Fees & Charges £M	Description
Morag Williams	Waste & Recycling	-	(0.025)	-	Efficiency savings following installation of CIL-funded solar compacting bins
Morag Williams	Waste & Recycling	-	-	(0.146)	Waste & Recycling charges - net increase
Andrew Benson	Planning & Development Management	-	-	(0.155)	Planning - statutory fee increases
Andrew Benson	Planning & Development Management	-	-	(0.005)	Planning - pre-application advice fee increases
Simon Bland	Economic prosperity	-	(0.012)	-	Markets - increase in forecast income
Total - Place		0.165	(0.199)	(0.489)	

Service Revenue Budget Growth, Income and Savings Proposals 2024/25

Other Growth, Savings & Income - People					
Head of Service	Service	Growth £M	Income / Savings £M	Fees & Charges £M	Description
Justine Chatfield	Partnerships	-	-	(0.005)	Community Centres – fees and charges increase
Justine Chatfield	Partnerships	-	-	(0.020)	Community Centres – forecast increase in income from bookable facilities
Justine Chatfield	Partnerships	-	(0.010)	-	External funding contribution
Richard Robinson	Housing	-	(0.050)	-	Use of Homelessness Prevention Grant Reserve to support service delivery
Total - People			(0.060)	(0.025)	

Central Revenue Budget Growth, Income and Savings Proposals 2024/25

157

Central Budget Savings & Growth					
Head of Service	Service	Growth £M	Income / Savings £M	FTE Impact	Description
All	All	1.750	-	-	Pay award 2024/25
All	All	-	(0.243)	-	Unused historic pay budget – removed from base budget
Pat Main	Organisation	0.049	-	-	Insurance – increased premiums due to inflation uplifts from insurers
Pat Main	Organisation	-	(0.200)	-	Treasury Management savings – borrowing costs and investment income
Pat Main	Organisation	0.964	-	-	Housing Benefit subsidy and Discretionary Housing Payments DHP shortfall risks – to be funded from reserves
Pat Main	Organisations	0.200	-	-	ICT Strategy costs – funded from reserves
Pat Main	Organisation	0.028	-	-	Inflation increases – Audit Fees / Grants / Levies / Training
Total - Central		2.991	0.443	-	

This page is intentionally left blank

**CAPITAL PROGRAMME
SERVICE CAPITAL GROWTH PROPOSALS
2024/25 to 2028/29**

Capital Programme - Growth Proposals – 2024/25 to 2028/29

Head of Service	Growth Proposal	Source of Funding	Growth 2024/25 £M	Growth 2025/26 £M	Growth 2026/27 £M	Growth 2027/28 £M	Growth 2028/29 £M	Total £M
ORGANISATION								
Pat Main	Town Hall – Environmental improvements	Borrowing	-	-	0.412	-	-	0.412
Pat Main	Town Hall - Environmental improvements	Strategic CIL	-	-	-	0.096	-	0.096
Pat Main	Community Centres – Environmental improvements	Borrowing	0.125	-	-	-	-	0.125
Pat Main	Community Centres – Environmental improvements	Strategic CIL	0.442	-	-	-	-	0.442
Pat Main	Energy Management System	Borrowing	0.100	-	-	-	-	0.100
Pat Main	Depots – Environmental improvements	Borrowing	-	-	0.250	-	-	0.250
Pat Main	Depots – Environmental improvements	Strategic CIL	-	-	0.117	-	-	0.117

160

Capital Programme - Growth Proposals – 2024/25 to 2028/29

Head of Service	Growth Proposal	Source of Funding	Growth 2024/25 £M	Growth 2025/26 £M	Growth 2026/27 £M	Growth 2027/28 £M	Growth 2028/29 £M	Total £M
ORGANISATION								
Pat Main	Car Parks – Environmental improvements	Borrowing	0.162	0.162	-	-	-	0.324
Pat Main	Pavilions – Environmental improvements	Strategic CIL	-	-	-	0.021	-	0.021
Pat Main	Public Conveniences – Environmental improvements	Borrowing	-	-	0.034	-	-	0.034
Pat Main	Public Conveniences – Environmental improvements	Strategic CIL	-	-	0.029	-	-	0.029
Pat Main	Cemeteries & Chapels – Environmental improvements	Strategic CIL	-	-	0.034	-	-	0.034
Pat Main	Emergency and temporary accommodation units – installation of solar panels	Surrey County Council contribution	0.89	-	-	-	-	0.89
Total - ORGANISATION			1.719	0.162	0.876	0.117	-	2.874

161

Capital Programme - Growth Proposals – 2024/25 to 2028/29

Head of Service	Growth Proposal	Source of Funding	Growth 2024/25 £M	Growth 2025/26 £M	Growth 2026/27 £M	Growth 2027/28 £M	Growth 2028/29 £M	Total £M
PLACE								
Morag Williams	Greenspaces – Redhill Memorial Park works	Strategic CIL	0.134	-	-	-	-	0.134
Morag Williams	Greenspaces – ponds de-silting	Strategic CIL	0.250	0.250	-	-	-	0.500
Morag Williams	Cleansing – solar compacting bins	Strategic CIL	0.420	-	-	-	-	0.420
Morag Williams	Environmental Health – Home Improvement Agency/Handy Person services - increased contract costs	Borrowing & Grant	0.012	0.012	0.012	0.012	-	0.048
Total - PLACE			0.816	0.262	0.012	0.012	-	1.102

162

FEES & CHARGES POLICY

Our Medium Term Financial Plan (MTFP) sets out our financial objectives to support delivery of the Corporate Plan. These plans remain challenging in the context of an uncertain economic future, cost of living pressures on residents, significantly reduced funding from Government and the move towards more locally-generated income streams.

We need to continue to move towards being financially self-sufficient. Maximising the potential for increased income will be integral to supporting delivery of the MTFP.

Seeking opportunities for income generation is a priority for the Council, alongside broader proposals for the trading and commercialisation of some services, and continuing to delivery high quality and essential services to residents.

This Fees & Charges Policy outlines the key principles to be considered in charging for Council services in a transparent and consistent manner.

Scope

This Policy applies to the setting and reviewing of all fees and charges for Council services, where the Council has discretion to apply a charge and discretion over the level of charge applied.

The Policy excludes:

- Charges that are determined by Central Government
- Council Tax
- Business Rates
- Property rents
- Any charges where there are legal or contractual reasons for exclusion
- Any charges levied by Trading Companies or other third parties delivering services on behalf of the Council.

Application

Directorates should refer to this Policy when reviewing current charges or proposing new charges as part of the service & financial planning process for the forthcoming financial year, and for any other in-year consideration of service charging.

Understanding the relationship between cost and charges is vital when determining charges for services and support and advice should be sought from the Finance team when applying this Policy.

Aims and Objectives

The overarching aim of the Policy is to embed a commercial approach to setting fees and charges. An aim of commercialism is to ensure the Council thinks consistently in a business-like manner and clearly articulates the costs and benefits associated with the activities it carries out.

The objectives of the Fees & Charges Policy are:

- To promote efficiency and support the commercialisation of our business in order to support the MTFP and deliver the Corporate Plan
- To minimise the draw on local taxpayers of discretionary services and promote fairness by fostering a culture where discretionary services are supported largely by users rather than the council tax payer
- To set a clear, flexible and equitable framework of standards and procedures for applying charges and fees to relevant Council services for both individuals and organisations. The level of charge will reflect the cost plus a return where this is permissible/appropriate.
- To meet the aim of being 'business like' through service areas understanding and reviewing the costs and charges for their service areas.

Charging and Trading Legislation

The legislation and case law that governs Councils' ability to charge and generate income is complex. Specific powers to charge for services are contained in a variety of local government statutes.

These include:

- Local Authorities (Goods and Services) Act 1970 – introduced powers for councils to enter into agreement with other Local Authorities and public bodies for the supply of goods and services. Any agreement may contain such terms as to payment or otherwise as the parties consider appropriate.
- Local Government Act 2003 – added further opportunities to the above. This act enables councils to trade in activities related to their functions on a commercial basis and make a profit, which may be reinvested in services, through a trading company.
- Localism Act 2011 – the General Power of Competence (GPC) introduced a power to allow councils to do anything that an individual may do. However, for the purposes of charging, this should not exceed the cost of provision of the service in question, as operating for a commercial purpose (i.e. to make a profit) must be done through a trading company.

Standard Charging Principles

Standard principles will be applied to all fees and charges (within the scope of this Policy) set by the Council. Where a service plan deviates from these principles, the basis and reason for variation will be clearly documented and approved in accordance with the Council's Constitution/scheme of delegation.

Services that have discretion over charging are encouraged to operate more commercially in order to maximise efficiency and reduce dependence on corporate funding support. The ability of services to operate in this way is dependent on services being able to set and amend their charges with a level of flexibility, including consideration of current market rates and demand for the service. The Policy will also make decision making simpler and more timely.

This Policy enables us to apply differential charging, discounting and alternative pricing structures in order to maximise commercial benefit and target service take-up. Individual service areas can vary charge rates on a case by case basis, taking into account relevant market rates and the need to maximise income and operate efficiently.

All fees and charges will:

- Demonstrate how they contribute to the achievement of corporate and service objectives
- Maximise potential income, to achieve financial objectives, unless there is an explicit policy decision to subsidise a service
- Be subject to equality impact assessment screening and consultation where appropriate
- Minimise the costs of collection
- As a minimum be reviewed for increase annually from 1 April each year in line with Consumer Price Index (CPI) inflation increases (rate published for the preceding August each year)
- Be updated either annually where appropriate following review, or cumulatively at least every 3 years where more frequent change would be disruptive to customers
- Be subject to a full review at least every 3-5 years.

Charging Models

When introducing or reviewing a charge the Council will follow one of three models:

Charge	Definition	Application
Full Cost recovery	<p>Full Cost Recovery is defined in this Policy as the Chartered Institute of Public Finance and Accounts' (CIPFA's) 'total cost' model.</p> <p>When charging 'total cost' the Council is aiming to charge the user the full cost to the Council of providing that service. The 'total cost' to the Council is calculated following CIPFA methodology.</p> <p>The cost of the charge will include, in addition to the direct cost of providing the service, costs such as fair and appropriate proportion of the cost of premises, central services and other overheads</p>	This is the Council's 'default' charging principle.

Charge	Definition	Application
Direct Cost Plus	<p>As a minimum the Council would recover the direct cost of providing the service plus wherever possible, a contribution to overheads.</p> <p>The level of overhead contribution is an operational decision, and will be dependent upon the particular circumstances and objectives.</p>	<p>This allows flexible pricing decisions to take account of external market conditions. For instance, there are circumstances where setting charges at a level more than full cost recovery may be appropriate (e.g. when trading with other local authorities or public bodies the Council is not limited in the amounts it can charge).</p> <p>This charging model also allows charges to be set below full cost recovery to achieve a particular objective – for example entering into a new market or attracting new business. However, in line with the Standard Charging Principles, the aim will always be to recover the full cost of a service over time.</p>
Subsidised	<p>A subsidised charge requires the Council to contribute to the direct cost of the service. Where the Council is not covering the direct costs of the service, it will require a contribution from the Council. All subsidies will be subject to the approval of the Executive.</p>	<p>This model provides the Council with the option to provide a service with full or partial subsidy. The level of subsidy will be determined by reference to the nature of the service and the rationale for any subsidy for example:</p> <ul style="list-style-type: none"> • providing a public good • encouraging service take up • the user group's ability to pay. <p>The financial impact of subsidy decisions on the budget will be identified both individually and collectively, and actively managed and reviewed.</p>

Authority to Set and Vary Charges

The decision on charging levels will be based on the relevant charging method: full cost recovery, direct cost plus or subsidised.

All charging decisions must be made in accordance with the Council's Constitution (Budget and Policy Framework, Scheme of Delegation and Financial Procedure Rules) and be able to demonstrate consistency with our strategic priorities, policies and statutory obligations.

The decision to vary charges for existing chargeable services which are not subsidised is an operational decision, which will be taken by the appropriate Director or Head of Service in consultation with the Chief Finance Officer.

Publication of Fees and Charges

The full schedule of established Council fees and charges will be published on an annual basis, accompanying the Council's annual budget report. This information will also be made available on the Council's website.

Where it is necessary to change fees or charges during the year, these changes may not be reflected in the published annual schedule, but will be clear to service users at the point of use.

Policy Review

This Policy will be reviewed periodically, taking into account developing Council policies and priorities and any changes in legislation.

November 2023

This page is intentionally left blank

REVENUE RESERVE BALANCES AT 31 MARCH 2023

	Balance at 31.3.23 £m	Purpose
General Fund Balance	£3.500	Acts as a buffer against unpredicted budget pressures. The minimum level required is £2.6m

Earmarked Revenue Reserves	Balance at 31.3.23 £m	Purpose
Housing Delivery Strategy Reserve	19.079	Established to support delivery of the Council's Housing Delivery Strategy. Funded from the equivalent of the balance on historic New Homes Bonus grant allocations.
Government Funding Reduction Risks Reserve	1.119	Earmarked for the purpose of mitigating the planned reduction in Government funding pending delivery of new sustainable income streams.
Commercial Risks & Volatility Reserve	3.204	Earmarked for the purpose of mitigating the impacts of delays in delivery of new sustainable commercial income streams.
Capital Schemes Feasibility Studies Reserve	1.527	Established to ensure that funding is available to prepare business cases and obtain external professional advice for new initiatives designed to deliver new sustainable commercial income streams.
Homelessness Prevention	1.314	Established to account separately for the funding set aside for homelessness prevention.
Revenue Grants Reserve	1.260	Established as part of budget-setting for 2022/23 to carry-forward unspent grants from the previous year for future use.
IT Strategy Reserve	0.624	Established as part of budget-setting for 2022/23 to help implementation of the new IT Strategy (subject to approval of the Strategy in March 2022).
Economic Development Initiatives Reserve	0.632	Established to fund initiatives to raise awareness amongst local people of quality local employment opportunities. Including investment in town centre vitality, employment & skills and targeted support for the local business community.
Insurance Reserve	0.500	Provides cover against uninsured losses.
Pension Reserve	0.142	Established to set aside funds in anticipation of the next Pension Fund Revaluation.
Corporate Plan Delivery Fund (CPDF)	0.978	Provides time-limited funding to deliver key priorities, Corporate Plan objectives and invest-to-save

Earmarked Revenue Reserves	Balance at 31.3.23 £m	Purpose
		initiatives, including investment in new technology.
Feasibility Studies (Infrastructure Initiatives) Reserve	0.250	Established to fund the Council's contribution to councils in Surrey collectively funding the development of infrastructure feasibility studies so that bids can be made for full project funding when bidding rounds become available.
Family Support Programme	0.239	Established to carry-forward unused funding for use in future years.
Environmental Sustainability Reserve	0.146	Established to fund Investment in delivery of the Environmental Sustainability Strategy.
Revenues & Benefits – Recovery Proceeds Reserve	0.107	Established as part of budget-setting for 2022/23 to hold sums recovered during the year for future use.
Contaminated Land Investigation Works Reserve	0.100	Established as part of budget-setting for 2022/23 to fund costs that were previously capitalised where capitalisation is no longer an option
Business Engagement Funding Reserve	0.036	Established to carry-forward unused funding for use in future years.
Housing Repossession Prevention Reserve	0.030	Established as part of budget-setting for 2022/23 to fund costs that were previously capitalised where capitalisation is no longer an option
Economic Pressures	0.150	Established for fund extra 1% Ctax increase to support people in private rented sector
Specific Budget Contributions (various)	0.136	Established to carry forward unused balances for specific projects
Flood Defence	0.050	Established to fund costs related to Flooding
Wheatley Court Reserve	0.011	Established to carryforward unused net income to cover future expenditure.
Total Earmarked Revenue Reserves:	£31.634m	

COVID-19 Revenue Reserves	Balance at 31.3.23 £m	Purpose
COVID-19 Specified Government Funding Reserve	0.340	Established at the end of 2020/21 to carry-forward unused COVID-19 funding for use in future years.

Total Reserves	£35.474m
-----------------------	-----------------

NOTE: subject to final review when the Statement of Accounts for 2022/23 is finalised

This page is intentionally left blank

RESERVES POLICY

Introduction

The establishment, monitoring and review of the levels of reserves and balances are an important element of the Council's financial management systems and financial standing.

The Chief Finance Officer (Section 151 Officer) is required by law to formally report to the Council their opinion on the adequacy of the Council's reserves. Irrespective of this, a well-managed authority is clear about the reserves it needs now and in the future to support its service aspirations, while at the same time delivering value for money within a climate of significant resource pressure and economic/social risk.

This Policy does not cover non-distributable reserves required to support financial accounting transactions e.g. the Revaluation Reserve, Capital Adjustment Account and Pension Reserve. (Non-distributable reserves are those that cannot be used for revenue or capital purposes.)

Reserves can be held for four reasons:

- A working balance to help cushion the impact of uneven cash flows and avoid unnecessary temporary borrowing.
- A contingency to cushion the impact of unexpected events or emergencies.
- A means of building up funds to meet known or predicted liabilities.
- A means of setting aside sums for future identified uses and / or investments

Such reserves are generally referred to as Earmarked Revenue Reserves.

What are Reserves?

There is no clear definition of reserves even though reference is made to reserves in legislation. The Chartered Institute of Public Finance and Accountancy (CIPFA) states 'amounts set aside for purposes falling outside the definition of provisions should be considered as reserves.' Provisions are required for any liabilities of uncertain timing or amount that have been incurred.

Generally there are two types of reserves, those that are available to meet revenue or in some cases capital expenditure (Usable) and those that are not available to finance revenue or capital expenditure (Unusable). Useable reserves result from events that have allowed monies to be set aside, surpluses or decisions causing anticipated expenditure to have been postponed or cancelled. They can be spent or earmarked at the discretion of the Council.

The Council must manage its reserves in accordance with its strategic longer term planning process.

Policy Principles

- The General Fund Balance will be maintained at a minimum of 15% of the net Revenue Budget to cover any major unforeseen expenditure.
- Earmarked revenue reserves will be maintained for specific purposes that are consistent with achieving Corporate Plan priorities and/or where they are required to account separately for Government funding streams.
- Reserves must only be used to fund one-off expenditure.
- Recurring expenses may only be funded from reserves if plans are in place to fund the ongoing costs and replenish the reserve within 12 months.
- Unplanned revenue income receipts will be held in a reserve pending future decisions as to their use.
- We aim to balance the Revenue Budget over the period of the MTFP without reliance on the use of reserves

November 2023

LOCAL COUNCIL TAX SUPPORT SCHEME

Proposal for 2024/25

Background

Since 2013 Local Council Tax Support (LCTS) schemes provide help for people on low incomes with their council tax bill. The schemes apply differently in different parts of Great Britain, and in England they apply differently in different councils.

LCTS applies only to working age households only. Households of pensioner age receive support towards their Council Tax through a national scheme.

Legislation

The local scheme is regulated under new section 13A(1)(a) of the Local Government Finance Act 1992.

Additional support can be offered as an discretionary reduction by the billing authority under section 13A(1)(c).

LCTS schemes must be approved by each Council annually.

Current Scheme

Reigate & Banstead introduced a scheme in 2013 which has largely remained unchanged, although it has allowed for cost of living increases in line with other benefits.

Broadly, support can be awarded:

- 100% of a person's council tax liability if the person is vulnerable and receiving certain disability benefits; and
- Up to 90% of the council tax liability if they are not in the vulnerable group.

Other restrictions on liability also apply in some instances, for example if the applicant lives in a property in Bands F to H. Also a minimum award is in place of £5 per week for households not in the vulnerable group.

Where a person is working, an additional earnings disregard is applied of £15 per week.

Number of Claims

The number of people claiming LCTS increased during the pandemic but has now reduced to around pre-pandemic levels. The breakdown at 30 September 2023 is summarised in the table below.

Scheme	Number of Claims	Value of LCTS
Working Age - vulnerable	1,930	£3.1m
Working Age - employed	601	£0.4m
Working Age – Other (not vulnerable and not employed)	1,178	£1.3m
TOTAL	3,709	£4.8m

The cost of the scheme is shared between Reigate & Banstead, the County Council and Surrey Police, based on each preceptor's share of the council tax charge.

Proposed Changes

Scheme	Criteria	Current	Proposed
Working age – employed Working age – other	Maximum award	Capped at 90% of Council Tax liability	Increase to 100%
Working age – employed Working age – other	Band restriction	Capped at Band E	Remove cap to include liability to include Band F-H
Working age – vulnerable	Capital Limit	Limit of £16,000	Align with the other schemes to £10,000
Working age – vulnerable	Backdating	Backdating for up to 6 months	Align with the other schemes to 3 months
Working age – employed Working age – other	Minimum award	Set at £5 per week, any award less than this is not paid, which creates a “cliff edge” for some households	Remove the £5 minimum award, ensuring awards up to £5 per week are paid
Working age – employed Working age – other Working age – vulnerable	Premiums, allowances and non-dependant deductions	Uprated annually in line with national scheme for pensioners	Uprated annually in line with national scheme for pensioners
Working age – employed Working age – other Working age – vulnerable	Discretion to override DWP income figures	None	In cases where fraud has been investigated and cases where the DWP has used a “minimum income floor
Working age – employed Working age – other Working age – vulnerable	Discretionary Reduction	Section 13A(1)(c) reductions can be made in addition to LCTS	Ensure that anyone who may be adversely affected by the above changes is given a top-up via Section 13A(1)(c)

November 2023

This page is intentionally left blank



SIGNED OFF BY	Head of Planning
AUTHOR	Tomas Pugh-Cook, Senior Planning Policy Officer
TELEPHONE	6107
EMAIL	Tomas.Pugh- Cook@reigate- banstead.gov.uk
TO	Executive
DATE	Thursday, 16 November 2023
EXECUTIVE MEMBER	Portfolio Holder for Planning Policy and Place Delivery

KEY DECISION REQUIRED	N
WARDS AFFECTED	Horley Central & South, Horley East & Salfords, Horley West and Sidlow, Earlswood and Whitebushes, Meadvale and St Johns, Redhill East and Redhill West and Wray Common

SUBJECT	A23 Great Street Design Code Supplementary Planning Document (SPD) for Consultation
----------------	----------------------------------------------------------------------------------------

RECOMMENDATIONS	
<ul style="list-style-type: none"> (i) The Executive approve the draft A23 Great Street Design Code Supplementary Planning Document (SPD) for public consultation. (ii) The Head of Planning in consultation with the Executive Member for Planning Policy, be authorised to make any necessary minor amendments to the draft A23 Great Street Design Code Supplementary Planning Document (SPD) prior to consultation. 	
REASONS FOR RECOMMENDATIONS	
<p>The draft Supplementary Planning Document (SPD) will provide a set of rules and guidance material to help improve the design of development along the stretch of the A23 corridor between Redhill and Horley. It will give developers and decision makers the tools to improve</p>	

Agenda Item 6

the design quality of new developments and provide a coordinated response to design development along the focus area of the A23. The Design Code will help support the Local Plan as a SPD. The council is required to consult on planning documents before they can be adopted, following which comments received will be considered before being reported back.

EXECUTIVE SUMMARY

This report provides the background to the preparation of the draft A23 Great Street Design Code Supplementary Planning Document, explains why the document has been prepared, outlines the proposals for consultation and how it will be used in the determination of planning applications.

Consultation on the draft supplementary planning document is planned to be undertaken for a minimum of 4 weeks starting in December 2023 with adoption anticipated in March 2023.

Executive has authority to approve the above recommendations.

STATUTORY POWERS

1. The Council has no statutory obligation to produce supplementary planning documents (SPDs) but has powers under planning legislation to consult on and adopt SPDs as appropriate. The Planning Act 2008, Planning and Compulsory Purchase Act 2004 (as amended) and the associated Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), set out the requirements for the preparation of SPDs.
2. The relevant Regulations require a Consultation Statement to be prepared to summarise who has been involved in the preparation of SPD, and to be made available during the public consultation. This initial Consultation Statement is provided as an Annex to this report.
3. A screening process has been undertaken to assess whether or not the SPD requires a Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment (HRA). The screening opinions are annexed to this report and conclude that the SPD does not require SEA and HRA.
4. The draft SPD is compliant with the Human Rights Act 1998.

BACKGROUND

5. Supplementary Planning Documents (SPDs) are documents which provide guidance to assist in implementing development plan policies, in this case the Core Strategy 2014 (reviewed 2019) and Development Management Plan (DMP) 2019. They may be used to provide further guidance for development on specific sites, or on particular issues such as design. They are material considerations in planning decisions. Due to the challenges in ensuring good design of development and the need to respond

to these challenges, a draft A23 Great Street Design Code Supplementary Planning Document has been prepared in accordance with the Planning Act 2008 and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The Government is intending to expand the use of design codes and to this end funded the Council in the preparation of this code, to help act as a pathfinder.

KEY INFORMATION

Reason for the Draft SPD

6. The draft SPD has been prepared to support the following key Core Strategy Policies:

- CS1 Presumption in favour of sustainable development
- CS2 Valued landscapes and the natural environment
- CS4 Valued townscapes and the historic environment
- CS5 Valued people and economic development
- CS7 Town and local centres
- CS10 Sustainable development
- CS11 Sustainable construction
- CS17 Travel options and accessibility

In addition, the following key Development Management Policies are identified that the SPD will support:

- DES1 Design of new development
- DES2 Residential garden land development
- DES5 Delivering high quality homes
- DES9 Pollution and contaminated land
- OSR2 Open space in new developments
- TAP1 Access, parking and servicing
- CCF1 Climate change mitigation
- NHE1 Landscape protection
- NHE2 Protecting and enhancing biodiversity and areas of geological importance
- NHE3 Protecting trees, woodland areas and natural habitats
- NHE4 Green and blue infrastructure
- NHE9 Heritage assets

The Local Plan policies provide overarching objectives, but the proposed SPD provides guidance on how RBBC's Local Plan and related design objectives can be delivered.

7. The National Planning Policy Framework (NPPF) 2023 states *“that local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code and which reflect local character and design preferences”*. Design codes are to be prepared to provide a framework for creating high quality designed places. The Local Plan provides the policies, to deliver the vision and objectives, to set out design expectation at a broad level which provide the hooks for the Design Code. The codes in the SPD provide clear indication of the design expectations and expand upon the policies already adopted.

Agenda Item 6

8. The Department of Levelling Up, Housing and Communities (DLUHC) have established the new 'Office for Place' to help Councils create beautiful places. As part of this process, the Pathfinder Design Code programme was set up to help support 25 pathfinders to develop design codes that provide certainty to local communities and developers. RBBC was successful in its application for the Pathfinder programme and have been working closely with DLUHC, Design Council and other pathfinders to help develop the A23 Great Street Design Code. With the support grant provided, Urban Initiatives Studio (UIS) along with Urban Movement, were commissioned to develop the Design Code.
9. All development that interfaces the A23 Great Street will need to meet the requirements of the Design Code. It is aimed to provide certainty to developers and landowners about what is expected of them when promoting development in an area and to assure to the local community about how their area may change over time. The code will be used as a tool by a range of individuals and groups including the Council, developers, builders, design professionals, residents and town and parish councils.
10. Stakeholders and the wider public have been engaged throughout the process of the Design Code programme. The views and feedback from the engagement have been used to help inform the emerging code. More detail on the engagement is included in the initial consultation statement, provided as Annex 2 of this report.
11. Surrey County Council officers have been involved through the process and are also part of the Pathfinder programme. Surrey CC have produced their 'Healthy Streets' Design Code SPD which aims to raise the standard of street design across the county and create streets that are safe, green, beautiful, and resilient in line with the ambitions of Community Vision for Surrey 2030. Their SPD as part of their Pathfinder journey has been digitised as a web tool that is now live. The A23 Great Street Design Code uses the Surrey Healthy Streets Code as a starting point for preparing more place specific codes.
12. Whilst the draft SPD provides rules and guidance associated with existing policies, it has been designed to facilitate change to more sustainable forms of design development.

Document Structure

13. The Design Code is split into two main parts. Part A is the vision for the A23 Great Street and Part B contains the codes and guidance. Part A contains three chapters to introduce the document and develop the local context and finally to set out the ambitions for the Design Code. Part B is split into five chapters based on the characteristics of the National Design Guide and National Model Design Code. The chapters are based on movement, nature, built form, identity and streets and public space. Each chapter in Part B contains a checklist which acts as a compliance tracker for users of the code (including Council officers) to check the codes have been appropriately considered.

Benefits

14. Other local planning authorities, including those in the pathfinder programme, are progressing Design Codes to set the standard for design in their areas. These efforts are in line with the NPPF and also create tools to contribute to sustainable development by setting established design principles.

Agenda Item 6

15. The draft SPD seeks to address some recognised shortfalls of design that has occurred without a comprehensive Design Code. Current standard approaches for design are reliant on Local Plan policies and the guidance provided by the Local Character and Distinctiveness Design Guide (LCDDG) SPD, which covers the whole borough. The Design Code elaborates on the policies from the Local Plan and provides a firm set of design guidance that build on the contents of the LCDDG.
16. The draft SPD outlines the Council's vision to deliver high quality of life and environment and vibrant local communities, places and spaces within the study area.
17. The draft SPD will enable the Council to have the tools to meet NPPF policies and objectives and elaborate on the Council's own design related policies. It should be noted however that it has been designed to be flexible enough to not be overly onerous.

OPTIONS

18. Recommendation 1: That the Executive approve the draft A23 Great Street Design Code Supplementary Planning Document (SPD) for public consultation.
 - a. **Option 1:** Approve the draft SPD for consultation. This option is recommended as it would enable the Council to move towards the adoption of up-to-date guidance to provide clarity and certainty for developers, development management and others, making best use of the work undertaken.
 - b. **Option 2:** To not approve the draft A23 Great Street Design Code SPD for public consultation. This option is not recommended as it would reduce the benefits associated with the design work undertaken.
19. Recommendation 2: That the Executive authorise the Head of Planning in consultation with the Executive Member for Planning Policy to make any necessary minor amendments to the draft Supplementary Planning Document (SPD) prior to consultation.
 - a. **Option 1:** Agree to the suggested authorisation for making any minor amendments prior to consultation. This option is recommended.
 - b. **Option 2:** To not agree to necessary minor amendments being made prior to consultation. This option is not recommended.

LEGAL IMPLICATIONS

20. As required by the Environmental Assessment of Plans and Programmes Regulations 2004 and the Conservation of Habitats and Species Regulations 2017, the Council undertook Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) screening to determine whether the proposed SPD should be subject to SEA and HRA Appropriate Assessment. This assessment is appended to this report, it concluded that there is not a need for SEA or a full Appropriate Assessment under the HRA.

Agenda Item 6

21. The Local Planning Regulations require the draft SPD to be subject to at least four weeks consultation, and to be updated as required in response to the comments received, and other relevant matters, before adoption.
22. The SPD will come into effect on adoption and will become a material consideration in planning determinations where relevant. The SPD will comply with the adopted development plan and latest national planning policy.

FINANCIAL IMPLICATIONS

23. Resources for consultation and finalising and adopting the SPD will mainly come from the Planning Policy Team. As no Examination is required for SPDs, costs will be limited to officer time, consultation and production costs, all within existing budgets.
24. The costs of the public consultation and subsequent adoption of the SPD will be met from existing Planning and Facilities (printing) revenue budgets and the work should not affect the timing or delivery of other planning policy work, such as the local plan.

EQUALITIES IMPLICATIONS

25. In accordance with the Council's Public Sector Equality Duty, an Equalities Impact Assessment (EqIA) screening was undertaken for the pre-submission DMP (at the Regulation 19 stage). This identified no negative equalities impacts, and identified positive equalities in relation to older people, younger people and children, disability, pregnancy and maternity, racial and specific ethnic groups. An updated EqIA was then prepared in respect of the DMP for adoption (including the Main Modifications proposed by the Inspector). This similarly identified no negative equalities, but further positive outcomes.
26. Given that no negative equalities impacts were identified for the DMP, at this stage a full EqIA is not considered to be required for this SPD, which provides guidance on implementation of the adopted Core Strategy and DMP Policies. However, prior to finalising the SPD for adoption, an assessment will be undertaken to confirm if there any equalities implications arising from the publication of the document and (as relevant) how any negative implications can be avoided or mitigated; these will be included in the final report back to the Council. Any concerns about equality issues raised as part of the public consultation will be fed into this.

COMMUNICATION IMPLICATIONS

27. As detailed in the body of the report above, following Executive approval in accordance with Regulation 12(b) of the Town and Country Planning (Local Planning) (England) Regulations 2012, the draft SPDs will be subject to a statutory minimum four-week public consultation before being updated and recommended to the Executive for adoption. As the proposed consultation will run during the Christmas period, it is recommended that the consultation period runs for an extra two weeks on top of the minimum four weeks to run for a total of six weeks. This will give sufficient time to account for the Christmas holiday

period. During the consultation, the Council will invite comments by emailing and writing to interested parties (Specific and general consultees, prescribed bodies for the Duty to Co-Operate and other individuals and organisations registered on the Planning Policy database for such purpose) and we will make the documents available on the Council website and in paper format at the Town Hall and the six libraries in the borough. This consultation is currently timetabled for December 2023/January 2024.

ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS

28. The Design Code SPD codes for nature as one of the chapters in the document. The chapter delivers the guidance for environmental related design development which will have implications for environmental sustainability. In producing the draft SPD for consultation, the Council along with the specialist consultations, Urban Initiatives Studio (UIS), who amongst other issues, advised on general and environmental principles for enhancing the study area with regards to blue infrastructure, green infrastructure and biodiversity, open/green space, sustainable design, and sustainable movement (including maximising opportunities for using active travel). In this regard, the SPD complements the themes and objectives within the Council's adopted Environmental Sustainability Strategy, including energy and carbon reduction and supporting nature and biodiversity.
29. The Initial Consultation Statement, provided at Annex 2 to this report, that will accompany the draft SPD for consultation includes summaries of the environmental sustainability issues raised, considered, and incorporated in the draft SPD for consultation. The draft SPD also includes the need to consider and comply with the Council's Climate Change and Sustainable Construction SPD 2021.
30. The Council has "screened" the emerging draft SPD for both Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA), which both concluded that neither a full SEA nor Appropriate Assessment under the Habitats Regulations are required (see "Legal Implications" section above).

RISK MANAGEMENT CONSIDERATIONS

31. No risk management considerations have been identified for this emerging Supplementary Planning Document.

CONSULTATION

32. The preparation of the draft updated SPD has been informed by discussions with the Council's Development Management Team, Senior Conservation Officer, the Member Development Management Advisory Group, Cross Member Sustainability Group, the Council's Sustainability Project Officer and Surrey County Council's Climate Change Officer. Details of people and organisations involved and their input into the draft SPD is set out in the Initial Consultation Statement annexed to this report.
33. In accordance with Regulation 12(b) of the Town and Country Planning (Local Planning) (England) Regulations 2012, the draft SPD will be subject to a statutory minimum four week public consultation before being recommended to the Executive

Agenda Item 6

for adoption. During the consultation, the Council will invite comments by emailing and writing to interested parties and we will make the documents available on the Council website and in paper format at the Town Hall and six libraries in the borough. This consultation is currently timetabled for December 2023/January 2024.

34. Following the formal consultation stage, the draft SPD will be amended to take account of consultation responses received and any further relevant information. The Initial Consultation Statement prepared to accompany the draft SPD for the consultation will be updated with a list of who we have consulted, a summary of the comments received and how those comments have been addressed in finalising the SPD.

POLICY FRAMEWORK

35. The SPD will contribute to the corporate plan place objectives to:
- Ensure new development is properly planned and sustainable, and benefits the borough's communities and the wider area
 - Drive the continued economic prosperity of the borough, facilitate improved business infrastructure and confirm the borough's reputation as a great place to do business and
 - Reduce our own environmental impact, support residents and businesses to do the same, and make sure our activities increase the borough's resilience to the effects of climate change.
36. It will also assist Local Plan policies listed at paragraph 6.

BACKGROUND PAPERS

1. Local Plan Core Strategy (2014 reviewed 2019) - https://www.reigate-banstead.gov.uk/downloads/download/1380/reigate_and_banstead_local_plan_-_core_strategy
2. Development Management Plan (2019) - https://www.reigate-banstead.gov.uk/downloads/file/5767/development_management_plan
3. Surrey County Council Healthy Streets Design Code (2023) - <https://healthystreets.surreycc.gov.uk/>
4. Local Character and Distinctiveness Design Guide SPD (2021) - https://www.reigate-banstead.gov.uk/download/downloads/id/6614/local_character_and_distinctiveness_design_guide_spd.pdf

ANNEXES

Annex 1: Draft A23 Great Street Design Code SPD for consultation

Annex 2: Draft A23 Great Street Design Code SPD initial consultation statement

Annex 3: Draft A23 Great Street Design Code SPD SEA & HRA screening statement

This page is intentionally left blank



REIGATE & BANSTEAD BOROUGH COUNCIL

A23 GREAT STREET

DESIGN CODE SUPPLEMENTARY PLANNING DOCUMENT (CONSULTATION DRAFT)

OCTOBER 2023

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

URBAN
INITIATIVES
STUDIO

urban
movement

CONTENTS

PART A: VISION FOR THE A23 GREAT STREET

CHAPTER 1: INTRODUCTION	7
1.1 ABOUT THE DESIGN CODE	8
1.2 POLICY CONTEXT	11
1.3 PREPARING THE DESIGN CODE	13
1.4 HOW TO USE THE DESIGN CODE	15
1.5 THE GRAND CHALLENGES	16
1.6 GENERATING PUBLIC VALUE	17
CHAPTER 2: UNDERSTANDING THE LOCAL CONTEXT	19
2.1 THE STUDY AREA AND WIDER CONTEXT	20
2.2 EXISTING CHARACTER AND CONTEXT	21
2.3 WALKABILITY & 20-MINUTE NEIGHBOURHOOD	25
CHAPTER 3: OUR AMBITIONS FOR THE A23 GREAT STREET	29
3.1 AMBITIONS	30

PART B: DESIGN CODES

CHAPTER 4: MOVEMENT	35
4.1 ENHANCING CONNECTIVITY	36
4.2 INCLUSIVE STREET DESIGN	37
4.3 PUBLIC TRANSPORT	46
4.4 CAR PARKING	47
4.5 CYCLE PARKING	48
4.6 SERVICES & UTILITIES	49
4.7 CHECKLIST	50
CHAPTER 5: NATURE	53
5.1 NETWORK OF OPEN SPACES	54
5.2 GREEN INFRASTRUCTURE	55
5.3 BLUE INFRASTRUCTURE	60
5.4 BIODIVERSITY NET GAIN	61
5.5 MAINTENANCE & MANAGEMENT	63
5.6 CHECKLIST	64
CHAPTER 6: BUILT FORM	67
6.1 INTRODUCTION	68
6.2 DEFINING, ENCLOSING & ANIMATING THE STREET	71
6.3 DEVELOPMENT DELIVERED AS PART OF BLOCKS	79
6.4 ENERGY EFFICIENT BUILDINGS	83
6.5 CHECKLIST	84
CHAPTER 7: IDENTITY	87
7.1 RESPONDING TO CHARACTER	88
7.2 EMPHASISING PLACES ALONG THE GREAT STREET	92
7.3 CHECKLIST	93
CHAPTER 8: STREETS & PUBLIC SPACE	95
8.1 INTRODUCTION	96
8.2 STREET SECTIONS	100

DESIGN CODES

191

CODE M1 - ENHANCING CONNECTIVITY ACROSS THE STREET	36
CODE M2 - FOOTWAY DESIGN	37
CODE M3 - BI-DIRECTIONAL CYCLE ROUTE	38
CODE M4 - STREET FURNITURE, PEDESTRIAN GUARDRAIL AND SEATING	40
CODE M5 - CARRIAGEWAY DESIGN, SURFACING, SIGNAGE AND MARKINGS	41
CODE M6 - SPEED LIMITS	42
CODE M7 - JUNCTION DESIGN AND SPACING	43
CODE M8 - FRONTAGE ACCESS AND VEHICLE CROSSOVERS	45
CODE M9 - PEDESTRIAN CROSSINGS	45
CODE M10 - BUS PROVISION, STOPS AND WAITING FACILITIES	46
CODE M11 - CAR PARKING LOCATION AND DESIGN	47
CODE M12 - ELECTRIC CHARGING POINTS	47
CODE M13 - CYCLE PARKING LOCATION AND DESIGN	48
CODE M14 - SERVICING OF DEVELOPMENT	49
CODE N1 - IMPROVING ACCESS TO NATURE	54
CODE N2 - PROTECTING EXISTING TREES & HEDGEROWS	55
CODE N3 - PROTECTING EXISTING PLANTING AND GRASS VERGES	56
CODE N4 - PROVISION OF NEW GREEN INFRASTRUCTURE	57
CODE N5 - PROVISION OF STREET TREES	58
CODE N6 - TREE SPECIES AND PLANTING	59
CODE N7 - BLUE INFRASTRUCTURE	60
CODE N8 - DESIGN TO ENHANCE BIODIVERSITY	61
CODE N9 - PLAN FOR THE LONG TERM	63

CODE BF1 - STREET ENCLOSURE AND FRONTAGE	71
CODE BF2 - ACTIVE FRONTAGES	72
CODE BF3 - SCALE AND MASSING	74
CODE BF4 - CORNERS AND JUNCTIONS	75
CODE BF5 - PRIVACY, INTERFACE AND PLOT BOUNDARY	75
CODE BF6 - BUILDING ENTRANCES	77
CODE BF7 - EMPLOYMENT/ LIGHT INDUSTRIAL USE	78
CODE BF8 - STREET BLOCK PRINCIPLES	79
CODE BF9 - ON PLOT PARKING	80
CODE BF10 - AMENITY SPACE	81
CODE BF11 - SERVICING, PLANT AND CYCLE STORE	82
CODE BF12 - ENERGY EFFICIENT AND SUSTAINABLE DESIGN	83
CODE ID1 - PATTERN & GRAIN OF DEVELOPMENT	88
CODE ID2 - BUILDING DESIGN	90
CODE ID3 - HIGH QUALITY DISTINCTIVE DESIGN	92
CODE S1 - NARROW STREET WITH SHARED FOOTWAY AND CYCLE ROUTE	101
CODE S2 - NARROW STREET WITH SEGREGATED CYCLE ROUTE AND FOOTWAY	102
CODE S3 - NARROW STREET WITH ON-STREET PARKING	103
CODE S4 - STREET WITH SEGREGATED CYCLE ROUTE AND FOOTWAY	104
CODE S5 - STREET WITH AVENUE OF TREES	105
CODE S6 - STREET WITH ON-STREET PARKING	106
CODE S7 - WIDE STREET WITH ON-STREET PARKING	107
CODE S8 - STREET WITH DEDICATED BUS LANE	108
CODE S9 - STREET AROUND REDHILL TOWN CENTRE	109
CODE S10 - STREET THROUGH EARLSWOOD	110

PART A: VISION FOR THE A23 GREAT STREET

CHAPTER 1: INTRODUCTION



OVERVIEW

1.1.1 The Design Code is focused on delivering a co-ordinated response to the design of development along a stretch of the A23 extending north to south from Gatton Park on the northern edge of Redhill to the Longbridge roundabout on the southwestern edge of Horley, a distance of approximately 10 km.

1.1.2 The route is located in the south-eastern portion of Reigate & Banstead Borough; a part of the Borough where the Local Plan identifies opportunity for change and development.

1.1.3 It passes through a variety of different environments – the urban heart of Redhill town centre, the more mixed-use approaches into the town centre, the smaller settlements at Earlswood and Salfords, the wooded Earlswood Common and open agricultural fields south of Salford and the suburban edge of Horley Town Centre.

1.1.4 Whilst the road provides an important strategic movement function for cars and other vehicles it does not function well for pedestrians and cyclists. Footways are often sub-standard, traffic speeds are high and the provision for cyclists is mixed with dedicated provision on parts of the route but disappearing at critical locations. In places the road is hard to cross, severing communities from facilities and open spaces which are located across the other side.

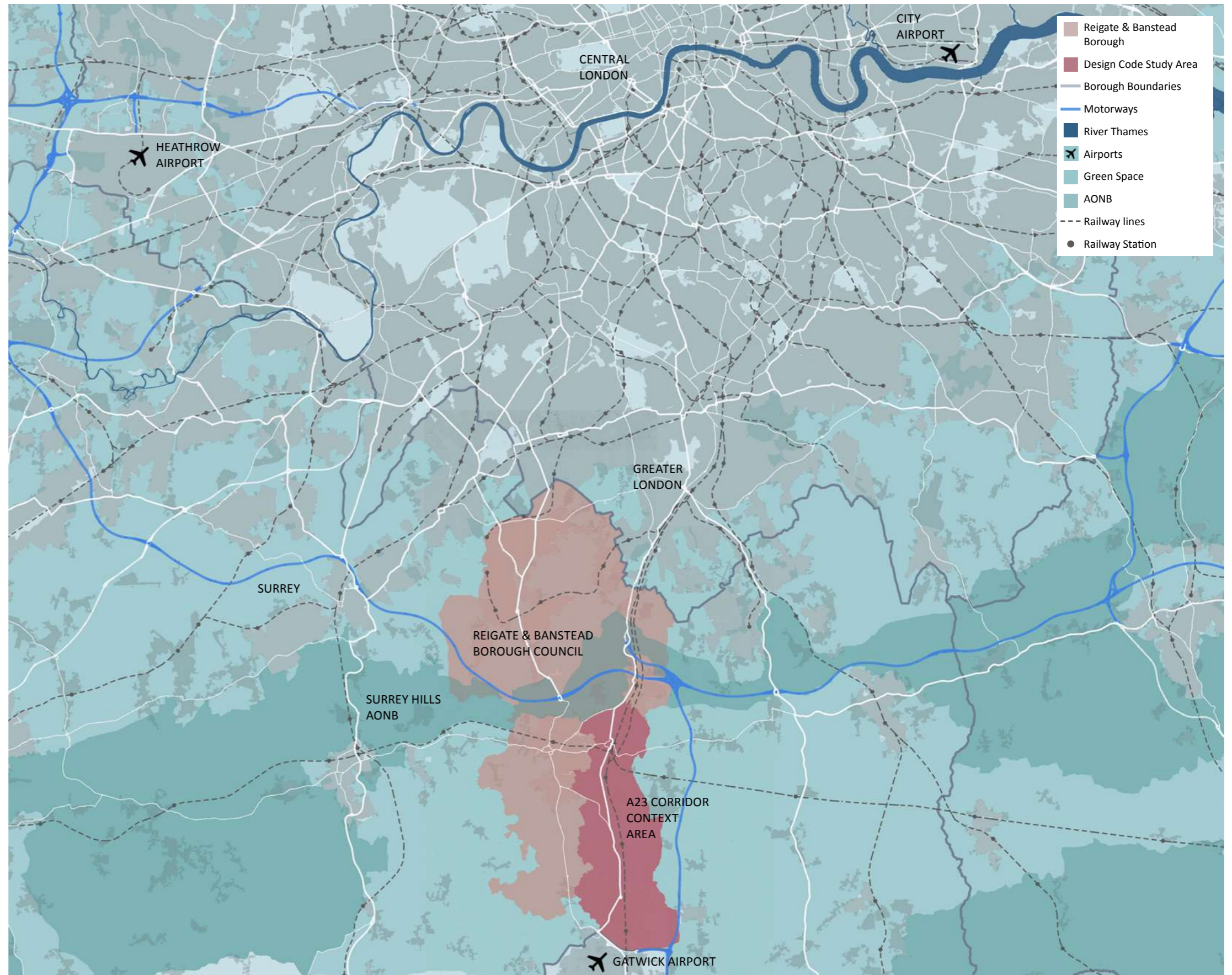


Figure 1.1: Wider Context

1.1.5 The built form and public realm are often uninspiring with buildings backing on to the street space in many places and with an uncoordinated approach to the design of public areas which are often overly dominated by grey infrastructure and obtrusive signage and a lack of trees and other vegetation. The route neither presents an inviting place to spend time and nor does it provide an engaging environment to travel along.

1.1.6 As a society we are facing a number of Grand Challenges. Nationally the population is ageing and becoming more unhealthy, we are experiencing a climate crisis and biodiversity is reducing at an alarming rate. Many people are feeling more isolated and are unable to access housing to meet their needs. We are seeing big shifts in the way we live our lives with high streets needing to reinvent themselves as people's shopping habits change and with many people spending more time working from home. The way we think about and design places must respond to these challenges.

1.1.7 This Design Code aims to address these challenges whilst also delivering Public Value for the residents and visitors to the borough. It focuses on creating places that help to improve the quality of our life and well-being and takes a coordinated approach to the design of development along the route.

1.1.8 The Grand Challenges and Public Values are set out in Section 2 of this Code and directly inform the ambition to make the A23 Reigate & Banstead's Great Street.

1.1.9 The Design Code aims to deliver around four principal themes:

- To make the area work better for pedestrians and cyclists;
- To improve access to open spaces and parks;
- To identify opportunities for development; and
- To raise the quality of design.



Image 1.1: St Matthew's Church Redhill



Image 1.2: The Belfry Shopping Centre, Redhill town centre



Image 1.3: Vernacular architecture in Redhill town centre



Image 1.4: Recent development in Redhill town centre creates a poor interface with the street



Image 1.5: Southern approach to Redhill town centre



Image 1.6: Parade of modest scale shops south of Redhill



Image 1.7: The A23 passes through Earlswood Common



Image 1.10: The A23 at South Earlswood



Image 1.13: Salfords's railway station



Image 1.16: Part of Horley High Street has been pedestrianised



Image 1.8: In some places a bi-directional shared walking/cycle route already exists alongside the A23



Image 1.11: Salfords's local centre



Image 1.14: Recent development in Horley



Image 1.17: Mature trees retained in recent residential development



Image 1.9: Existing walking/cycle route east of Horley town centre



Image 1.12: Views of the open countryside from the A23



Image 1.15: Residential street in Horley



Image 1.18: Recently built homes at Westvale Park, Horley

198

POLICY CONTEXT

NATIONAL POLICY CONTEXT

1.2.1 Paragraph 126 of the National Planning Policy Framework (February 2021) states that: *'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this.'*

1.2.2 Paragraph 128 states *'To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design.'*

1.2.3 The National Model Design Code identifies codes as *'a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area.'*

1.2.4 The National Model Design Code makes clear that communities need to be involved at each stage of the process to prepare a Code in order to gain measurable community support.

1.2.5 It also establishes a structure for the codes around the ten characteristics of a 'Well designed places' as identified in the National Design Guide. These characteristics or themes are interconnected and codes may therefore be cross cutting over several themes. Codes are specific to place and not all aspects will necessarily be covered in all codes.

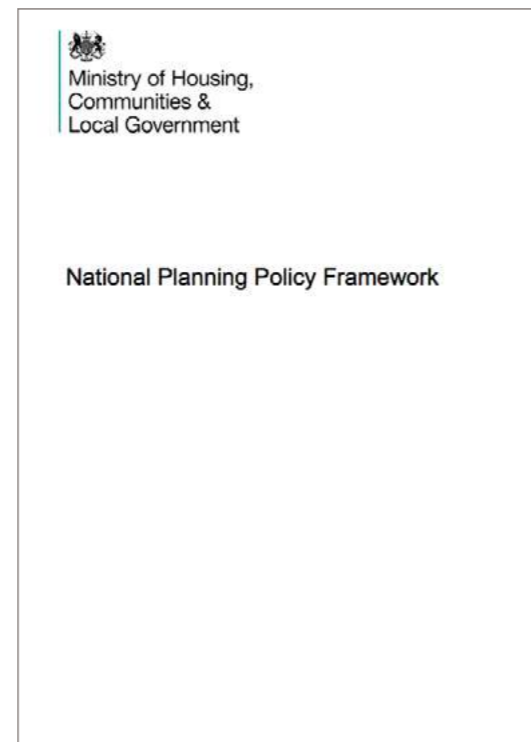


Image 1.19: National Planning Policy Framework (2021)

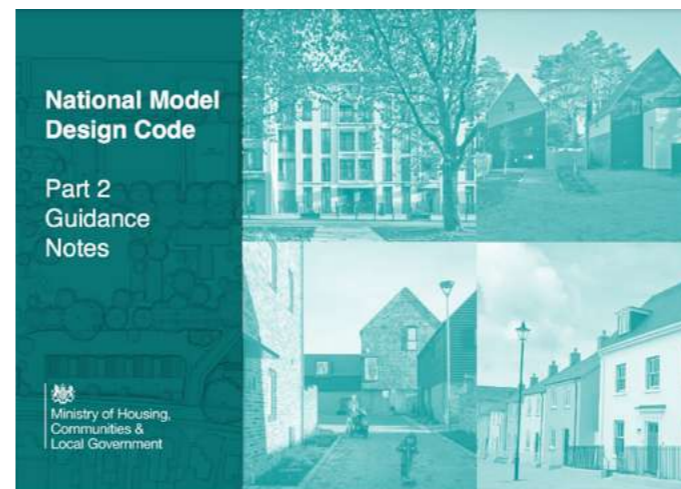
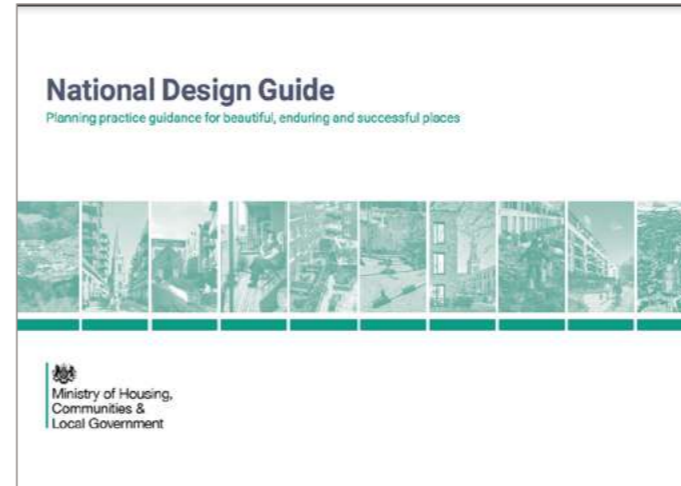


Image 1.20: National Design Guide (2019) and National Model Design Code (2021)

SURREY POLICY

1.2.6 In 2022 Surrey County Council, the highway authority in Reigate & Banstead, adopted a Healthy Streets for Surrey Design Guide. This aims to create streets which are safe and green, and beautiful and resilient across the county. The guide provides three levels of guidance including mandatory design practices (codes) for the design of streets. The Healthy Streets for Surrey Design Guide has recently been adapted as a Digital Tool and can be found on the Surrey County Council website.

1.2.7 The Healthy Streets for Surrey Design Guide provides high level design principles that apply across the whole county. The Design Code for the A23 Great Street takes these principles as a starting point for preparing more place specific codes that respond to the particular conditions and character of the study area.



Image 1.21: Healthy Streets for Surrey (2022)

REIGATE & BANSTEAD BOROUGH COUNCIL POLICY

1.2.8 The Reigate & Banstead Borough Council Core Strategy (2014) aims to deliver *'Sustainable growth, whilst protecting the attractive, accessible and well-maintained borough that our residents and communities value.'*

1.2.9 In its corporate plan, 'Reigate & Banstead 2025', the Council has committed to being proactive about tackling climate change and reducing environmental impact.

1.2.10 Design Policies are provided within the Development Management Plan (2019). Policy DES1: Design of new development, sets criteria for design that *'Promotes and reinforces local distinctiveness and respects the character of the surrounding area, including positive physical characteristics of local neighbourhoods and the visual appearance of the immediate street scene'*.

1.2.11 The Council has prepared and adopted a number of Supplementary Planning Documents including a Local Character and Distinctiveness Design Guide (June 2021) and Climate Change and Sustainable Construction SPD (September 2021).

1.2.12 The Design Code is to be adopted as a Supplementary Planning Document (SPD) in support of the Local Plan. Once adopted, the Design Code will be a material consideration in determining planning application



Image 1.22: Reigate & Banstead Local Plan: Core Strategy (2014)



Image 1.23: Reigate & Banstead Local Plan Development Management Plan (2019)



Image 1.24: Reigate & Banstead Local Character & Distinctiveness Design Guide SPD (2021)

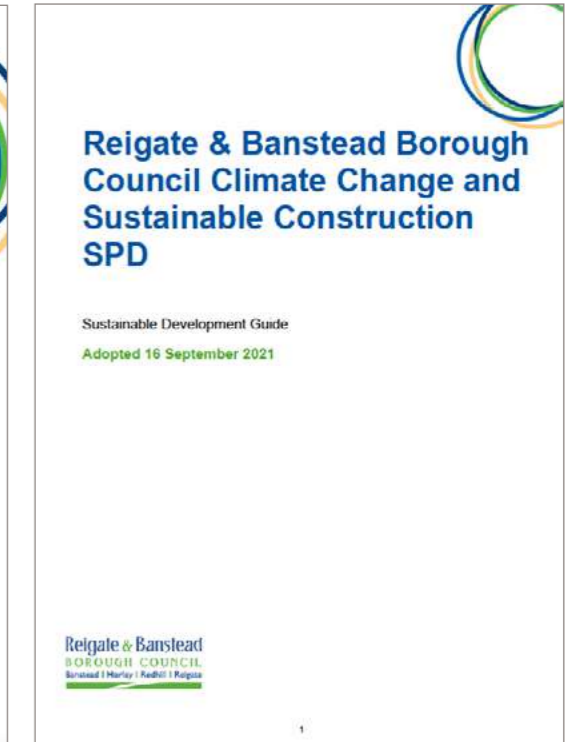


Image 1.25: Reigate & Banstead Climate Change and Sustainable Construction SPD (2021)

OVERVIEW

1.3.1 A Design Code sets rules that development must adhere to. These should provide certainty to developers and landowners about what is expected of them when promoting development in an area and also assurance to the local community about how their area may change over time and how new development can contribute to a better functioning, more beautiful and successful place in the future.

1.3.2 In order to create the Code it is essential to understand what it is that is desirable to achieve. The design code is place specific but must also respond to strategic issues or challenges beyond the study area itself. It must also align with the existing policy framework both nationally and locally.

1.3.3 The Design Code for the A23 Great Street is community focused aiming to address issues and challenges in a way that will improve the lives of those people living, working or visiting the area. In other words the Code aims to deliver **Public Value**.

1.3.4 The Code has been prepared through a rigorous and logical process. This starts at a strategic level with an understanding of the challenges facing society and how this may impact on the way that we plan our towns and cities. These are identified as the **Grand Challenges**. We have then considered how addressing these issues can deliver **Public Value** – tangible benefits to all members of the public that enhance quality of life.

1.3.5 Ensuring that the Code is place specific means understanding the **Context**, the features and element both within the landscape and built form that make the area distinctive, provide identity and that can be reinforced or enhanced in the future. Whilst it is important to understand the strengths of the study area, it is equally important to identify what is not working so well, the barriers to movement, areas with fragmented built form that detract from the area and areas deficient in quality open space or other facilities and services important to people's quality of life.

1.3.6 Having established the Grand Challenges, Public Value and Context these have then been synthesised to establish a series of **Ambitions** for the A23 Great Street.

1.3.7 The **Design Codes** themselves are drawn from these Ambitions and are a prescriptive set of rules that aim to deliver the **Ambitions** on the ground.

1.3.8 It should be noted that the Design Code has been based on existing policy and best-practice guidance. These sources are referenced throughout the document for 'Further Reading' as they provide additional background on the Design Codes.

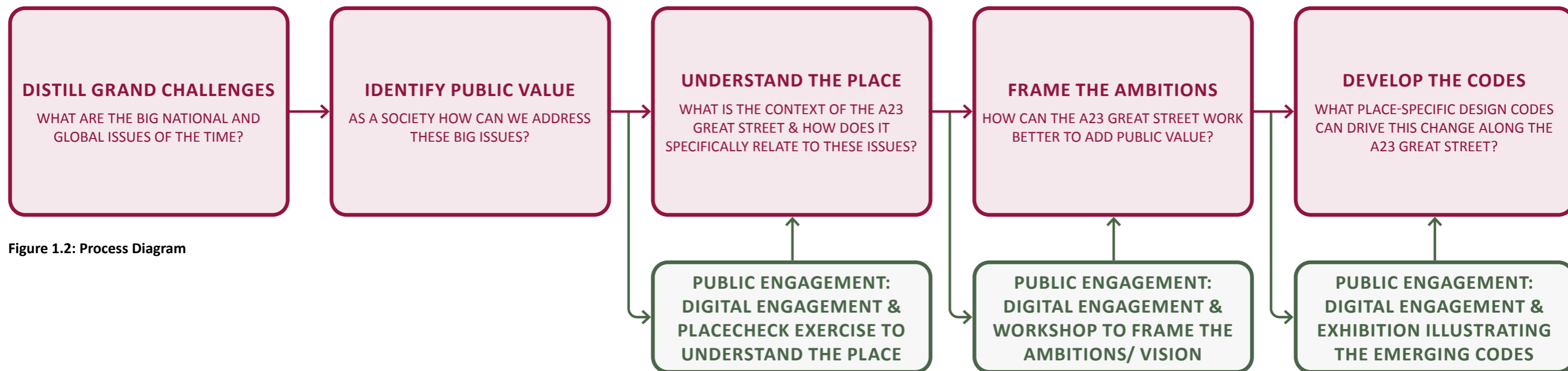


Figure 1.2: Process Diagram

STAKEHOLDER AND COMMUNITY ENGAGEMENT

1.3.9 Stakeholders and the wider public have been involved throughout the preparation of the Design Code and their comments have informed the emerging Code. Invited stakeholder workshops were held in Redhill, Salfords and Horley to introduce the process and purpose of the Design Code in September 2022. A second round of workshops was held in November/December 2022 to present the Grand Challenges, Public Value and draft design principles and ambitions. Finally, a public drop-in exhibition was held in March 2023 to allow the public to comment on the emerging codes.

1.3.10 It was recognised that many people do not want to or are unable to attend the in-person consultation events and information about the Design Code was made available on a public engagement platform 'Commonplace' through the duration of the Design Code process. Initially people were invited to make a comment about their area through planting a flag on a plan of the wider study area. This allowed them to indicate what they like about the area, or highlight an issue or concern that could be addressed through the Code. Subsequently they were asked to comment on the Grand Challenges, Public Value and draft design principles and ambitions.

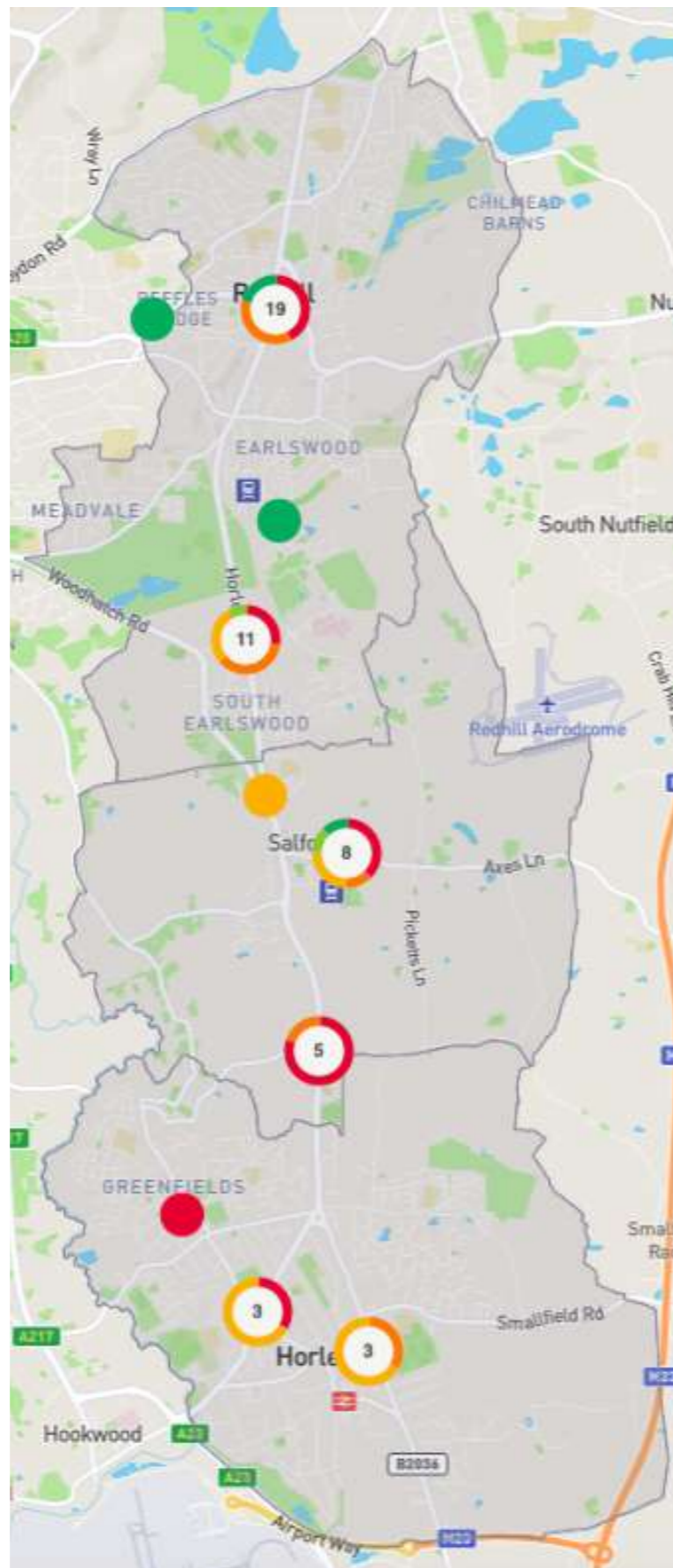


Figure 1.3: Map-based comments made on the Commonplace platform

"Earlswood and Redhill Commons are **steeped in history**, however the information boards are quite limited on the history. The information boards do not fit with the character, bring green and metallic for a municipal park rather than Nature Reserve. Transition from golf course to a great green space is very slow. **Careful tree planting, to break up the golf course required.** New picnic area and tables and a cafe that blends properly. There should be a Friends Of group."

"**Undesirable walking route to Memorial Park. Busy road and unattractive car park.**"

"The council needs to up its game and start a tree planting program in our town roads, this will **help lower the temperature, provide shade for humans and support wildlife biodiversity.**"

"On a typical day Redhill centre is **buzzing** with good footfall and a fantastic market full of life. **The public realm however seems tired and a number of the trees are struggling to survive.** Would've nice to see an upgrade for the area with quality, **hard wearing materials and trees designed to live for 100 years!** At night the centre struggles and can feel **unsafe.** Perhaps some thoughts to support the nighttime economy would be beneficial, I hope coming cinema can help this"

"As a road of **historic value** would be nice to enhance further with a history information board, improved road features such as cobbled Road to slow speeding traffic from the pub. Also improve drainage as makes some pathways unusable in wet weather"

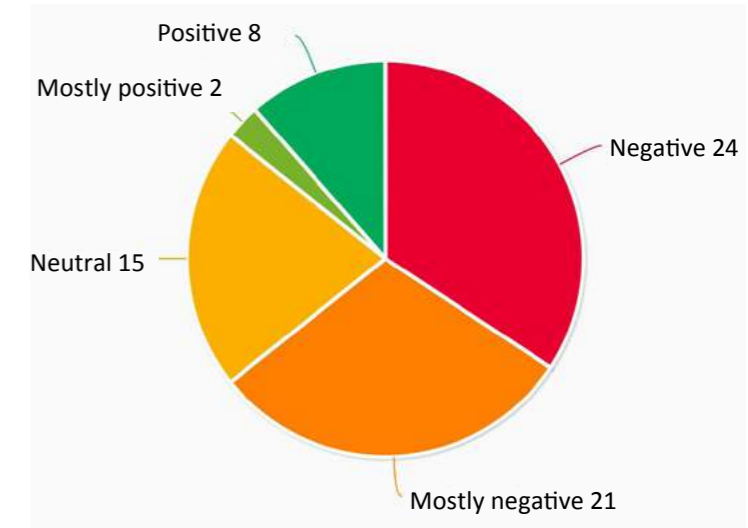


Figure 1.4: Public sentiment about the existing A23 Great Street area

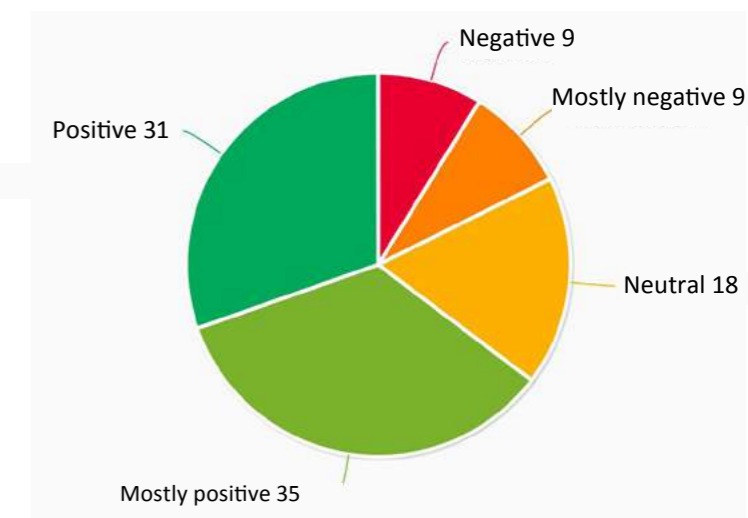


Figure 1.5: Public sentiment about the A23 Great Street Vision

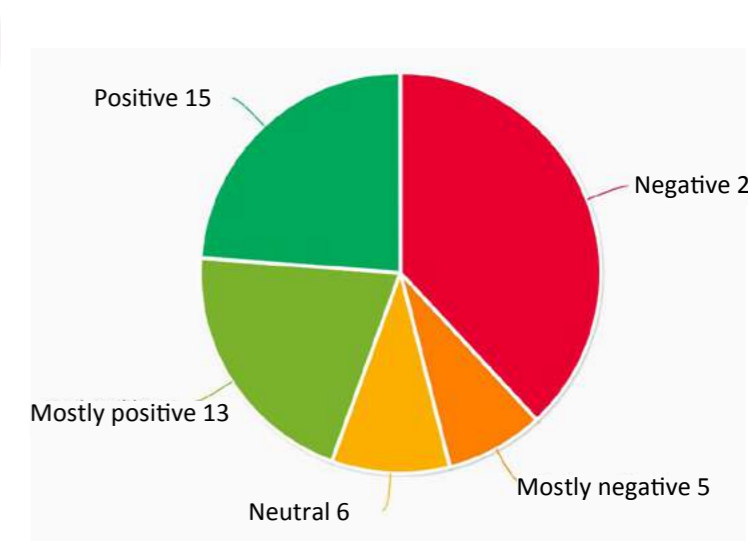


Figure 1.6: Public sentiment about the A23 Great Street ambition statements

202

THE CODE AS A TOOL

1.4.1 This Design Code provides a set of rules that development must adhere to along the length of the A23 Great Street from Gatton Park on the northern edge of Redhill to the Longbridge roundabout on the western edge of Horley.

1.4.2 All development that interfaces with the Great Street will need to meet the requirements of the Design Code.

1.4.3 It will form an essential tool for anyone charged with preparing or assessing the quality of planning applications or emerging proposals including:

- Developers, builders and local residents in considering potential development proposals;
- Design professionals, in drawing up proposals along or that interface with the A23 Great Street;
- Town and parish councils, statutory and non-statutory consultees and the public in commenting on planning applications; and
- The Borough Council, in determining planning applications and in upholding decisions at planning appeals.

1.4.4 A number of indicative plans and sketches have been prepared to demonstrate how the codes may be applied in locations along the A23 Great Street. **These are shown for illustrative purposes only and are not proposed designs for the places in question.**



203

GRAND CHALLENGES

1.5.1 There are a number of significant challenges facing our communities both at a national and in some cases international level. Whilst addressing each of these requires a long-term strategic approach, decisions taken at a local level can make a significant difference to the quality of life and opportunity for people living, working or visiting the borough of Reigate & Banstead. Understanding the challenges and responding to them forms a starting point for preparation of the Code. Refer also to 'Demographics on page 24 for more information about how these challenges manifest in the study area.

204

1.5.2 Twelve 'Grand Challenges' are identified here:

AGEING POPULATION



"By 2030, one in five people in the UK (21.8%) will be aged 65 or over... 2 million pensioners in the UK live in poverty... 1 in 14 people over the age of 65 have dementia."

CLIMATE CRISIS



"If we fail to limit global warming to 1.5°C we risk reaching climatic tipping points like the melting of arctic permafrost – releasing millennia of stored greenhouse gases."

AIR POLLUTION



"Poor air quality remains the greatest environmental risk to public health in the UK. It is known to exacerbate the impact of preexisting health conditions, such as respiratory and cardiovascular illnesses, especially for the elderly and infants."

HOUSING CRISIS



"The Government's stated target is for 300,000 new homes per year to be developed by the mid-2020s. Other estimates put the level of need at up to 340,000 new homes per year. Current delivery is not at this level."

SOCIAL MOBILITY



"Individuals from lower socio-economic backgrounds face significant obstacles throughout their life."

HEALTH AND OBESITY CRISIS



"In 2019, 64 per cent of adults in England were overweight, with 28 per cent being obese and 3 per cent morbidly obese."

SOCIAL ISOLATION



"The quality and quantity of social relationships affect physical and mental health and risk of mortality."

ECONOMIC PRODUCTIVITY



"If productivity had continued to grow at two percent per year in the last decade, it would have meant an extra £5,000 per worker per year on average."

HIGH STREETS



"Towns with a defined sense of place and role beyond template retail have shown greater resilience."

CLONE TOWNS



"Many town centres that have undergone substantial regeneration have lost their sense of place...[to] chain stores built for the demands of inflexible business models that provide the ideal degree of sterility to house a string of big, clone town retailers."

SENSE OF PLACE



"All around us we see ugly and unadaptable buildings, decaying neighbourhoods and new estates that spoil some treasured piece of countryside or are parasitic on existing places not regenerative of them."

BIODIVERSITY



"We are in danger of presiding over massive human-induced extinctions when we should instead be recognising the intrinsic value of the wildlife and plants that are our fellow inhabitants of this planet."

1.6.1 The performance of town centres is nearly always quantified in purely financial terms – occupancy rates, rental yields, footfall and spend. Equally, the performance of streets tends to be measured in terms of journey times and delay. These metrics miss many of the things that we value most in life because they are difficult to quantify in this way. When we invest in our town centres, streets and public spaces, the things that we really value are often missing from any assessment of their success.

1.6.2 There are many ways in which our streets and public spaces can make our lives richer, but which, historically, have failed to be taken into account in their design and appraisal. The Design Code SPD for the A23 Great Street aims to address this through focusing on things that will improve people's quality of life.

1.6.3 These **Public Values** were positively received through the early stage consultation.

- **We want to stay healthy**, which means building incidental exercise into our daily routines as well as convenient access to leisure facilities, being able to access fresh food, having clean air to breathe and safe streets to travel along and being able to access medical care when we need to.
- **We want to build meaningful relationships and spend more time with the people we care about**, our partners, our children and grandchildren, and our friends, which requires an efficient and reliable transport network (meaning that we don't waste our lives stuck in traffic) as well as access to places to meet such as parks and town squares.
- **We want social contact, a sense of community and a feeling that we are all looking out for each other**, which means residential streets that encourage informal encounters through shared spaces that are inviting and convivial.
- **We want to be less stressed**, which means spending time in, and connecting with, nature through street trees and greening.
- **We want to be able to rest and get good quality sleep**, which means not being disturbed by road noise, particularly at night.
- **We want our imaginations to be sparked**, which means finding art and culture in our everyday lives through streets that offer surprise and delight as well as being able to access places such as theatres, music venues, cinemas, sports venues and galleries.
- **We want to access well-paying, meaningful work**, which means affordable, convenient transport to employment opportunities as well as attracting good employers to locate in the borough.
- **We want to be able to live independent lives**, which means addressing issues relating to personal security as well as making places accessible for all, particularly those with disabilities, young people, women and older people.
- **We want to be able to give back** by helping in our local communities and doing things for charity with neighbourhood streets that provide a sense of shared responsibility for our local area.
- **We want life-long learning as well as to be creative**, which means convenient access to schools and colleges as well as community centres, local halls and libraries where we can meet with others to share in our hobbies and pastimes.
- **We want our children to inherit a world that provides them with at least the same opportunities as we've had**, which means protecting our natural resources and minimising the ecological damage that can result from the ways that we travel.

CHAPTER 2: UNDERSTANDING THE LOCAL CONTEXT



2.1.1 Whilst the Design Code SPD is focused on the A23 Great Street, the study area for the Code takes in a broader area extending from Redhill in the north to Horley in the south and embracing a variety of different environments both urban and rural. It is located in the south-eastern part of Reigate & Banstead Borough and has good access to both the national railway network, with connections directly into London Victoria, and to the strategic road network including the M25 and M23. Gatwick Airport is located immediately to the south of Horley.

2.1.2 The borough has a variety of natural landscapes included the Surrey Hills Area of Outstanding Natural Beauty (AONB) which extends east to west to the north of the study area (the boundaries are currently under review) and Earlswood Common to the south of Redhill. Much of the open landscape within the borough is designated as Green Belt which forms an important part of the open character of the area by defining distinct settlement boundaries for Redhill, Salfords and Horley.

2.1.3 Reigate & Banstead is a relatively affluent and prosperous area, with low levels of unemployment compared to regional and national averages. Its locational advantages have attracted many business to locate within the area and it is a popular place to live.

2.1.4 Within the borough there are four main settlements and two of these, Redhill and Horley are located within the study area. Redhill adjoins the older settlement at Reigate and grew rapidly with the coming of the railways in the 19th century. Whilst Horley also grew as a railway town, most of its growth took place in the latter part of the 20th century. The A23 links the two settlements and passes through a number of smaller places including South Earlswood and Salfords. The East Surrey Hospital is also located within South Earlswood.

208

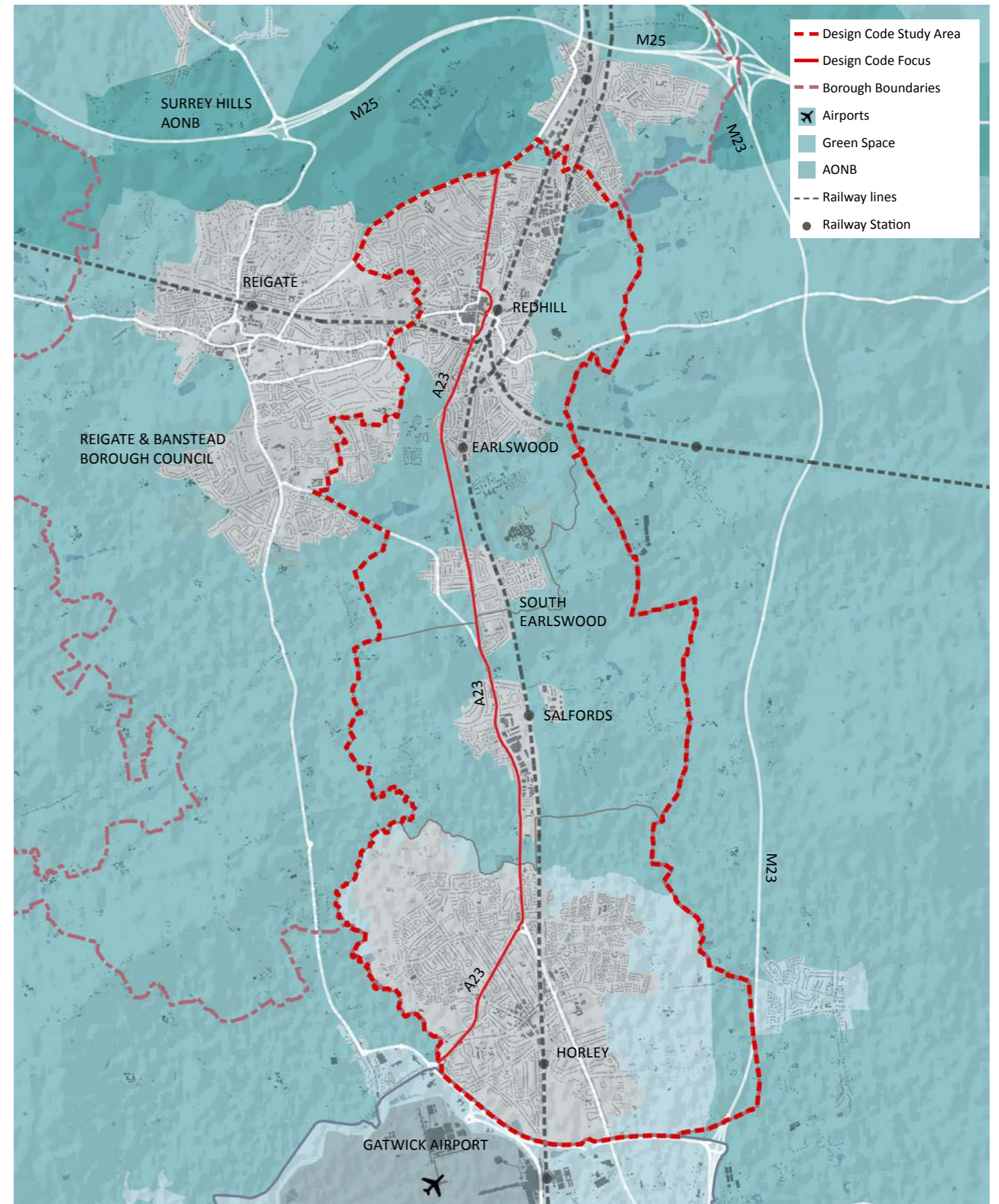


Figure 2.1: Study Area Context

LANDSCAPE CHARACTER AND INFRASTRUCTURE

2.2.1 England’s landscape is subdivided into 159 National Character Areas (NCA) each of which has a distinct and recognisable character at a National scale. Their boundaries follow natural lines in the landscape, not county or district boundaries.

2.2.2 The northern part of the study area is within the Wealden Greensand NCA an undulating landscape with significant areas of woodland. The southern part is within the Low Weald NCA a broad low lying clay vale which is predominantly agricultural but which also includes some densely wooded areas.

2.2.3 To the north of the study are the chalk hills of the North Downs NCA.

2.2.4 The structure and relief of the landscape is fundamentally influenced by the underlying geology. The process of weathering, erosion and deposition influence the shape and form of the landscape and its drainage and soils. In turn, these influence patterns of vegetation and land use.

2.2.5 The building materials that we see in the local vernacular are derived from the materials available within the natural landscape. In the North Downs flint walls and Wealden brick; the Greensand stone walls and red tiles of the Wealden Greensand and strong orange red bricks and tiles of the Low Weald.

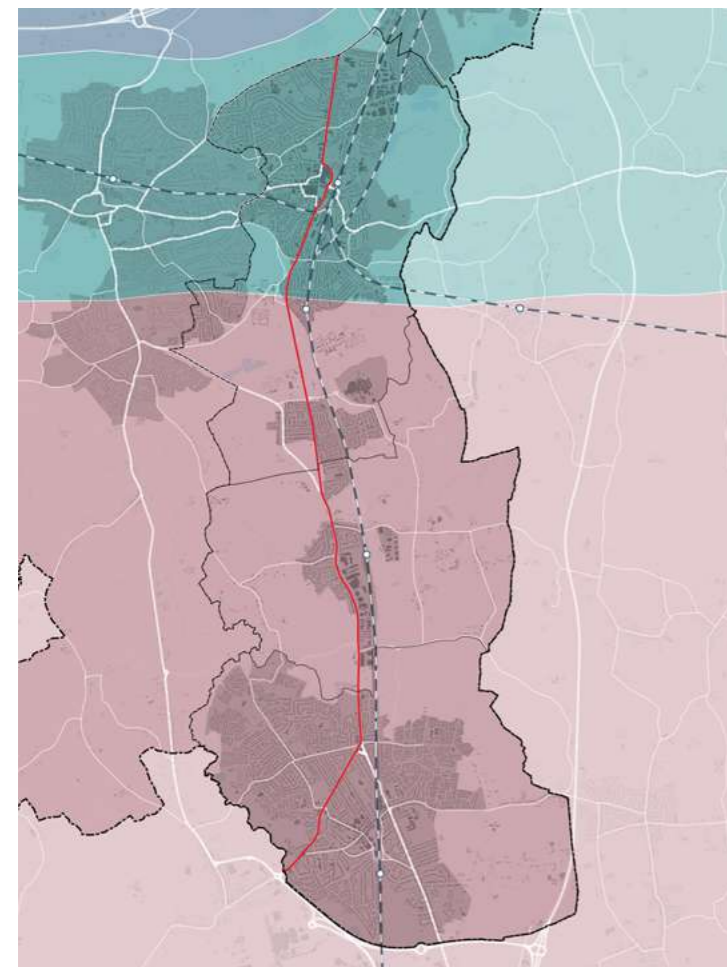


Figure 2.2: National Landscape Character Areas

HISTORIC EVOLUTION, ASSETS AND VERNACULAR CHARACTER

2.2.6 Redhill was a hamlet in the 19th century and its growth can be attributed to the arrival of the London to Brighton railway line with a station opening in 1841. Parts of the Victorian centre remain including Station Road which leads from the station towards the town centre and is designated as a conservation area. Much of the historic fine grain character of the town centre has however been redeveloped with larger footprint office developments, shopping centres and some post-war housing areas. There are however many Victorian residential suburbs particularly to the south of the town and in Earlswood.

2.2.7 Horley also grew with the arrival of the railway and much of the early fine grain development remains in the heart of the town centre and in the grid of streets extending northward from the centre.

2.2.8 In both towns brick is the predominant building material.

2.2.9 Both towns have seen significant expansion through the 20th century with extensive areas of suburban housing built in the inter-war and post-war years. Since the Millennium two new urban extensions have been built on the northern edge of Horley and new residential development at a dense urban scale has been built in the heart of Redhill town centre around the station.

2.2.10 Straddling the A23 between Redhill and Horley are two smaller settlements, South Earlswood and Salfords. Both are suburban in character with most homes dating from the latter part of the 20th century.

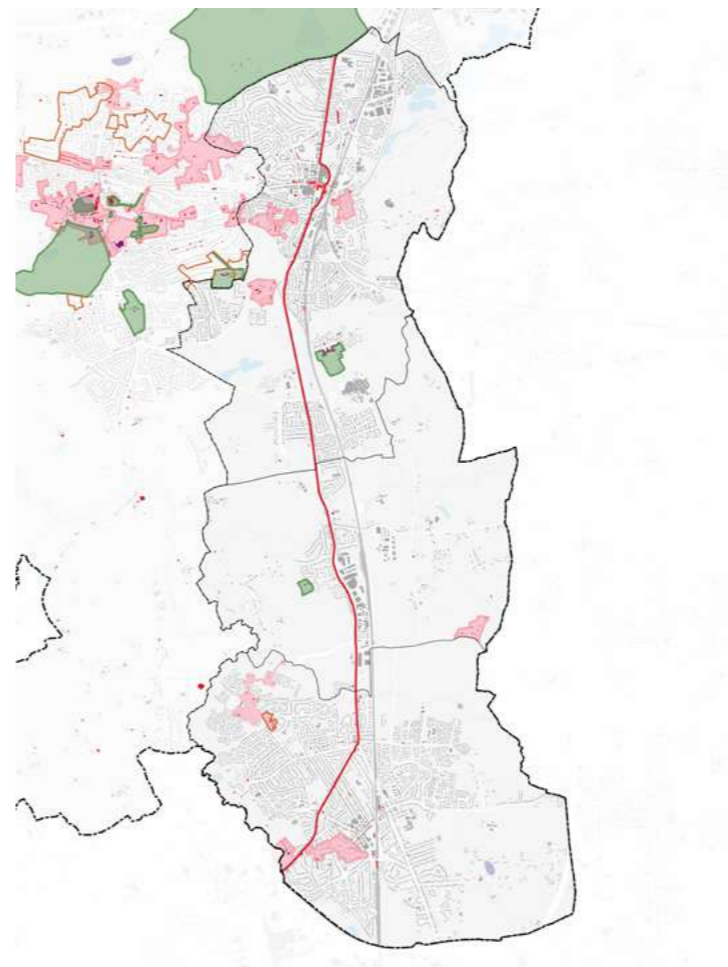


Figure 2.3: Heritage Assets (as of September 2022)

CHARACTER OF THE CORRIDOR

2.2.11 A typological analysis of the urban fabric of the study area has been carried out to identify area types and is indicated in Figure 2.4. This identifies functional typologies covering open spaces/landscape, town centres, institutional, employment and residential uses and their respective area types. Area types often derive from different periods of development and display common characteristics in respect of their layout, building typology and form, organisation and height, densities and their inherent place qualities.

2.2.12 Some parts of the study area are of special architectural or historic interest and have been designated as conservation areas (as indicated in Figure 2.3). These include historic hamlets around which the current settlements have grown and Victorian and Edwardian neighbourhoods close to Redhill and Horley town centre. These historic areas make a strong contribution to the character of the area.

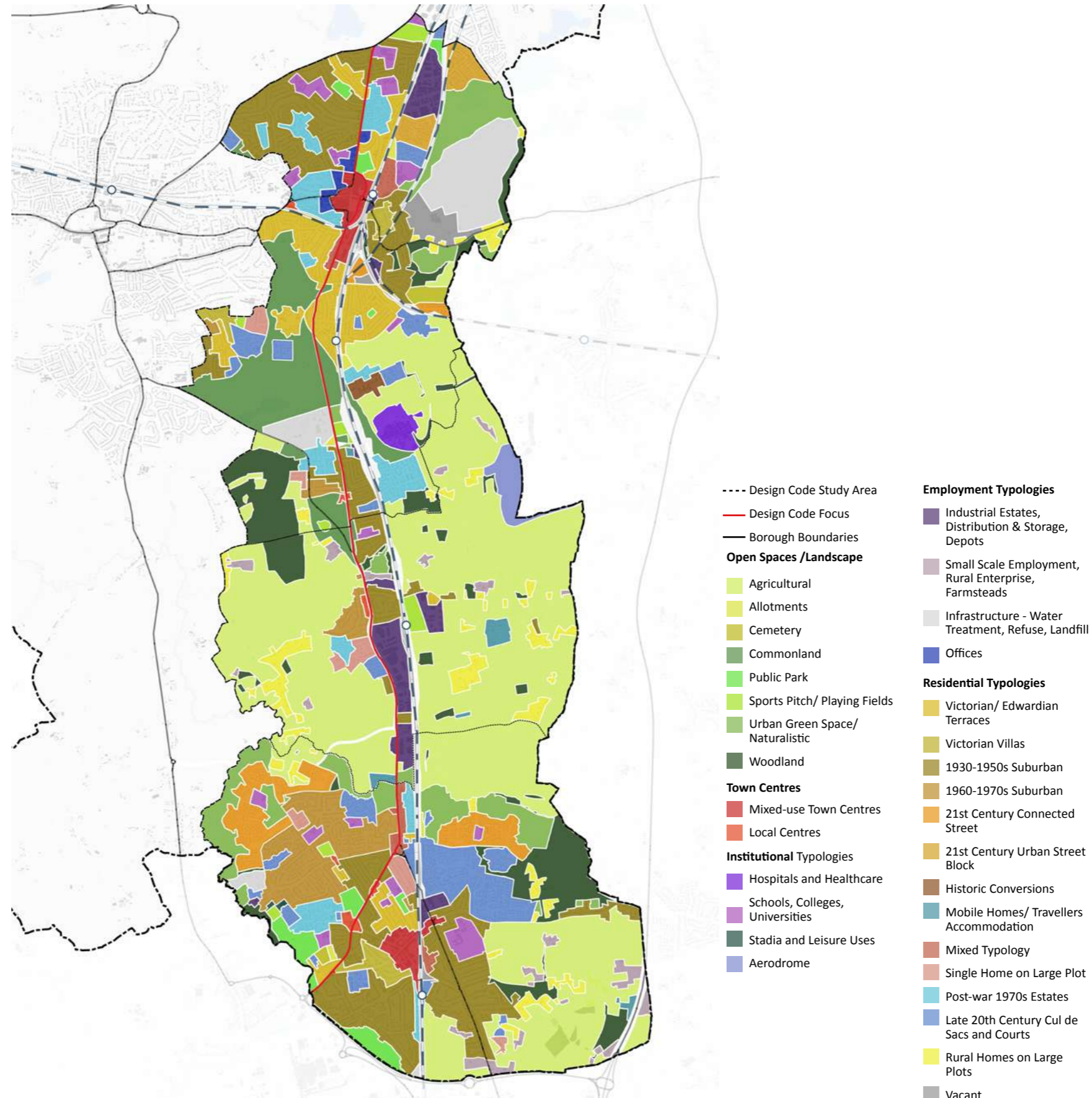


Figure 2.4: Townscape Character Areas

INTERFACE CHARACTER

2.2.13 The area types that interface with the corridor have been simplified to identify broad categories of frontage condition to which particular codes apply.

2.2.14 These are:

- Central urban area;
- Edge of centre urban area;
- Suburban area; and
- Industrial interface.

2.2.15 The four interface types are indicated in Figure 2.5.

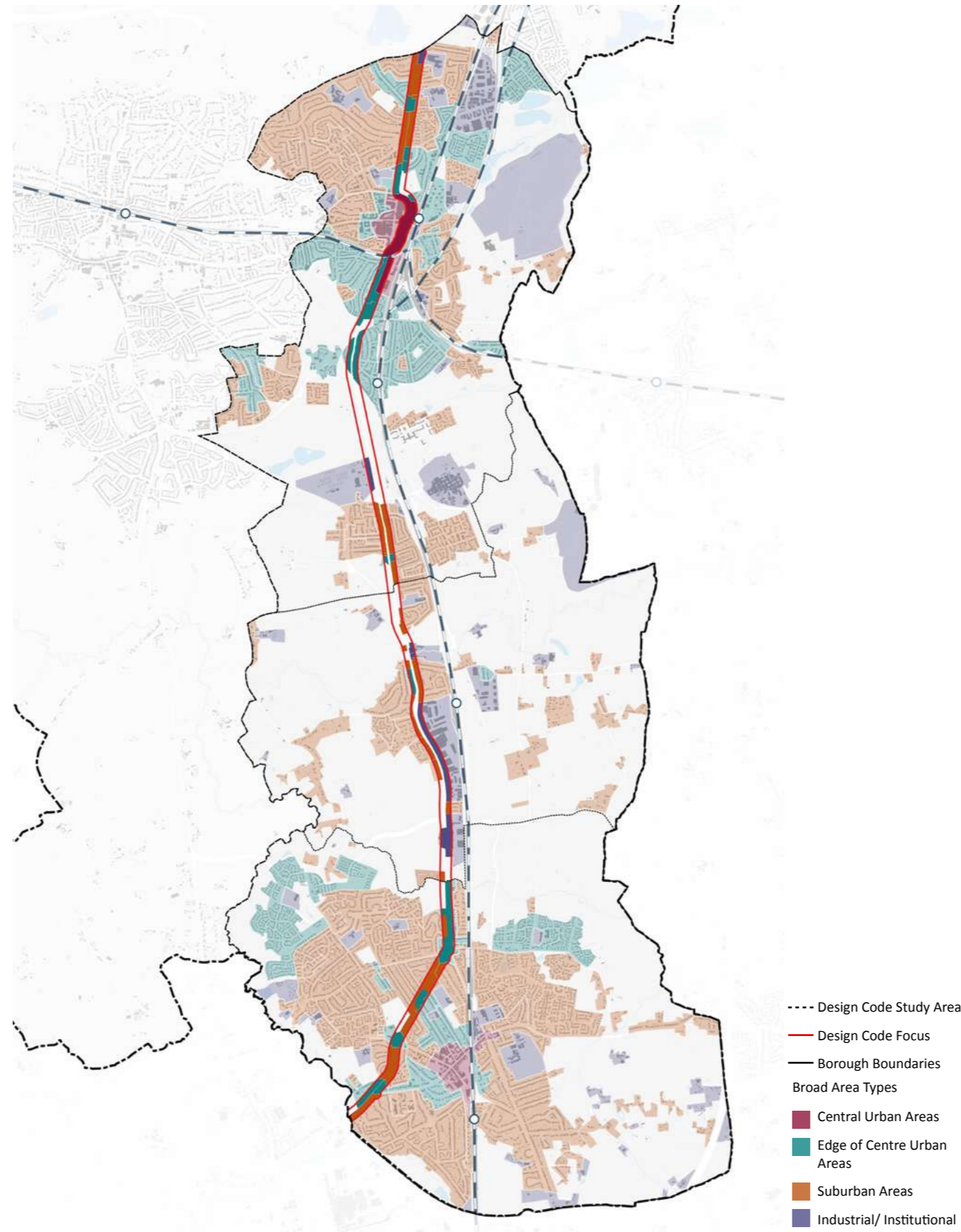


Figure 2.5: Simplified Area Types

DEMOGRAPHICS

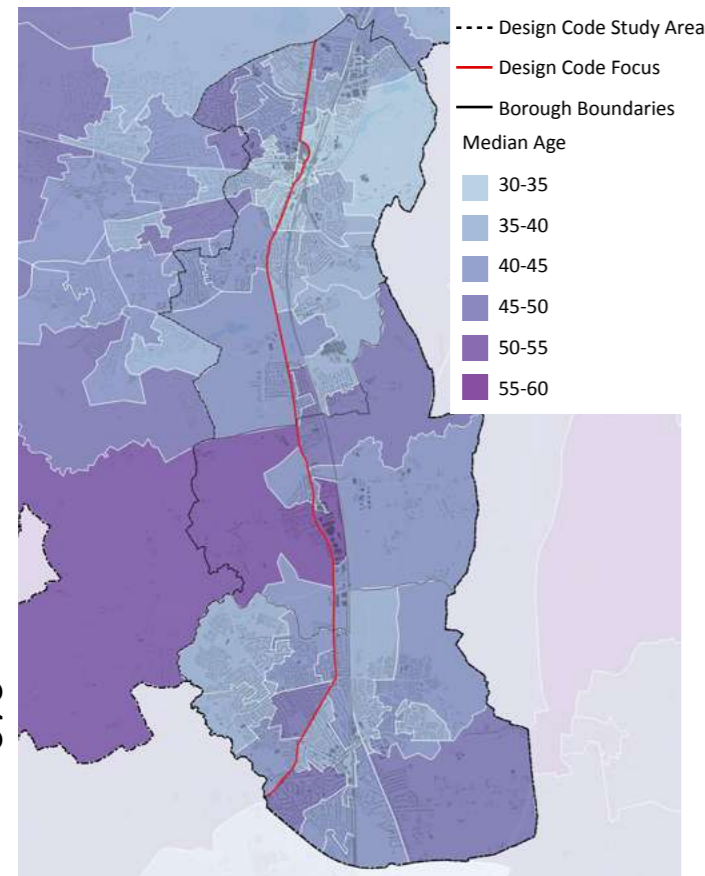


Figure 2.6: Median Age

AGE OF POPULATION

2.2.16 The population in Reigate & Banstead is ageing. Currently 18% of the population are aged over 65. This is anticipated to increase to 25% by 2041.

2.2.17 However this does not apply uniformly across the borough. Those people living in the more rural parts of the borough are on average older. Redhill and parts of Horley have a relatively young population with a median age of 30-40 years old.

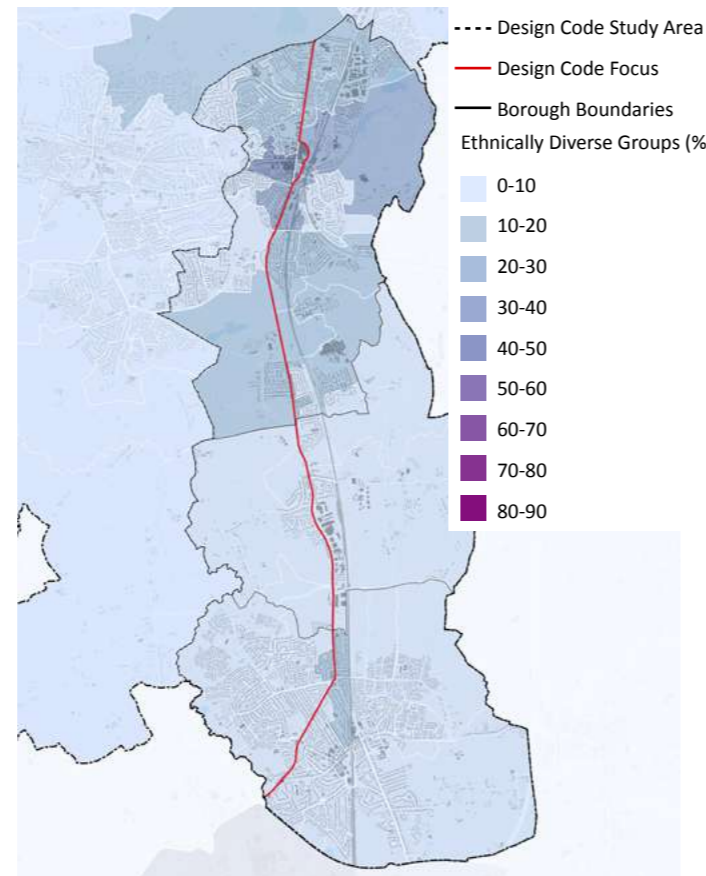


Figure 2.7: Ethnically Diverse Population

ETHNICITY

2.2.18 In 2021, 84.4% of people in Reigate & Banstead identified their ethnic group within the "White" category (compared with 90.6% in 2011). 7.5% of Reigate & Banstead residents identified their ethnic group within the "Asian, Asian British or Asian Welsh" category, up from 5.1% in 2011.

2.2.19 The town centres of Redhill and Horley have a more ethnically diverse population than the suburban and rural areas.

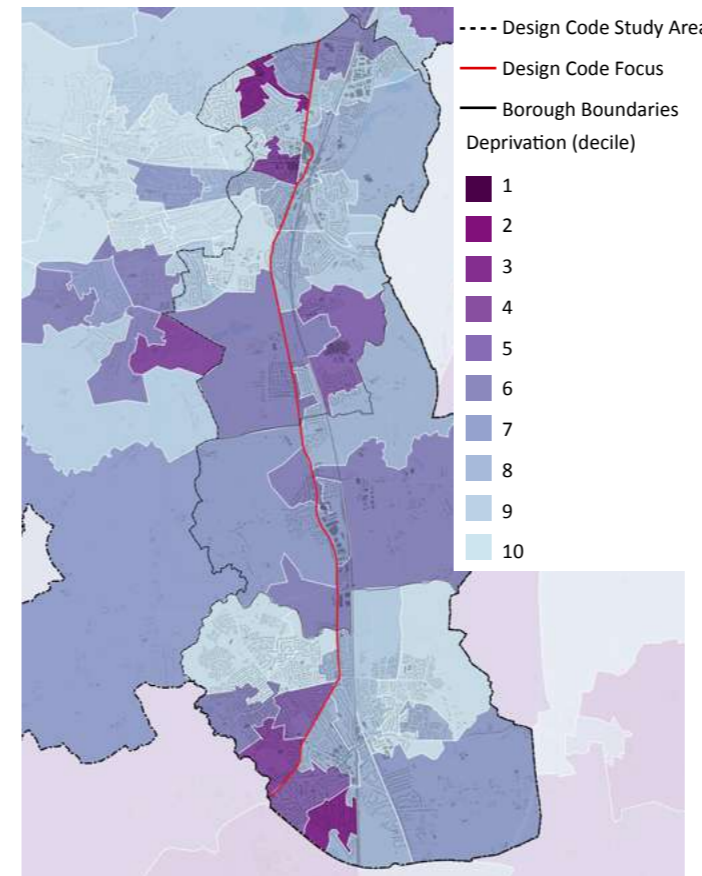


Figure 2.8: Multiple Indices of Deprivation

DEPRIVATION

2.2.20 Reigate & Banstead is a relatively affluent borough which does not suffer from significant levels of deprivation. Overall, the borough is ranked 276 out of 317 local authorities in England (1 is most deprived).

2.2.21 There are however pockets of higher deprivation within the study area, particularly towards the west of Redhill town centre, in suburban areas to the north west of Redhill centre and south west of Horley centre and east of the railway in South Earlswood.

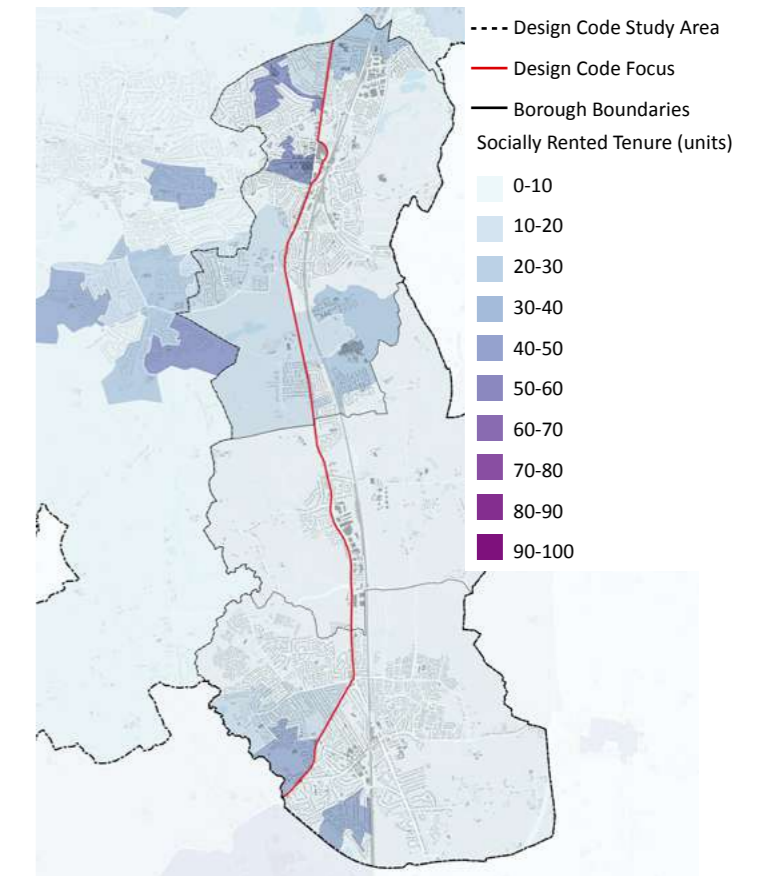


Figure 2.9: Socially Rented Tenures

HOUSING TENURE

2.2.22 In common with much of the county of Surrey, average house prices in Reigate & Banstead are significantly above the regional and national averages. According to Land Registry information during the last quarter of 2019, the average house price within the borough was £602,441. This compares to an average house price for the UK of £231,855.

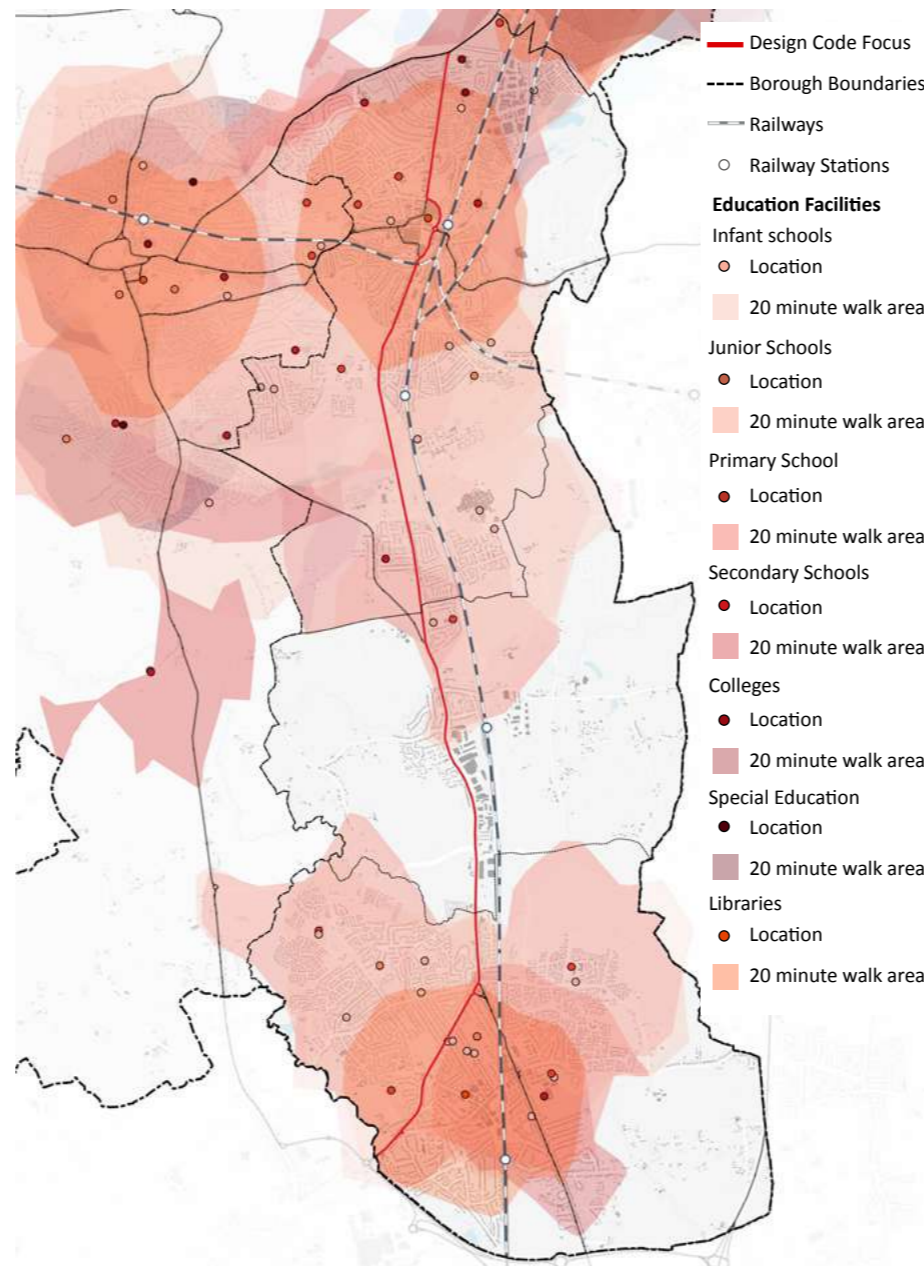
2.2.23 Socially rented tenures in the study area are located towards the west of Redhill town centre, in suburban areas to the north west of Redhill centre and south west of Horley centre and east of the railway in South Earlswood. These coincide with the areas with greater deprivation.

ACCESS TO FACILITIES AND AMENITIES

2.3.1 In recent years increasing value has been placed on the ability to access all of one's day to day needs within 20 minutes of your home through a network of attractive and safe walking and cycling routes. This is a core objective of the Design Code and is in alignment with Surrey County Council's Local Transport Plan (LTP4) which aims to establish Liveable Neighbourhoods with key characteristics including *'increasing the comfort, safety and accessibility of walking and cycling; creating space for community facilities; creating attractive local environments and welcoming neighbourhoods that people want to live in; reducing the dominance of cars and goods vehicles resulting in improved safety, air quality and noise pollution to encourage more walking, cycling and social interactions.'*

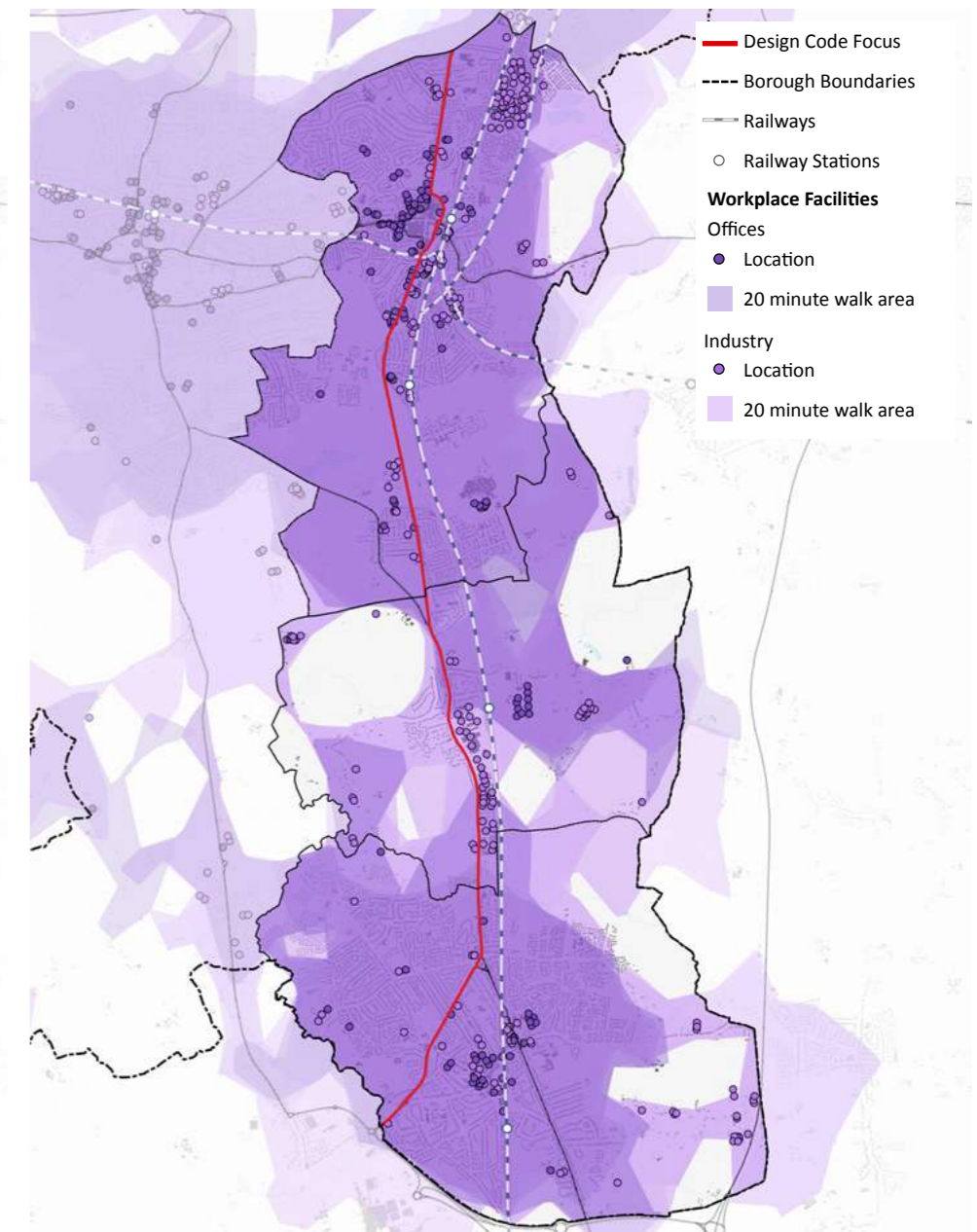
2.3.2 The accessibility of education, employment, public transport, nutrition, health and care, recreation and leisure have been assessed and is indicated in diagrams on this and the following pages.

2.3.3 Facilities have been identified and mapped and 1,200m isochrones (based on the typical distance that may be walked in 20 minutes) mapped. These isochrones measure distances along existing walking routes rather than measuring as the crow flies. Colours are stronger where access to several facilities overlaps. For the public transport plan the walking distance to bus stops is mapped using 400m isochrones; for railway stations the isochrones remain at 1,200m. See Appendix A for walkbands for each type of mapped facility.



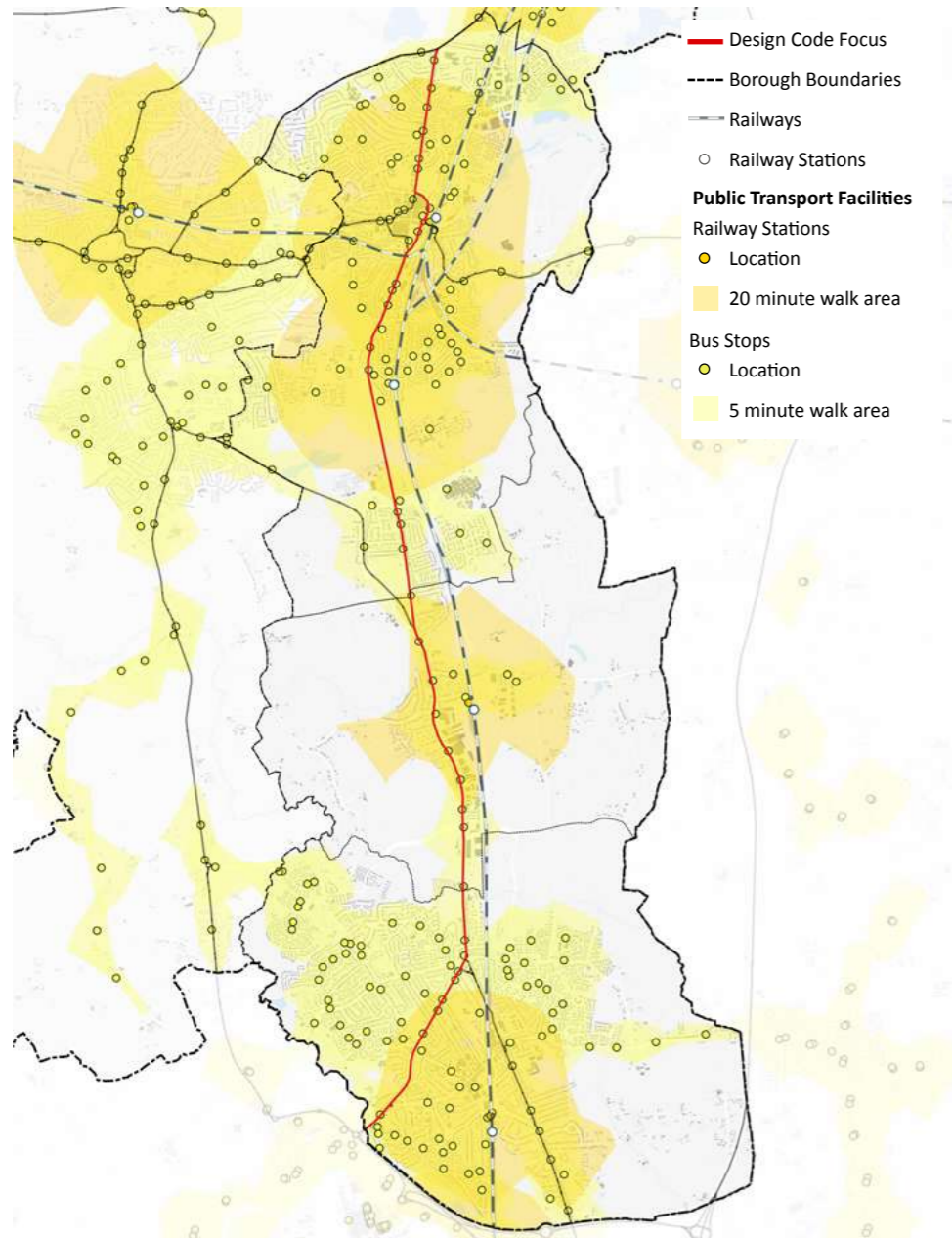
EDUCATION

- A high proportion of residents live more than 20 minutes walk from infant schools, and junior or primary schools. Many have to cross the A23 to access the closest school;
- Most residents outside of Redhill must travel to access a secondary school or further education college; and
- Only residents living close to Redhill and Horley centre have good access to a library.



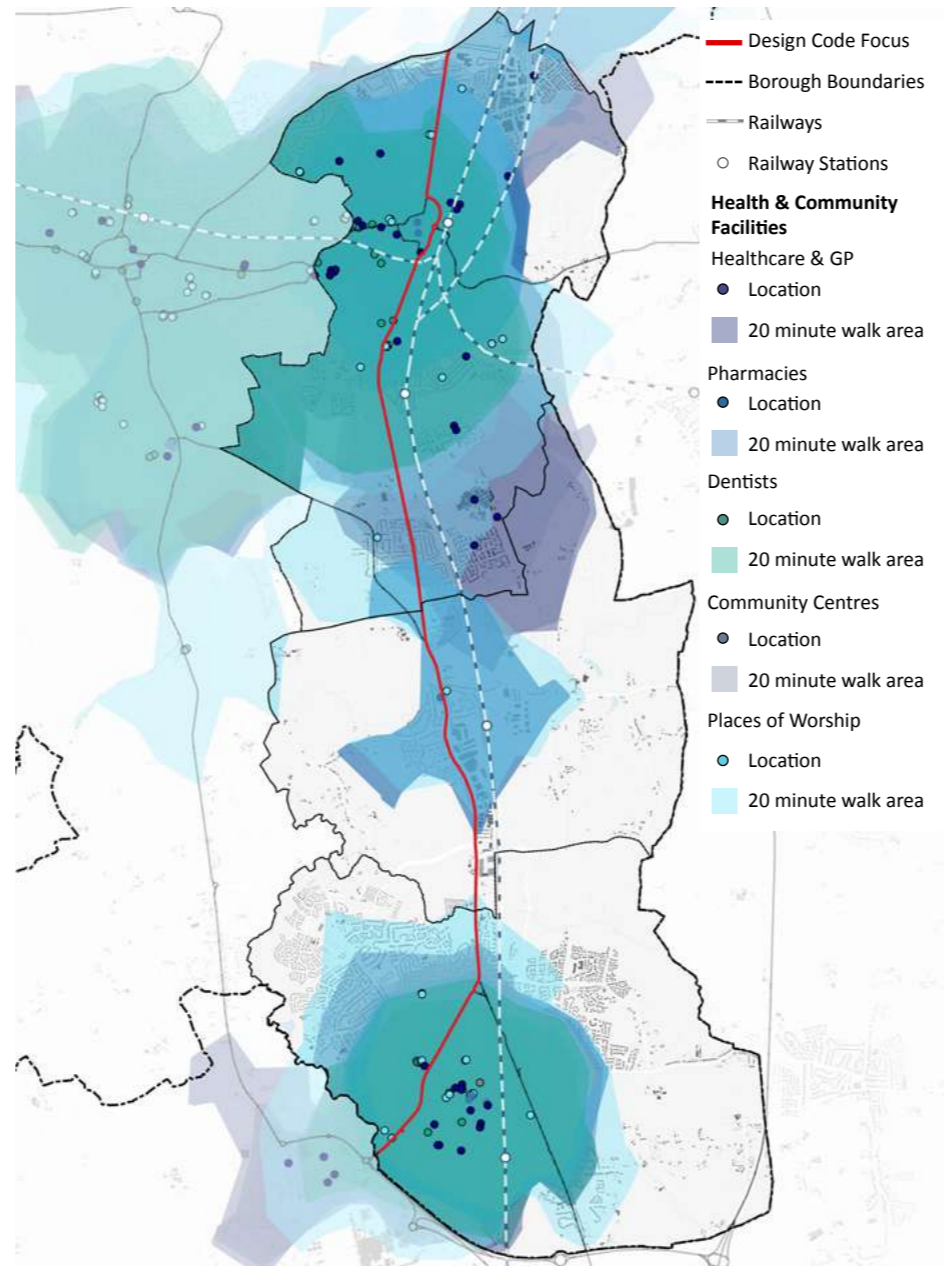
WORKSPACE

- Almost all residents are within walking distance of a workspace, although of course it may not be where they work.



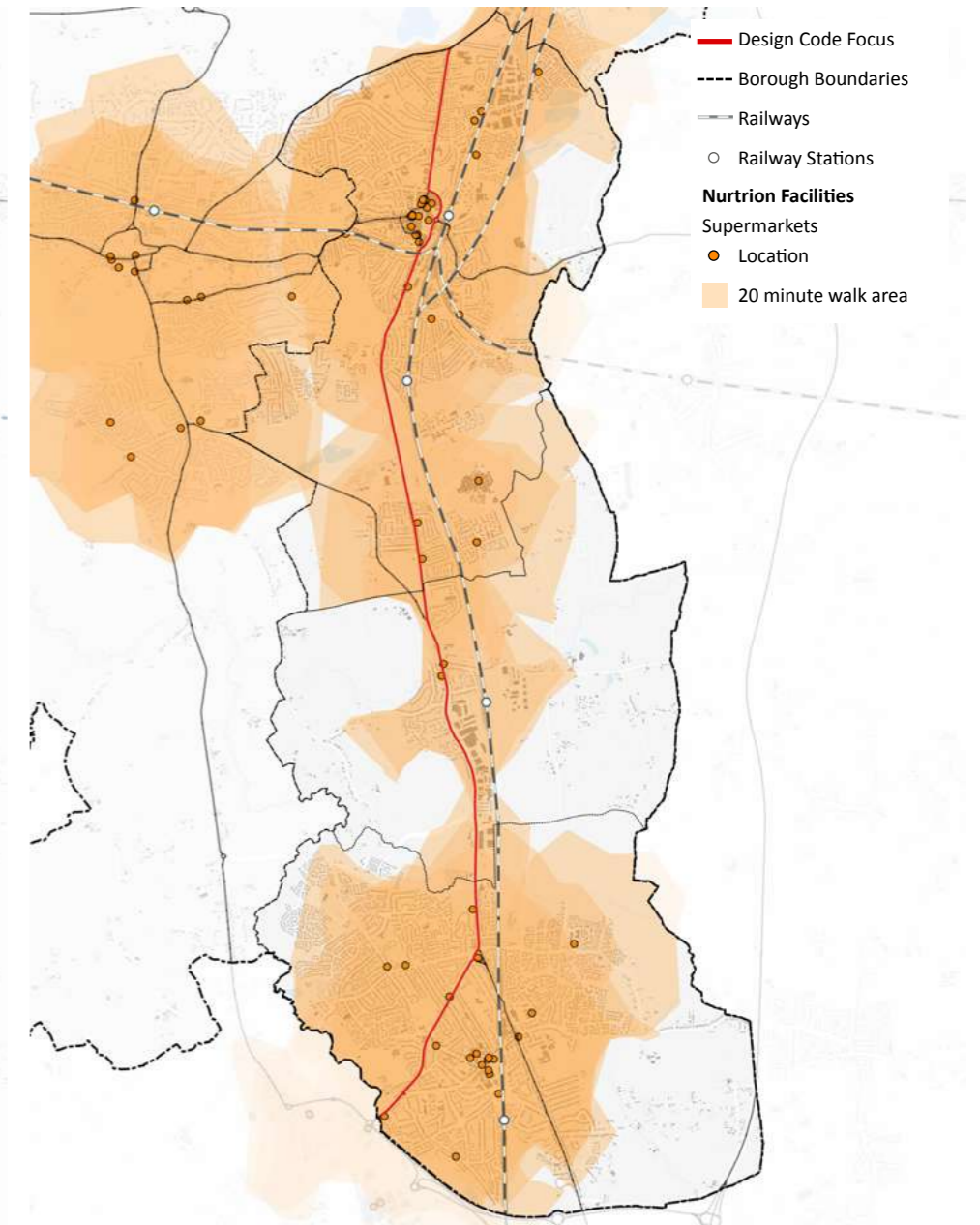
PUBLIC TRANSPORT

- The majority of residents live within 400m of a bus stop and the proximity of Gatwick airport means that there are many services running along the A23; and
- Although the study area is well served by rail a high proportion of residents live more than 20 minutes walk from a railway station including most residents in South Earlswood and many residents in Horley. Good cycle infrastructure is particularly important for these residents.



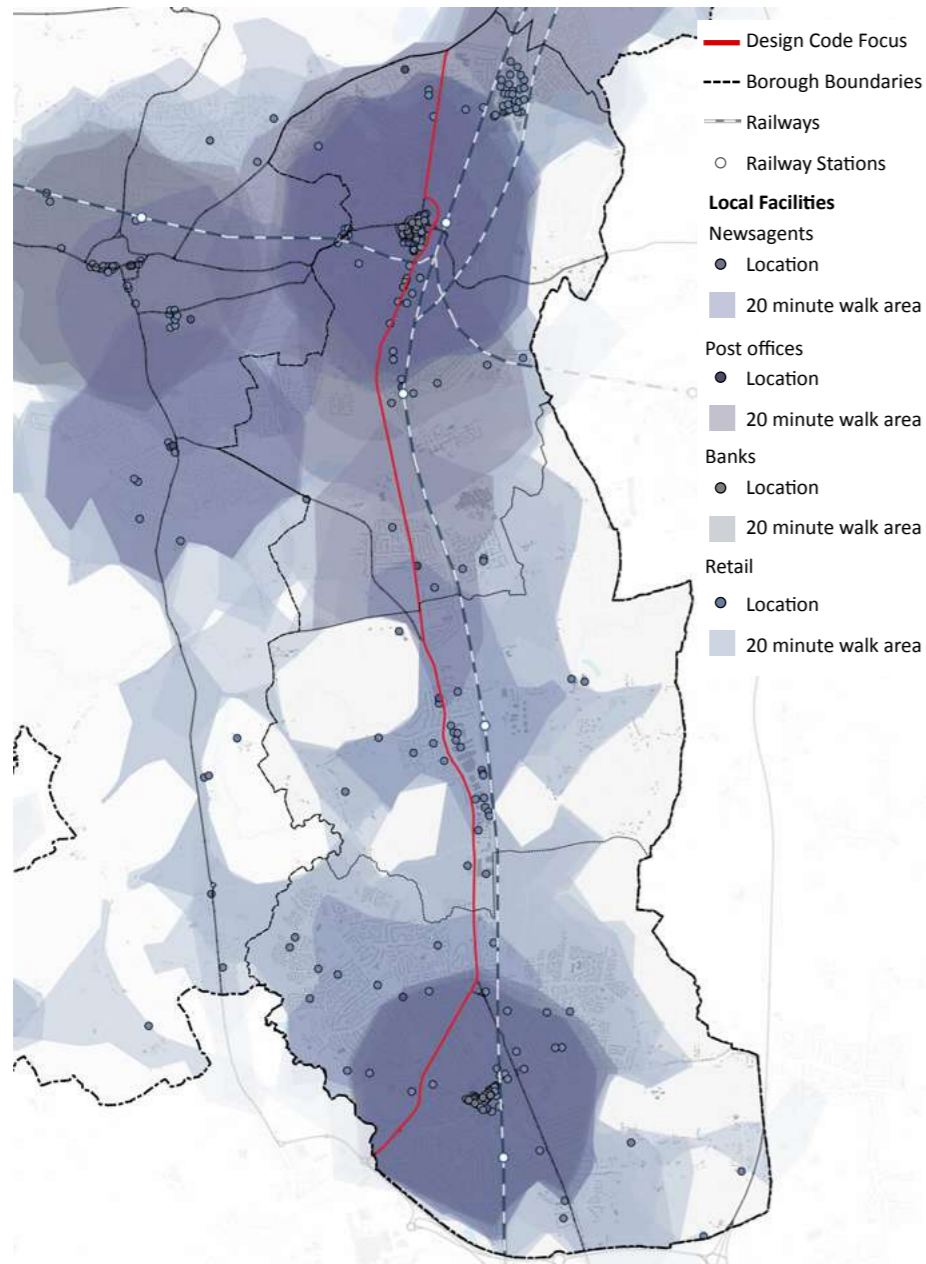
HEALTH AND COMMUNITY FACILITIES

- Access to healthcare and GP practices is good in Redhill and Earlswood (including to East Surrey Hospital) but there is no healthcare facility in Salfords and residents living on the edge of Horley must travel into the town centre which is more than 20 minutes walk away;
- Salfords residents, like those in living in Redhill and near to the centre of Horley have access to a pharmacy but many Horley residents and residents of South Earlswood and Earlswood do not have easy access to a pharmacy;
- There are dental practices in Horley and Redhill; other residents do not have easy access to dental care; and
- Many residents must cross the A23 to access healthcare facilities.



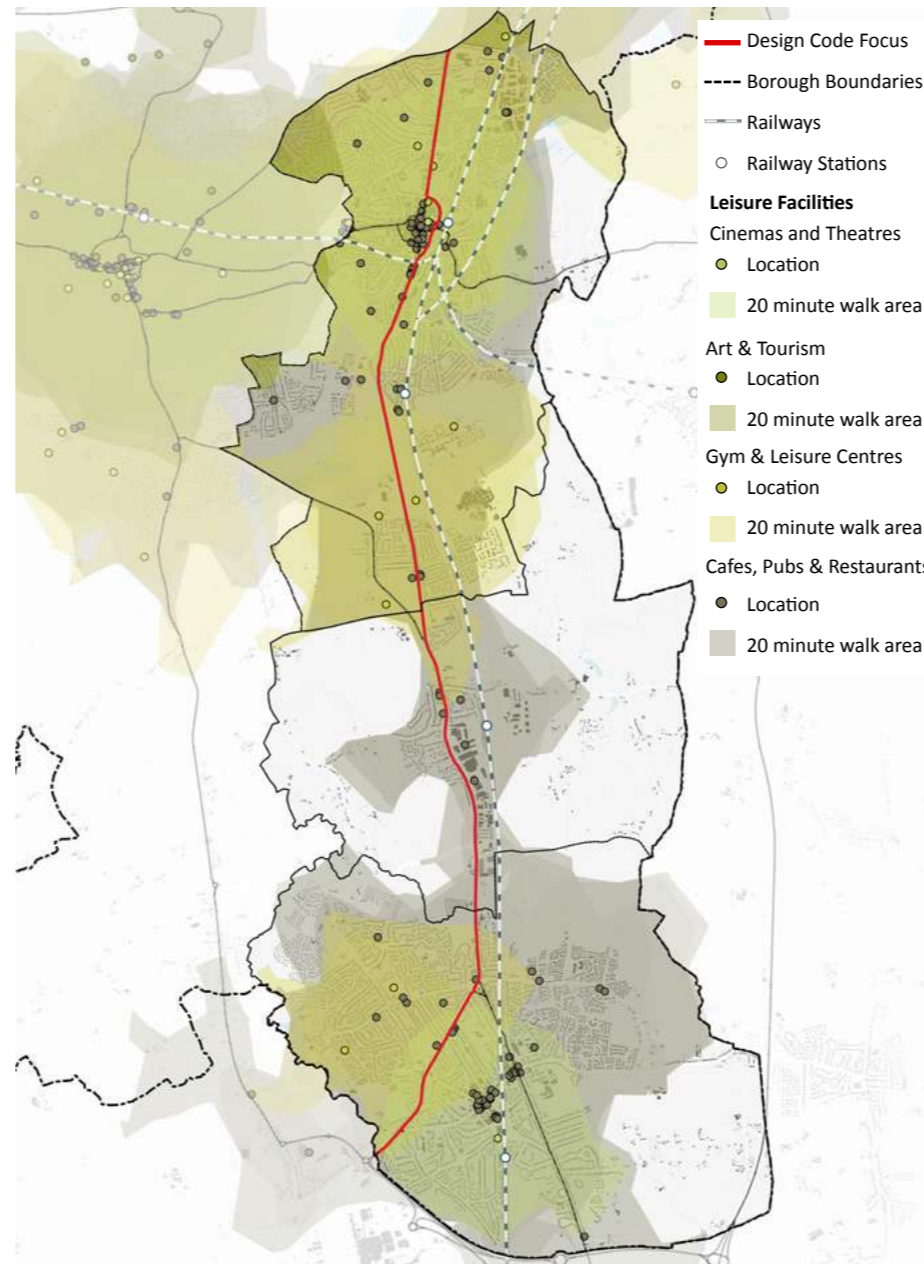
NUTRITION (POTENTIAL TO BUY FRESH FOOD)

- Most residents live within 20 minutes walk of a shop selling fresh food. Those living close to Redhill or Horley town centres have more choice.



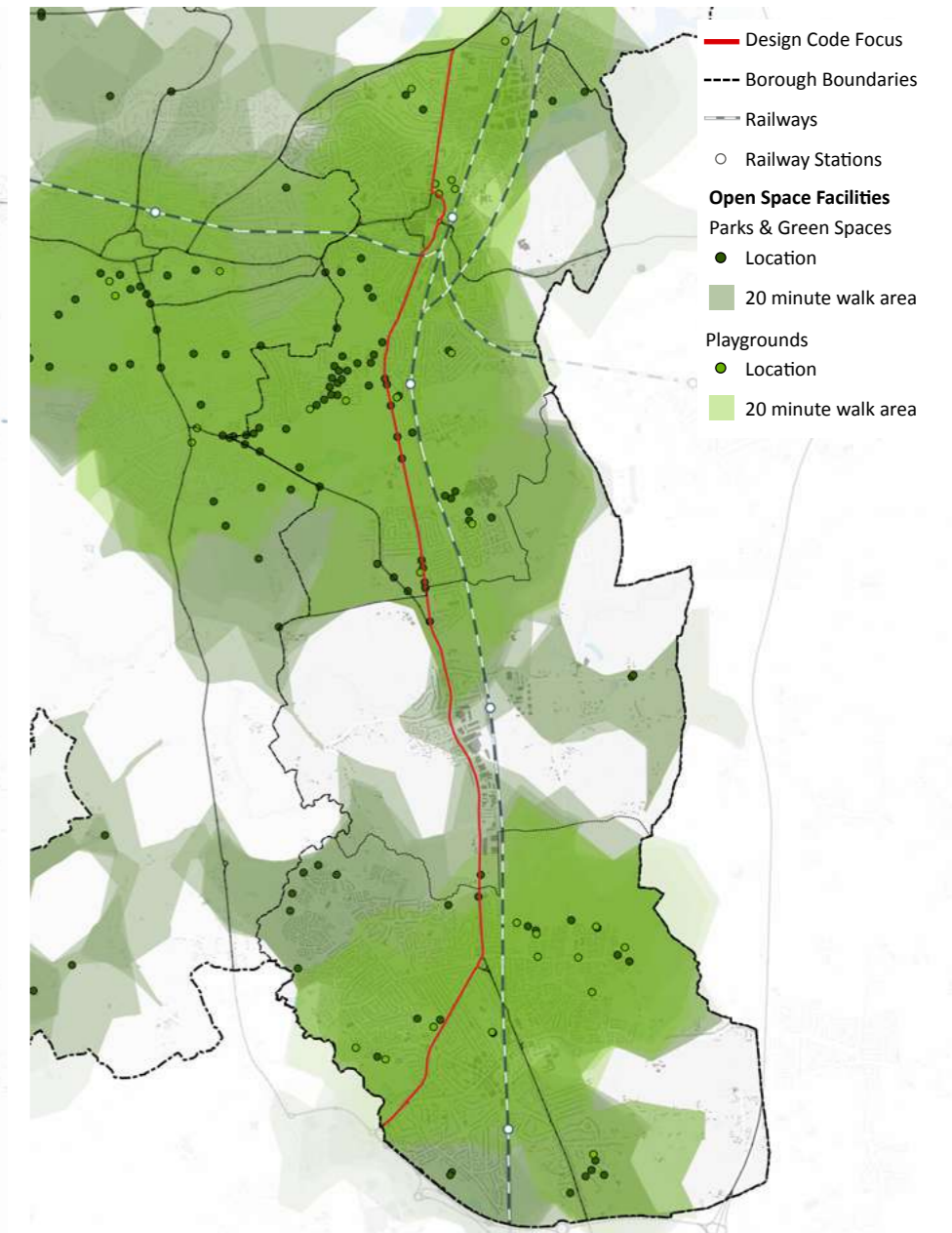
SHOPS AND OTHER SERVICES

- Most residents live within 20 minutes walk of a shop. Those living close to Redhill or Horley town centres have more choice.
- Only residents living in Redhill, Earlswood and near to Horley Centre have easy access to a post office or bank.



LEISURE AND CULTURE

- Most residents live within walking distance of a café, bar or restaurant;
- Most residents have access to a leisure centre or gym however those living in the eastern part of Horley and in Salfords do not;
- There is a small amateur theatre in Horley and a cinema/theatre in Redhill (the Harlequin centre) but residents outside of these centres must travel; and
- There are no museums, art galleries or tourist attractions within the area.



OPEN SPACES

- Whilst residents in Redhill and Earlsfield have access to open spaces many residents within the study area do not have good access to public open spaces and parks.

CHAPTER 3: OUR AMBITIONS FOR THE A23 GREAT STREET



3.1.1 The Grand Challenges, Public Values and the specific context of the A23 as it extends from Redhill to Horley have been synthesised into a series of **Ambitions** for the A23 Great Street. These ambitions also aim to deliver around the four principal themes of the Design Code:

- To make the area work better for pedestrians and cyclists;
- To improve access to open spaces and parks;
- To identify opportunities for development; and
- To raise the quality of design.

3.1.2 These ambitions directly inform the Design Codes that are set out within Part B of this document. This is diagrammatically illustrated in Figure 3.1.

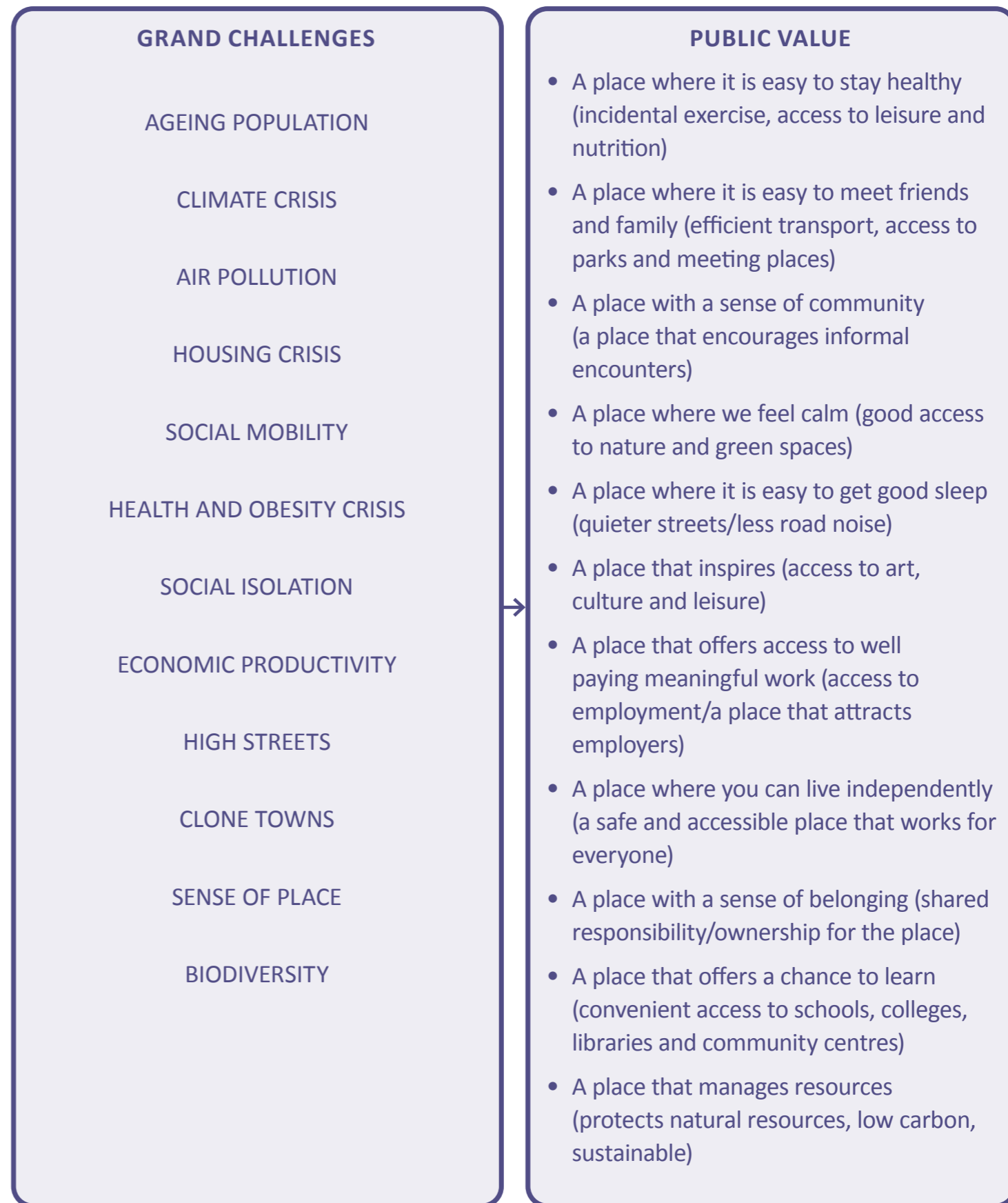


Figure 3.1: Shaping the Vision

FRAME THE AMBITIONS

1. To create a street that is beautiful
2. To respond to the historic character and distinctiveness of Surrey and the local area.....
3. To enhance the sense of arrival and provide greater identity to the centres
4. To create appropriate settings that support and encourage public life
5. To create an environment that is accessible to all and improves personal safety
6. To increase climate change resilience
7. To provide attractive alternatives to the private car
8. To improve access to strategic transport links by active modes.....
9. To improve road safety particularly for pedestrians and cyclists.....
10. To provide a continuous high-quality cycling facility
11. To provide pedestrian priority over vehicles.....
12. To provide better active travel crossings and connections
13. To provide safe, convenient and legible routes to schools
14. To make drivers 'guests' within the place
15. To facilitate expeditious access by emergency vehicles.....
16. To deliver a consistent, well-maintained public realm
17. To minimise street clutter and formalise its location
18. To improve access to open spaces and nature
19. To reduce unnecessary hard surfaces and replace these with green.....
20. To link green spaces in a connected network
21. To plant more street trees
22. To deliver biodiversity net gain
23. To manage all water run-off within the confines of the corridor
24. To identify opportunity for development that reinforces character and distinctiveness....
25. To ensure that development responds to and enhances the natural environment
26. To provide a more consistent building frontage to the street
27. To provide eyes on the street to improve feelings of safety
28. To provide development that is flexible and can change over time.....

MOVEMENT

NATURE

BUILT FORM

IDENTITY

STREETS & PUBLIC SPACE

219

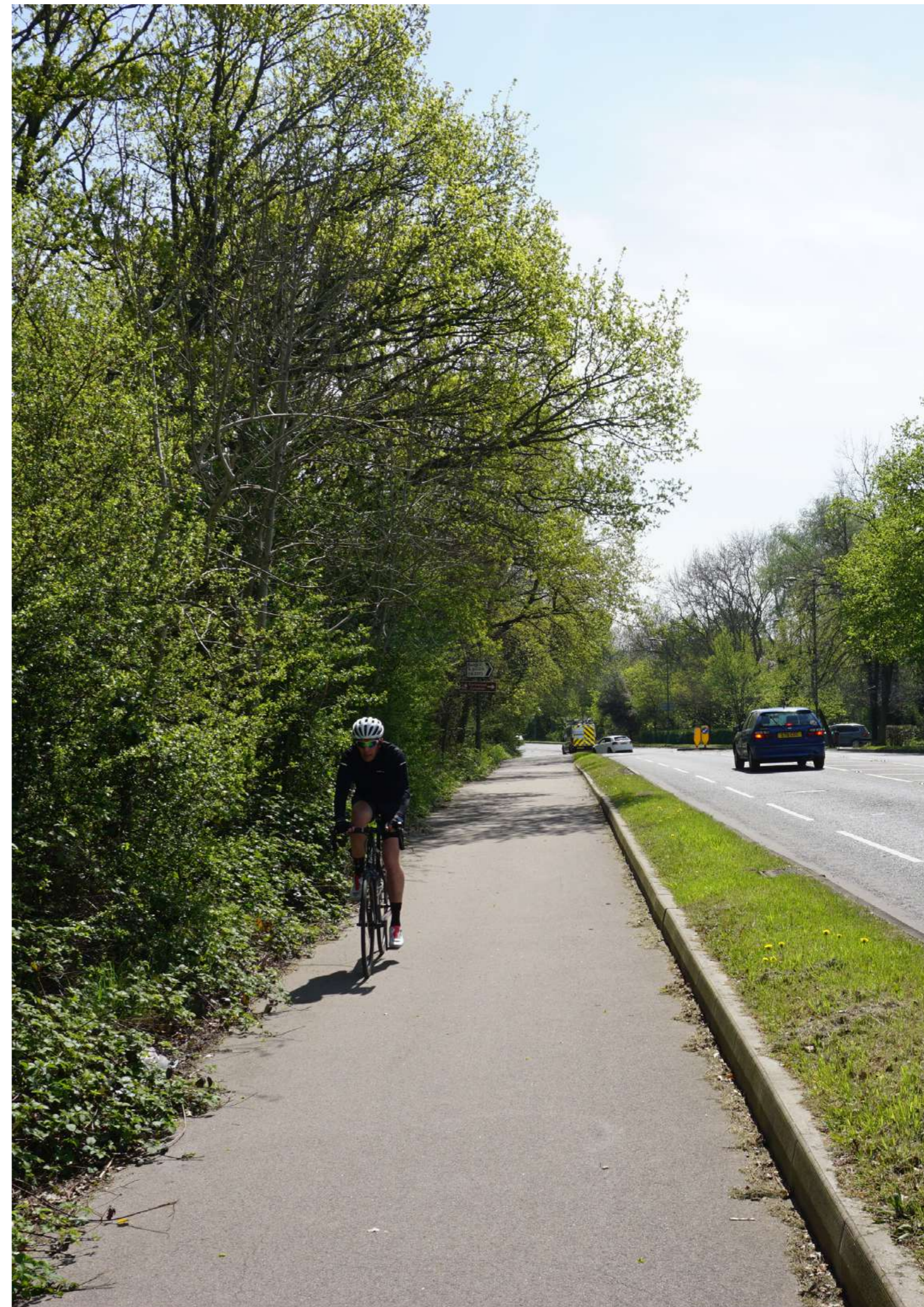
PART B: DESIGN CODES

CHAPTER 4: MOVEMENT

The design of the A23 corridor between Redhill and Horley often appears confused between whether it should form part of the trunk road network or part of the local highway network. This document makes plain that its design must respond to the latter. Whilst sections may carry in excess of 20,000 vehicles per day and certain junctions can sometimes experience congestion and delay, the A23 corridor is fundamentally a street that connects and passes through a number of towns and smaller centres, as well as being the street that many people call home. Its design must respond to this context, encouraging drivers to behave in a manner that is appropriate.

Given the above, it is worth highlighting a number of statements from the Institution of Civil Engineers' Briefing Note: Street Design Standards Current and Withdrawn Practice (2020). It notes that *'Unless a street is part of the trunk road network, DMRB **must not** be used where other, more appropriate guidance exists.'* It goes on to state that *'All highways projects **must** demonstrate how they help to address wider policy objectives relating to: climate change; economic productivity; an ageing population; air pollution; the housing crisis; social mobility; the health and obesity crisis; social isolation; biodiversity; and struggling high streets.'* Finally, it notes that *'Councils have a duty of care to both careful and negligent road users. They **must** have regard to the limited ability of children to judge the speed of oncoming vehicles. They also need to consider the relationship between vehicle speed and accident causation, and the severity of injury.'* The above, general advice **must** be followed in the design of the A23 corridor.

The Design Code for the A23 Great Street takes the principles in the Healthy Streets for Surrey Design Guide as a starting point for preparing the Movement design codes. The Design Codes have also been established in alignment with recognised guidance and best practice; these sources are referenced throughout as 'Further Reading' and provide additional background.



CODE M1 - ENHANCING CONNECTIVITY ACROSS THE STREET

Development should contribute to enhanced pedestrian and cycling connectivity across the A23 to improve access to facilities and amenities either side of the route. Figure 4.1 indicates locations where safe and convenient pedestrian crossings are recommended.

4.1.1 The crossing locations have been identified through a review of facilities and amenities to either side of the A23 and represent those locations where there will be a desire to cross the route in order to achieve access.

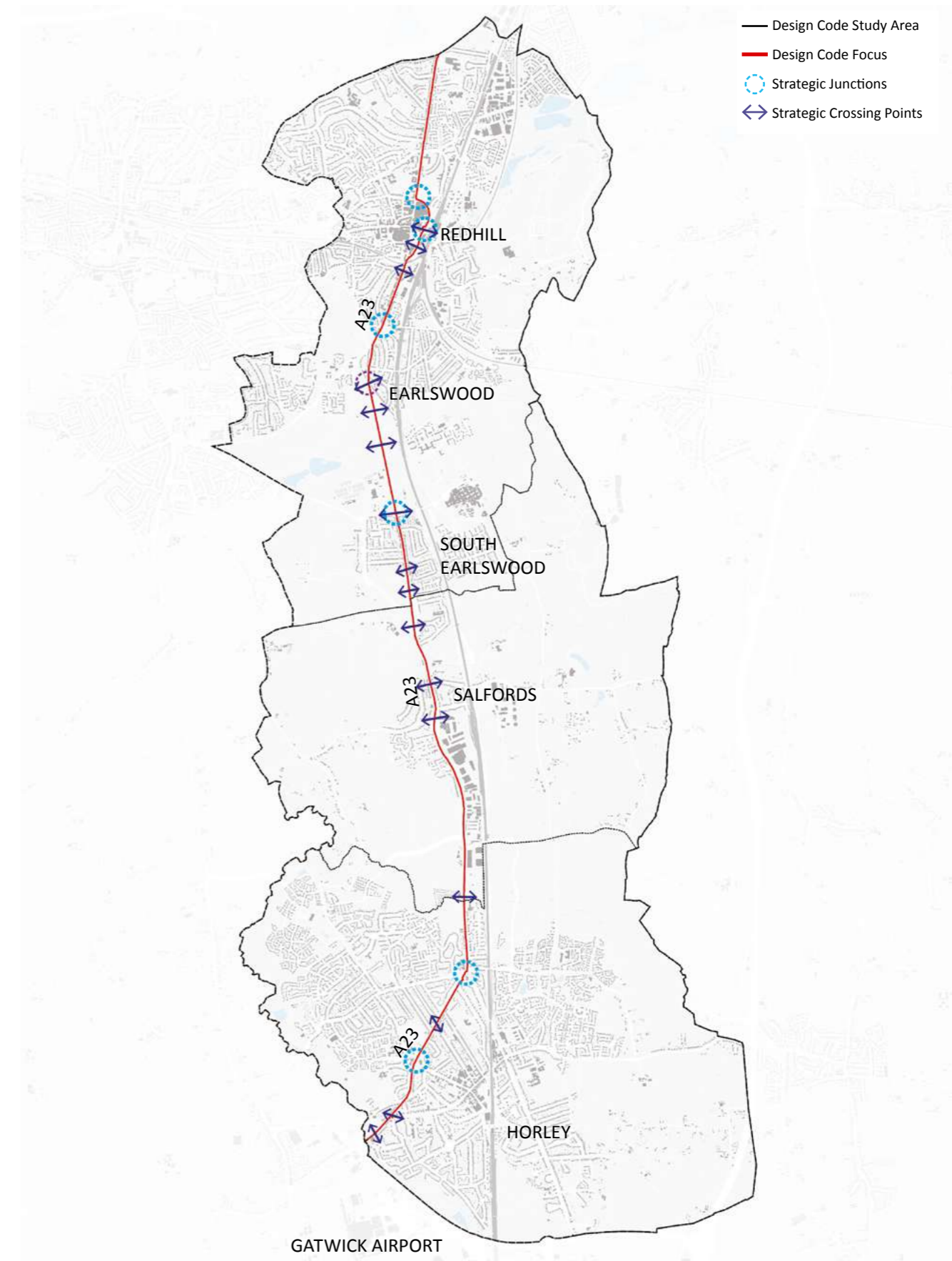


Figure 4.1: Strategic connectivity and junctions

CODE M2 - FOOTWAY DESIGN

Footway Widths

The following criteria should be met with regard to footway widths:

- Footways in quiet locations (flows of <600 pedestrians an hour) should have 2m or more of clear width for walking
- Footways in moderately busy locations (flows of 600 to 1200 pedestrians an hour) should have 2.5m or more of clear width for walking
- Footways in busy locations (flows of >1200 pedestrians an hour) should have 3m or more of clear width for walking

Tactile Paving

Every flush surface or dropped kerb between the footway and carriageway should be marked with appropriate tactile paving to enable blind and visually impaired people to identify the 'edge' of the footway in the absence of a kerb upstand.

Further Reading:

- Further guidance on the appropriate application of tactile paving is contained within the Department for Transport document *Guidance on the Use of Tactile Paving Surfaces (Dec 2021)*.
- Transport for London's Healthy Streets Check for Designers



Image 4.1: Consistent footways free of obstructions

CODE M3 - BI-DIRECTIONAL CYCLE ROUTE

A segregated, bi-directional cycle track should be provided at footway level along the entire eastern side of the A23 Great Street, positioned between the footway and carriageway.

Width

The segregated, bi-directional cycle track should be a minimum of 2.5m in width, increasing to 3.0m where the highway width permits, in-line with the **Street Codes set out in Chapter 8**.

Buffer

The minimum horizontal separation between the carriageway and the footway level bi-directional cycle track should be 0.5m (up from the 0.0m in LTN 1/20).

Advanced Stop Lines

Advanced stop lines should be installed where it is conceivable that they may be useful to cyclists, even where the footway level bi-directional facility already exists. They should be a minimum of 5m deep. (Note: the provision of advanced stop lines does not constitute a high-quality cycling environment at signalised junctions and is in no-way an alternative to the bidirectional facility).

Materials

A colour and tonal contrast, and different surface material should be used for the footway level bi-directional cycle track (buff tone bitmacadam) and the adjacent footway (flagged or bitmacadam). Furthermore, use of a white line to segregate the cycle track from the footway should not be used. Rather, a raised strip which is trapezoidal in cross section and that is detectable by a long cane user should be used.

Further Reading:

- Local Transport Note 1/20: Cycle Infrastructure Design, Department for Transport (July 2020)

4.2.1 The overarching aim for the Great Street in relation to cycling is to provide a segregated, bi-directional cycle track at footway level along the entire eastern side of the A23 Great Street, positioned between the footway and carriageway. This provides both pedestrians and cyclists with a higher level of provision than the current unsegregated, shared use footway facilities that extend along much of the route at present.

4.2.2 As Local Transport Note 1/20: Cycle Infrastructure Design notes *'Shared use facilities are generally not favoured by either pedestrians or cyclists, particularly when flows are high. It can create particular difficulties for visually impaired people. Actual conflict may be rare, but the interactions between people moving at different speeds can be perceived to be unsafe and inaccessible, particularly by vulnerable pedestrians. This adversely affects*

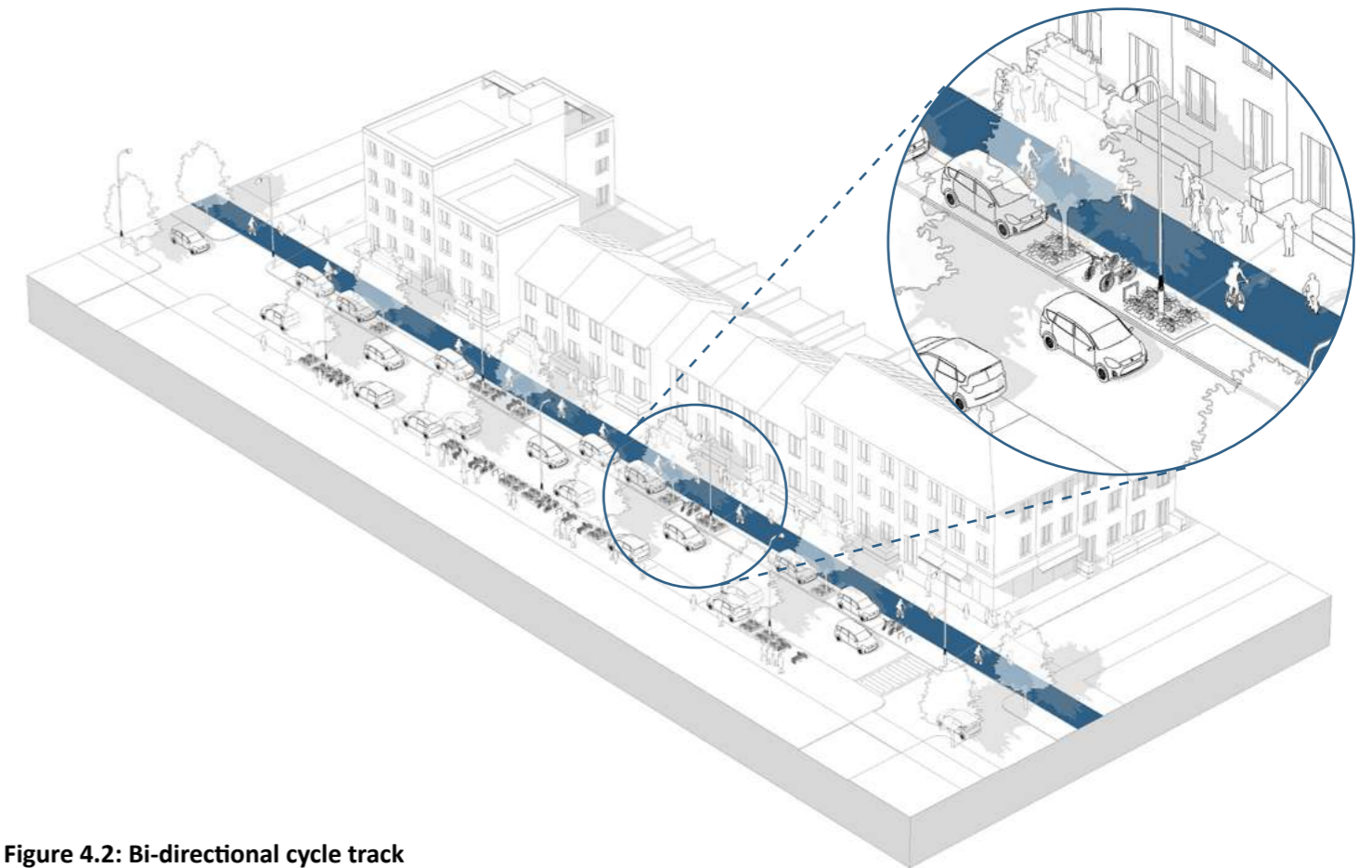


Figure 4.2: Bi-directional cycle track

the comfort of both types of user, as well as directness for the cyclist.'

4.2.3 The Department for Transport document, Local Transport Note 1/20: Cycle Infrastructure Design (July 2020) could not be clearer when it states that *'to receive Government funding for local highways investment where the main element is not cycling or walking, there will be a presumption that schemes must deliver or improve cycling infrastructure to the standards in this Local Transport Note, unless it can be shown that there is little or no need for cycling*

in the particular highway scheme [which does not apply to the A23 corridor]... In short, schemes which do not follow this guidance will not be funded.'

4.2.4 Whether changes are made using Government funding or any other source of funding, any changes to the A23 corridor should, as a minimum, be compliant with LTN 1/20 (please check specific dimensions, some of which are enhanced over LTN 1/20, in **Chapter 8**).

APPLYING THE CODE: EXAMPLE 1 - SOUTH HORLEY



Figure 4.3: South Horley plan



Image 4.2: Existing (credit: Google)



Figure 4.4: Sketch indicating application of the code on the A23 in south Horley including introduction of a bi-directional cycle lane, and planted verges / raingardens.

227

CODE M4 - STREET FURNITURE, PEDESTRIAN GUARDRAIL AND SEATING

Street Furniture

Street furniture **must** be located within a single ‘furniture zone’ between the main pedestrian flow and the carriageway. Where possible and appropriate, road name signage should be incorporated on the face of the corner building to reduce street clutter.

Pedestrian Guardrailing

Pedestrian guardrails **must not** be used to separate the pavement and the carriageway, instead softer and more permeable solutions, such as trees and greenery, should be used.

Where there is believed to be no alternative other than to use pedestrian guardrailing, such as where there is a significant and unresolvable drop between the footway and the carriageway or an intractable road safety issue, then the guidance for Manual for Street 2 **must** be followed – ‘...highway authorities should start with the presumption that no guardrailing is necessary. If it is considered that it may be needed, only the minimum amount should be installed, after considering all other ways of resolving the issue.’

Seating

The distance between resting points (a bench, bus shelter, etc.) in built-up areas should be no more than 100m in quieter areas and 50m in busy areas.

Further Reading:

- Development Management Policy DES1 Criterion 4
- Manual for Street 2
- Inclusive Mobility, Department for Transport (Dec 2021)
- Local Transport Note 2/09: Pedestrian Guardrailing
- Healthy Streets for Surrey Design Guide
- Transport for London’s Streetscape Guidance (Fourth Edition, 2022 Rev 2)

4.2.5 The above code builds upon the requirements within the Healthy Streets for Surrey Design Guide that states ‘Where possible items should be placed within a ‘furniture zone’ to provide a continuous full width pavement.’ This aligns with other, existing guidance, such as Transport for London’s Streetscape Guidance (Fourth Edition, 2022 Rev 2), which states that ‘The furniture zone is provided adjacent to the kerb zone to coordinate

street furniture in a consistent arrangement which maximises the unobstructed width of the footway for pedestrian use.’

4.2.6 The code relating to pedestrian guardrail is taken from Healthy Streets for Surrey Design Guide and this position is supported by Local Transport Note 2/09: Pedestrian Guardrailing, whose research into the safety records of junctions with and without pedestrian guardrailing

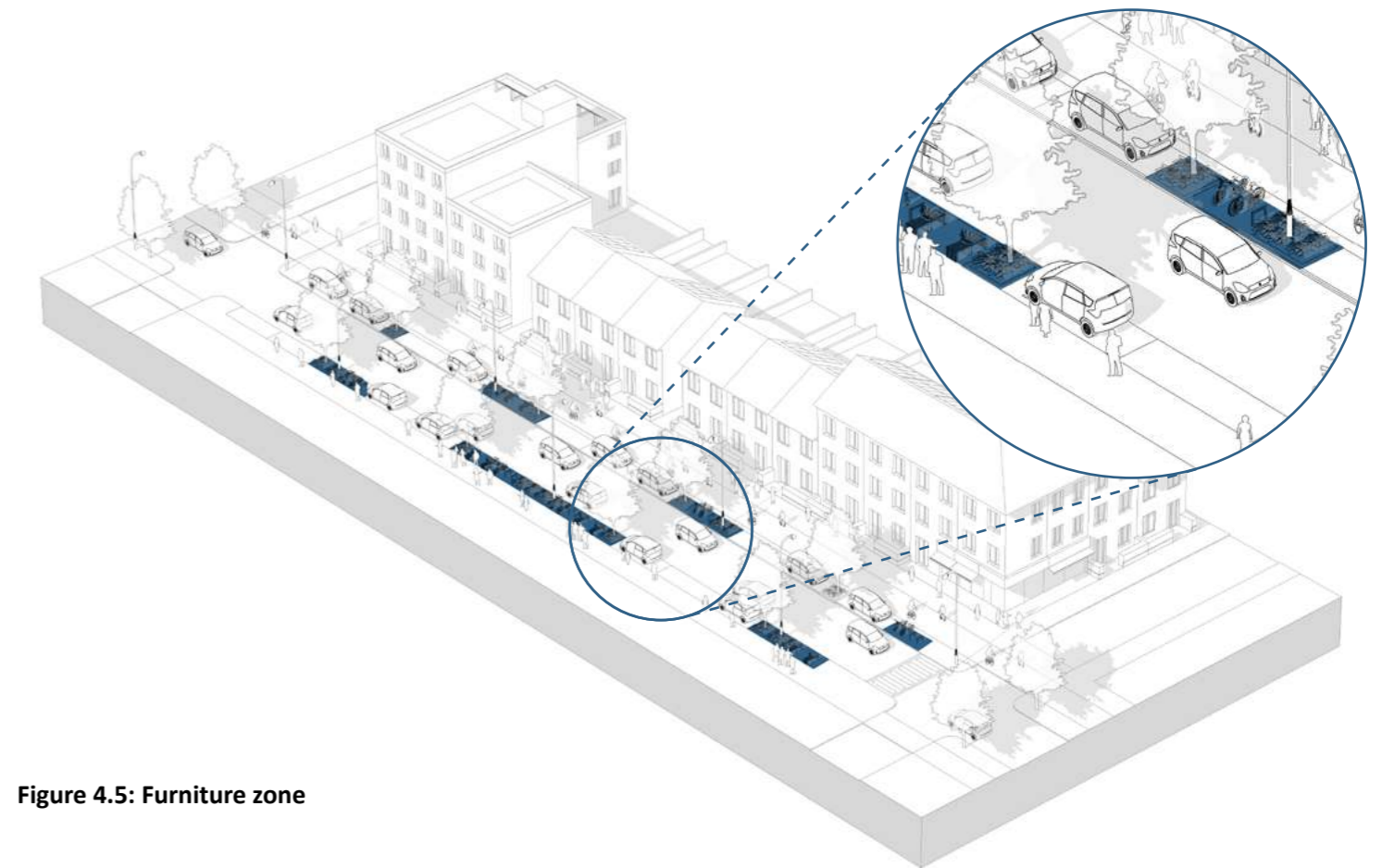


Figure 4.5: Furniture zone

concluded that ‘For all of the different types of site taken together, total and pedestrian collision frequencies were higher at sites with guardrailing.’

4.2.7 The code in relation to the provision of seating is in-line with the guidance from the Department for Transport’s document Inclusive Mobility (Dec 2021).

4.2.8 As Transport for London’s Guide to the Healthy Streets Indicators points out, ‘Lack of resting places can limit mobility for some people, particularly those who are ill, injured, older or very young. Ensuring there are places where people have room to stop or somewhere to rest benefits everyone, including local business, as people will be more willing to visit, spend time in, or meet other people on these streets.’



Image 4.3: Public seating in furniture zone

CODE M5 - CARRIAGEWAY DESIGN, SURFACING, SIGNAGE AND MARKINGS

Lane Widths

Traffic lane widths between 3.2m and 3.9m should not be used along the Great Street. The preferred lane width is 3.2m resulting in a proposed carriageway width for the vast majority of the corridor of 6.4m (the major exception being the dualled sections).

Signage

The use of yellow or grey backing boards behind signs should only be used when essential to road safety. The presumption should be that no signs have a yellow backing and that the smallest effective version of a sign is used. The use of yellow backing should not be applied as a blanket policy across all signs in an area.

Road Markings

Centre line markings should be omitted from carriageways of 6.5m wide or less, or where the design speed is 30mph or under. This will apply to the majority of the A23 corridor given the preferred carriageway width of 6.4m. To clarify, centre line markings on two-way, two-lane sections of the A23 in urban areas should not be used unless they are marking a hazard. Furthermore, centre line markings and ghost island hatching should not be used on the exit from a central island.

Waiting Restrictions

All yellow lines along the corridor should be 50mm wide and primrose in colour. Furthermore, if yellow line markings are needed on the side road or main road they should not be taken across the side road entry treatment, but can, if necessary, continue across the mouth of the side road or terminated before the crossing point.

Coloured Carriageway Surfacing (Bus Lanes, etc.)

The general use of coloured surface courses should be avoided, and not just for the footway level, segregated, bi-directional cycle track, but also within the carriageway. Coloured surfacing should not be used by default rather it must only be used sparingly where there is a particular safety requirement.

Further Reading:

- Road Signs Manual (2018)
- Manual for Street 2 (2010)
- Local Transport Note 1/20: Cycle Infrastructure Design (July 2020)
- Healthy Streets for Surrey Design Guide
- Centreline Removal Trial, Transport for London (2014)

4.2.9 Avoiding lane widths of 3.2m and 3.9m is a development of the Healthy Streets for Surrey Design Guide. This aligns with the guidance contained within Local Transport Note 1/20: Cycle Infrastructure Design (July 2020), which states that *“[Traffic] Lanes between 3.2m and 3.9m wide allow motor vehicles to drive alongside a cyclist without crossing the centre line, but without any safety margin for the comfort and protection of cyclists. This will potentially lead to close overtaking behaviour that may endanger the cyclist.”*

4.2.10 The code restricting use of yellow or grey backing boards behind road signs is in line with the Healthy Streets for Surrey Design Guide. This is supported by the Traffic Signs Manual: Chapter 4 – Warning Signs (2018), which states that *‘They should be used very sparingly and not as a matter of course.’*

4.2.11 The code relating to the omission of centre line markings on carriageways of 6.5m width or less, or where the design speed is 30mph or under is in line with the Healthy Streets for Surrey Design Guide.

4.2.12 This approach is supported by research by Transport for London contained with the report Centreline Removal Trial (2014) that concluded *“There was a statistically significant reduction in vehicle speeds as a result of removing central markings on the carriageway”* following a study of three A roads in Outer London (one of which was the A23 itself as it passes between Coulsden and Purley) where they were not specifically marking a hazard.

4.2.13 Furthermore, the presumption must be that an approach triangle (1023) and Give Way sign (602) are not necessary at a priority T-junction unless proven otherwise.

4.2.14 The approach to waiting restriction markings fully complies with Chapter 5 of the Road Signs Manual (2018) as well as Manual for Street 2 (2010), which states *‘Yellow lines are normally 75mm wide where the speed limit is 40mph or less and 100mm on higher speed carriageways, but a 50mm width is also lawful and can be used in ‘areas regarded as environmentally sensitive’ (Traffic Signs Manual Chapter 5). No definition is given for such areas, and so highway authorities have flexibility in using this width. Similarly while TSM advises that the standard yellow line colour is BS381C No.355 (lemon) the less striking No.310 (primrose) or No.353 (deep cream) colours may also be used. Special authorisation is not necessary for any of these shades.’*

4.2.15 The code relating to the use of coloured surfaces is in line with the Healthy Streets for Surrey Design Guide, and this approach is supported by Manual for Streets 2 (2010), which states that *‘Coloured road surfacing has no legal significance. It adds to visual intrusion and should not be used by default. It should be reserved for situations where it is considered that it will have a particular safety benefit, and where this outweighs the aesthetic disadvantages.’*

CODE M6 - SPEED LIMITS

All urban areas, residential streets, town or village centres and places with significant interaction between pedestrians, cyclists, and motor vehicles (such as schools and markets) should be designed to a design speed of 20mph.

Figure 4.6 illustrates those locations along the corridor where a 20mph speed limit should be investigated with the Surrey County Council Highways department and through consultation with the appropriate authorities and stakeholders including the Surrey Police Road Safety and Traffic Management Team and Surrey Highways.

Further Reading:

- 20mph Research Study, Department for Transport (Nov 2018)
- Healthy Streets for Surrey Design Guide
- Surrey County Council, Setting local speed limits policy website

4.2.16 The 20mph speed limit code is in line with Healthy Streets for Surrey Design Guide.

4.2.17 Research by the Department for Transport (20mph Research Study, Nov. 2018) suggests that likely benefits of a 20mph speed limit include:

- Casualty reduction;
- Congestion reduction;
- Pollution reduction;
- Air quality improvements; and
- Improvements in conditions for, and encouraging, walking and cycling.

4.2.18 Surrey County Council's policy document, Setting Local Speeds Limits, provides further information on speed management for 20mph zones.



Figure 4.6: 20 mile per hour speed limit zones

CODE M7 - JUNCTION DESIGN AND SPACING

Continuous crossings [also known as continuous footways or Copenhagen crossings] should be used whenever a side street carrying less than 2,000 vehicles per day intersects with the A23.

Crossroads, or slightly staggered junctions, should be encouraged as this improves pedestrian permeability.

Junction visibility that does not meet the standards within MfS1 and MfS2 should not be used as a blanket objection to a junction design.

Priority junctions should not have right turn lanes unless traffic modelling explicitly demonstrates that it will create unacceptable journey time delays.

Standard DMRB roundabouts should not be used in areas of pedestrian activity in towns, villages and urban area. Mini and compact roundabouts, or roundels, are permitted.

The minimum number of signal heads and other signalling equipment should be used. Furthermore, the use of white backing boards to signals should not be used at junctions where the speed limit is 30mph or less.

Further Reading:

- Manual for Streets 2 (2010)
- Healthy Streets for Surrey Design Guide

PRIORITY JUNCTIONS

4.2.19 The code relating to continuous crossings aligns with the Healthy Streets for Surrey Design Guide which states that continuous crossings must be used whenever a lower order street, such as a local street, connects to a higher order street, such as a primary street.

4.2.20 Manual for Streets 2 (2010) states that 'tight corner radii help pedestrians and cyclists to travel across and through junctions by reducing the speed of turning vehicles'. It also notes that 'The Highway Code notes (Rule 170) that pedestrians who have started to cross a junction have priority'.

4.2.21 Importantly, Manual for Streets 2 (2010) goes on to note that 'Designers are sometimes reluctant to use tight corner radii on the grounds that vehicles slowing to turn into the minor arm may cause shunt collisions on the major road. This may be the case where speeds are high, but in urban areas the overall emphasis of MfS is that speeds should be reduced to appropriate levels of 30mph or below through design and the use of tight corner radii is consistent with this approach... Moreover, there are junctions on very busy routes where tight corner radii have existed for a considerable time'.

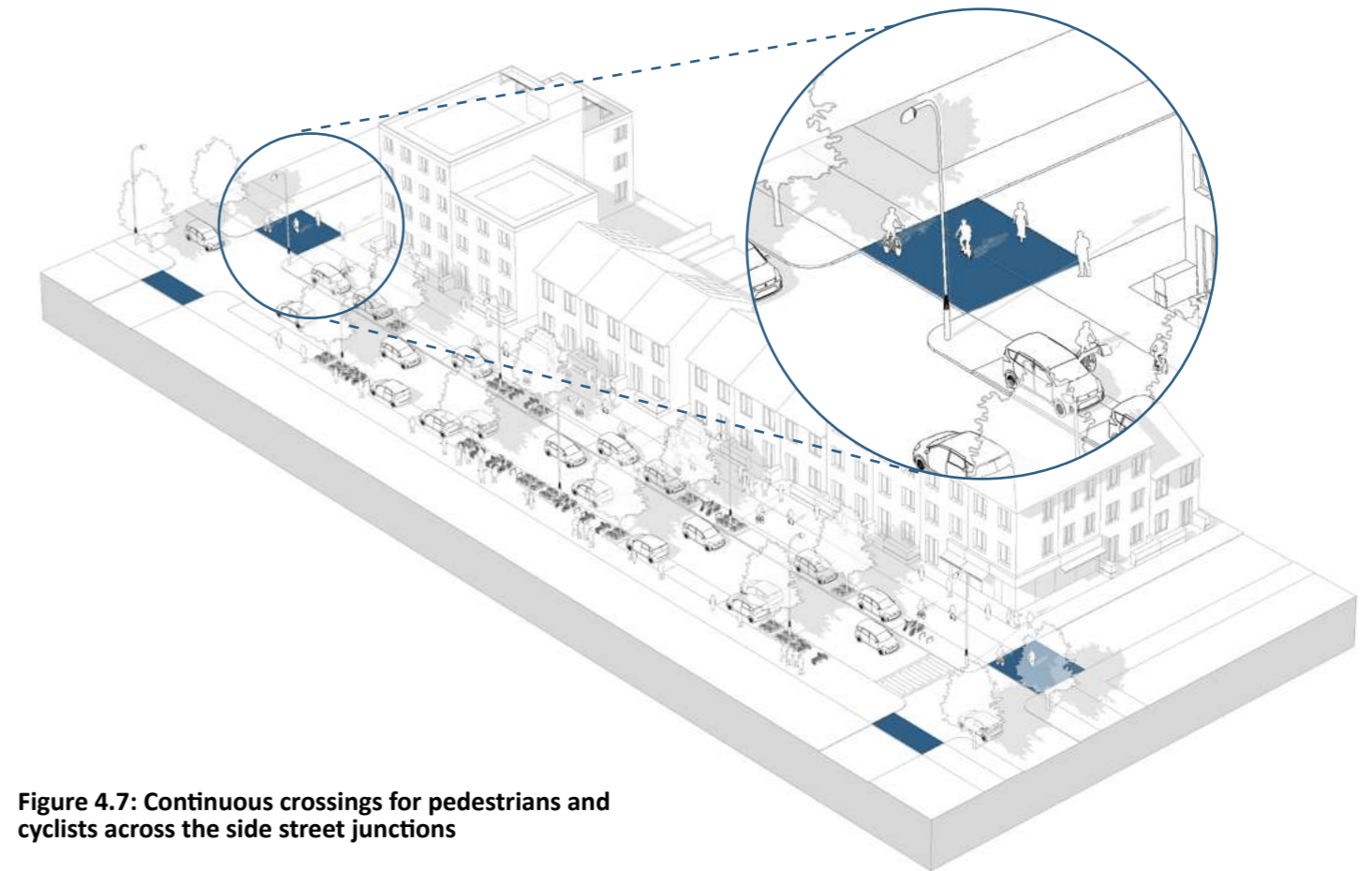


Figure 4.7: Continuous crossings for pedestrians and cyclists across the side street junctions

PRIORITY JUNCTION SPACING

4.2.22 As noted in Healthy Streets for Surrey, 'There is no minimum requirement for junction spacing on opposite sides of the street and crossroads, or slightly staggered junctions, should be encouraged.' This is supported by Manual for Streets 2, which states that 'there appears to be little evidence that [junction] spacing criteria based on SSD [sight stopping distances] are justified on safety or other grounds'.

VISIBILITY AT PRIORITY JUNCTIONS

4.2.23 Manual for Street 2 (2010) notes that 'It has often been assumed that a failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB...will result in an increased risk of injury collisions. Research carried out...for MfS2 has found no evidence of this.' It goes on to note that 'Longer X distances enable drivers to look for gaps as they approach a priority junction, which can increase the capacity of the minor arm, but can also mean that drivers may fail to take account of other road (vulnerable) users. TRL Report No 184 found that collision risk increased with greater minor-road sight distance.' Finally, it suggests that 'There are

situations where it is desirable and appropriate to restrict forward visibility to control traffic speeds (see research in MfS1)”

RIGHT TURNING LANES

4.2.24 The code relating to right turning lanes is supported by Manual for Streets 2 (2010), which states that *‘TD 42/95 recommends that consideration should be given to providing a right turning lane at priority junctions where the side road flow exceeds 500 vehicles per day, but this advice relates to trunk roads, where there is an emphasis on providing an unimpeded route for through traffic. It is a relatively low flow, and junctions without right turn lanes will often be able to cater for higher levels of turning traffic without resulting in significant congestion.’*

ROUNDBABOUTS

4.2.25 The code relating to roundabouts is in line with Healthy Streets for Surrey Design Guide. This is supported by the ICE Briefing Sheet: Street Design Standards (2020), which states that *‘Difficulties for cyclists and pedestrians and especially disabled people, along with inefficient use of land, are reasons not to use “normal roundabouts” in an urban area intended for people.’*

TRAFFIC SIGNALS

4.2.26 The code relating to minimising the number of signal heads and other signalling equipment is supported by Manual for Streets 2 (2010), which states that *‘Traffic signals add to street clutter, particularly layouts that require large numbers of signal heads and other equipment. They can therefore have a severe visual impact.’*

4.2.27 Preventing the use of white backing boards to signals where the speed limit is 30mph or less is in line with Manual for Street 2 (2010) which states that: *‘Most highway authorities specify backing boards with white borders to traffic signals, but they are not legally required. Local Transport Note 1/98 notes that backing boards may be omitted at urban sites where speeds are low and there are no distracting backgrounds.’* It is also worth noting that backing boards with white borders to traffic signals have not been used by default in London for over a decade. For example, the junction at Piccadilly Circus, which could be considered to have a distracting background, does not have backing boards to its signals.



Image 4.4: Example of crossover junction design



Image 4.5: Example of good practice junction design

CODE M8 - FRONTAGE ACCESS AND VEHICLE CROSSOVERS

Vehicle crossovers to private drives should not interrupt the footway or any existing or proposed cycling facility.

Generic road safety concerns **must not** be used as a blanket objection to direct frontage access. Any safety concerns must be in response to site-specific issues.

Further Reading:

- ICE Briefing Sheet: Street Design Standards (2020)
- Manual for Streets 2 (2010)

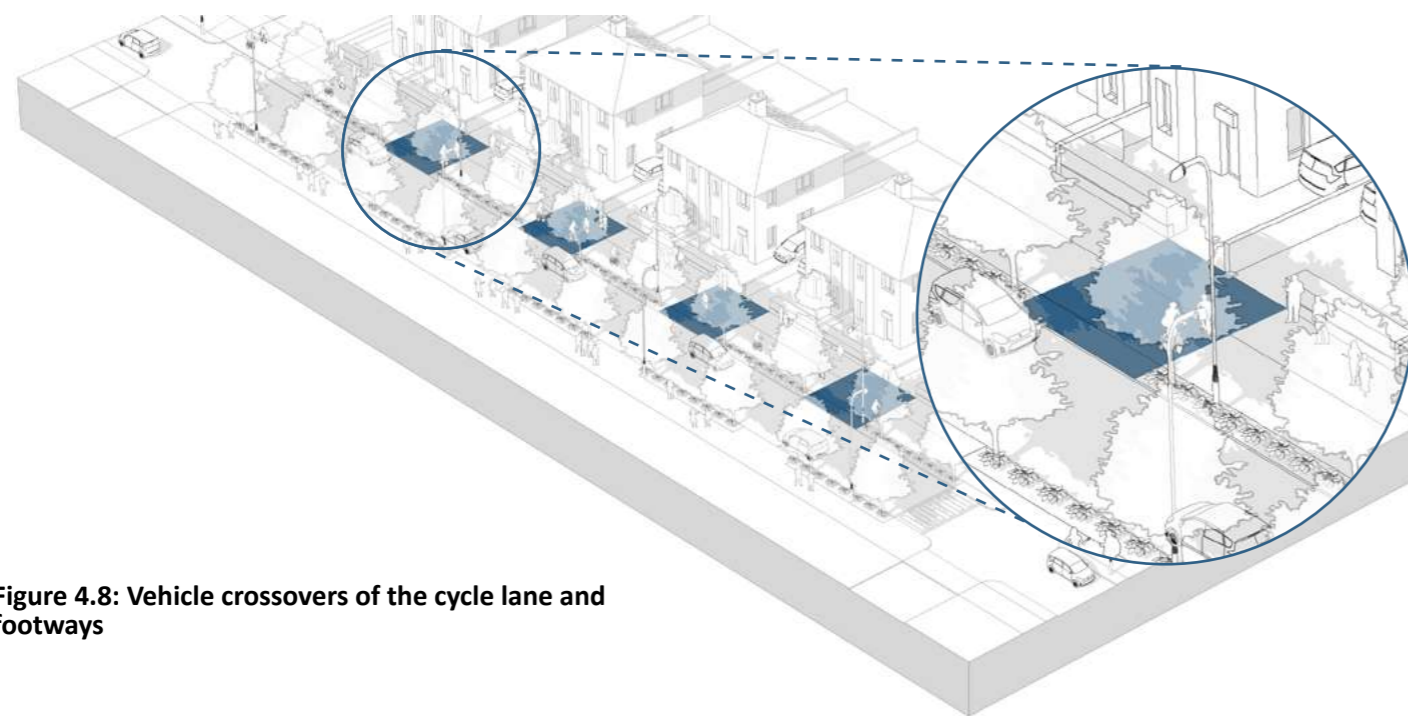


Figure 4.8: Vehicle crossovers of the cycle lane and footways

4.2.28 The code on vehicle crossovers is in-line with the guidance contained within the ICE Briefing Sheet: Street Design Standards (2020).

4.2.29 The code in relation to direct front access is supported by the guidance contained within Manual for Streets 2 (2010), which states that *'...applicable to all urban roads...providing direct frontage access is unlikely to have a significant disbenefits in road safety terms.'*

CODE M9 - PEDESTRIAN CROSSINGS

Informal pedestrian crossings should be a minimum of 2.8m in width.

Formal pedestrian crossings (Zebra crossings or signal controlled crossings) whether standalone or as part of a junction should be a minimum of 4m in width (unless they are part of a parallel walking/cycling crossing).

Formal pedestrian crossing should be provided within built up areas at least every 400m as an absolute minimum.

Further Reading:

- Active Travel England's Route Check tool
- Healthy Streets for Surrey Design Guide
- Transport for London's Healthy Streets

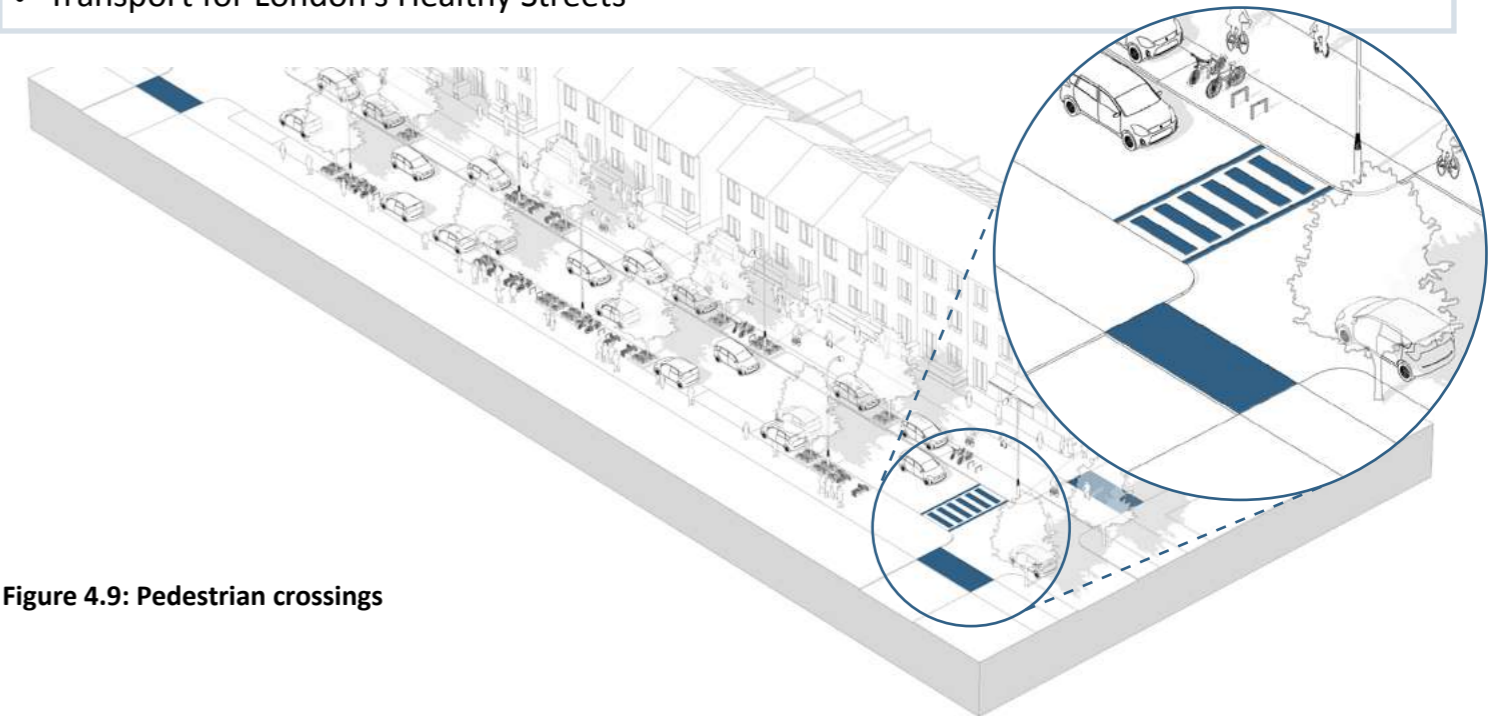


Figure 4.9: Pedestrian crossings

4.2.30 All primary pedestrian desire lines must be provided for, with informal crossings suitable on streets with up to 200 vehicles per hour and formal crossings required where flows are higher.

4.2.31 Active Travel England's Route Check tool, would require that those sections of the A23 that are to be covered by a proposed 20mph speed limit (urban settings with over 8,000 vehicles per day) must include a formal pedestrian crossing at least every 400m as an absolute minimum. Refer to Code M6.

CODE M10 - BUS PROVISION, STOPS AND WAITING FACILITIES

Along the A23 corridor, all bus stops should be located in the carriageway rather than in laybys unless there is a compelling safety reason.

Places for waiting should be attractive and comfortable and lit and bus stops should include a bus shelter. Bus stops adjacent to cycle paths should be fully transparent to ensure good intervisibility.

Further Reading:

- Healthy Streets for Surrey Design Guide
- Transport for London's Accessible Bus Stop Design Guidance

234 4.3.1 The Healthy Streets for Surrey Design Guide states that *'Bus laybys should not be used. They are an inefficient use of space and may reduce the ease of buses re-joining the main carriageway. They should only be used where stationary buses would cause a significant safety problem, which does not include queuing traffic.'* However, the specific guidance for both Avenue Primary Streets (Type 1(b)) and High Activity/Arterial High Street (Type 2(a)) – the two street types that cover the A23 corridor – state that *'Where no [bus] lane is provided, bus stops should be of the layby type [to] allow other traffic to pass.'*

4.3.2 The code on waiting facilities is in accordance with the Healthy Streets for Surrey Design Guide.



Image 4.6: High quality bus stop shelter

CODE M11 - CAR PARKING LOCATION AND DESIGN

On street car parking spaces should be broken up into groups of no more than three spaces, ideally separated by kerb build-outs that can incorporate trees, greenery, SuDS, EV chargers and bike parking to minimise the visual dominance of the cars.

Ideally, waiting and loading bays should be located at footway level rather than within widened sections of the carriageway wherever possible to help minimise the carriageway width and maximise footway widths when the bay is not occupied.

Further Reading:

- Healthy Streets for Surrey Design Guide

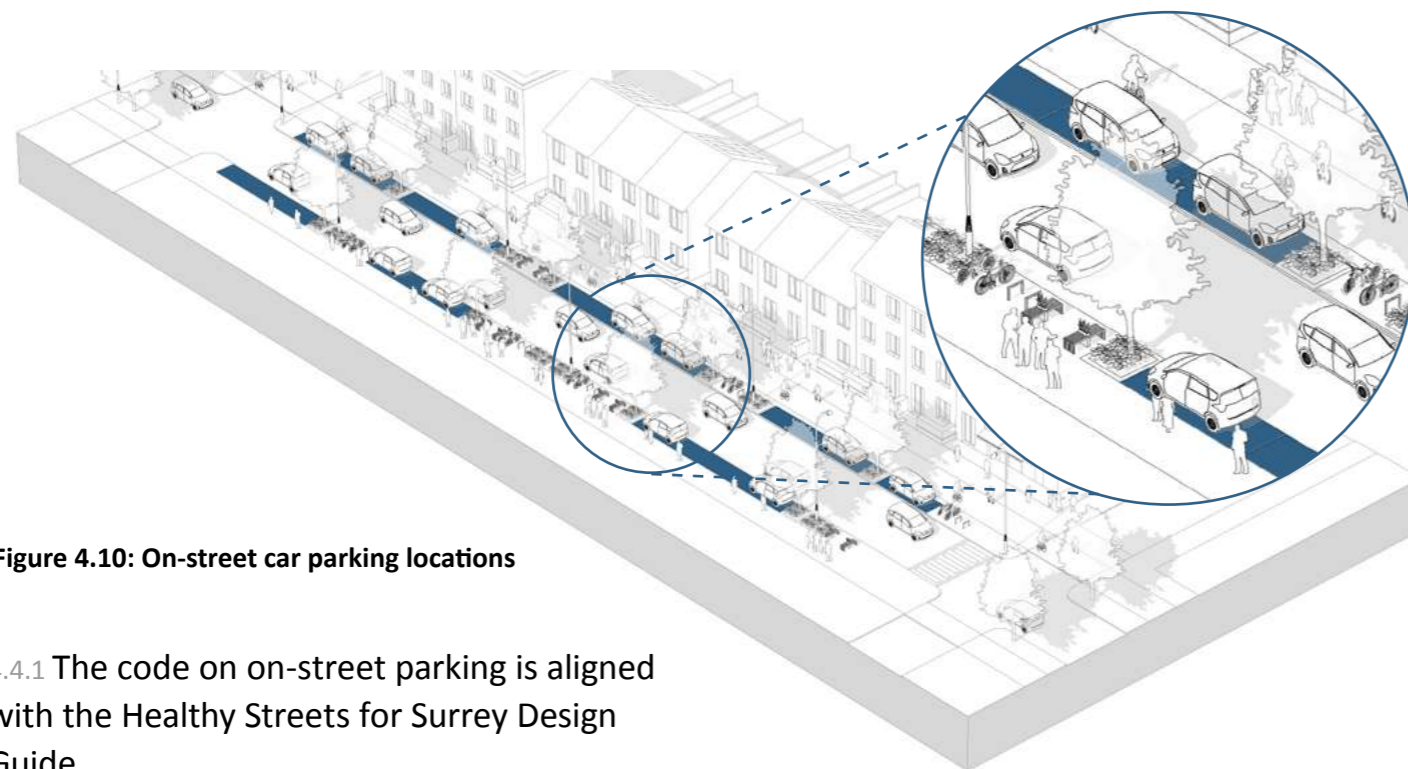


Figure 4.10: On-street car parking locations

4.4.1 The code on on-street parking is aligned with the Healthy Streets for Surrey Design Guide.

CODE M12 - ELECTRIC CHARGING POINTS

The default choice for locating EV charging infrastructure should be in-line with a parking spaces and not within the footway clear zone. They should not compromise the minimum acceptable effective footway width.

Further Reading:

- Development Management Policy TAP1 Criterion 1f
- Healthy Streets for Surrey Design Guide
- Surrey Electric Vehicle Strategy

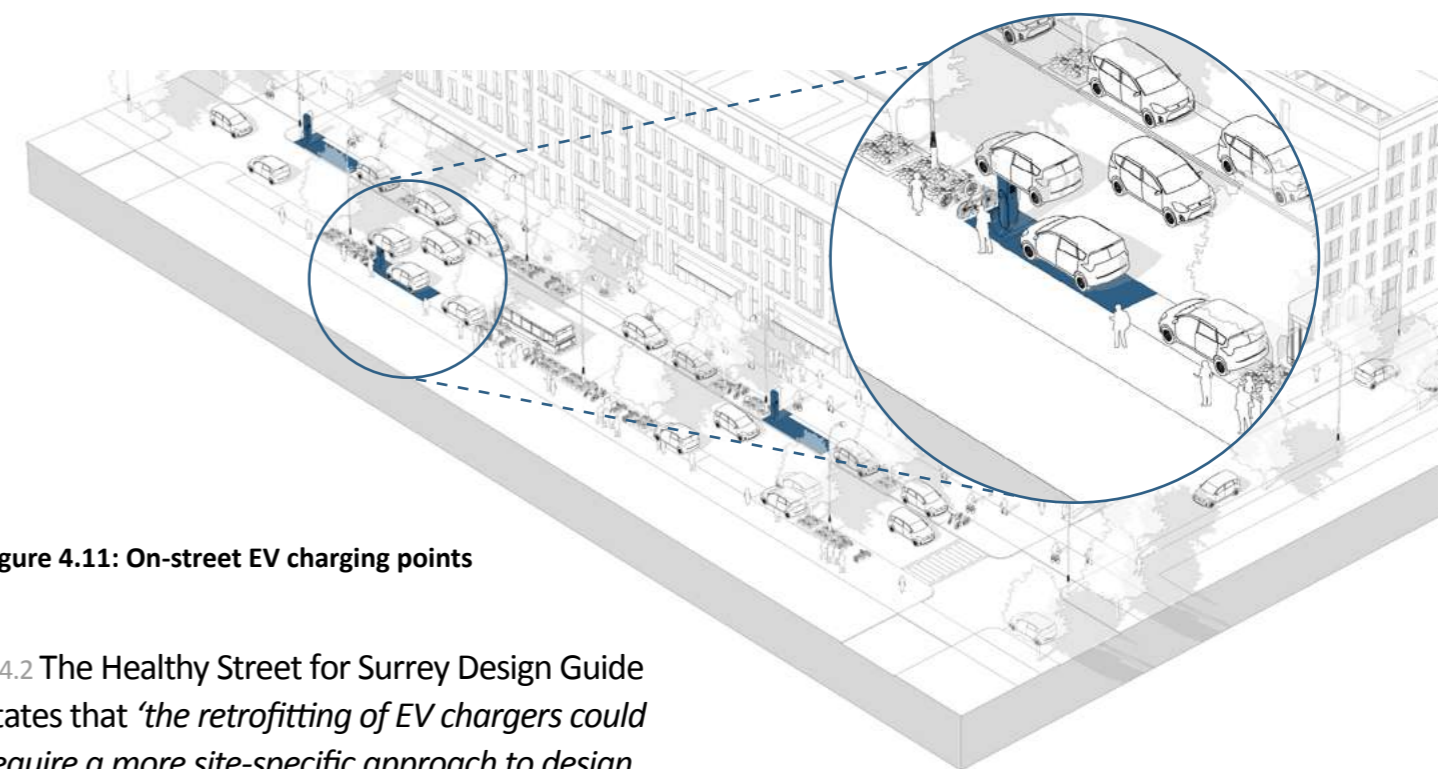


Figure 4.11: On-street EV charging points

4.4.2 The Healthy Street for Surrey Design Guide states that *'the retrofitting of EV chargers could require a more site-specific approach to design [than for new-build]. This should be discussed with SCC on a case-by-case basis but should make best use of this guidance.'*

4.4.3 However, the default choice for locating EV charging infrastructure must be within the carriageway or in-line with a footway-level parking pad. They must not compromise the minimum acceptable effective footway width.



Image 4.7: Example of EV charging point

CODE M13 - CYCLE PARKING LOCATION AND DESIGN

On street cycle parking **must** be located within a co-ordinated furniture zone and take account of the space required for the bicycles themselves and not simply the stands.

Further Reading:

- Local Transport Note 1/20: Cycle Infrastructure Design

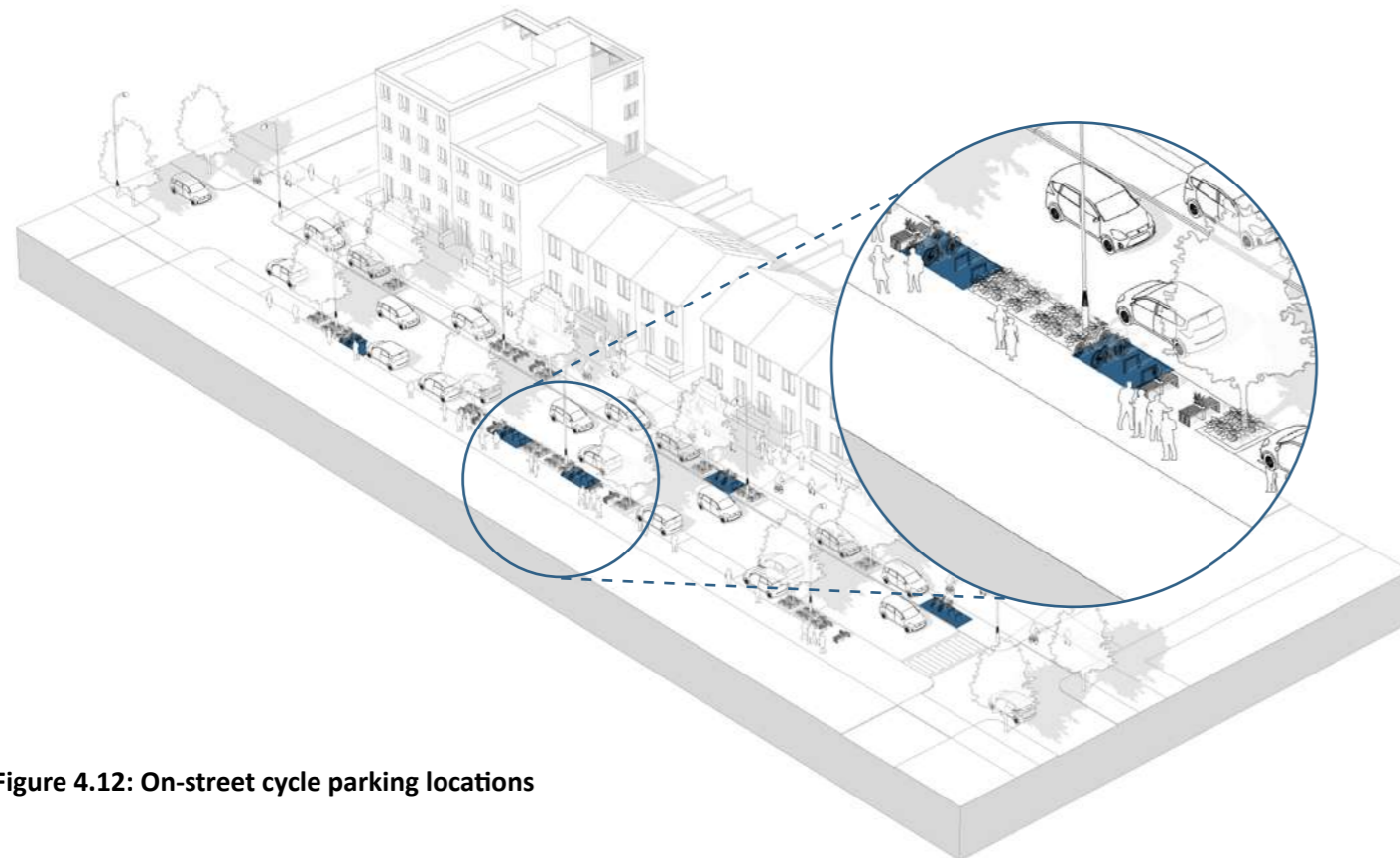


Figure 4.12: On-street cycle parking locations

4.5.1 The design of on-street cycle parking should follow the guidance contained within Local Transport Note 1/20: Cycle Infrastructure Design, which states that ‘Extra care should... be taken to position cycle parking in locations that do not impinge on key pedestrian desire lines, but are still sufficient in volume and convenience of location to be of use to cyclists.’

The position of other existing or proposed street furniture, such as bus shelters or benches, should be taken into account. Stands should not be placed where they obstruct the flow of pedestrian traffic or reduce available footway width for pedestrians beyond the recommended minimum.’



Image 4.8: Coordinated cycle parking

CODE M14 - SERVICING OF DEVELOPMENT

Refuse collection **must not** dictate the design of a street but should be integrated. The needs of pedestrians and cyclists **must** be put first when considering street and junction design. Consideration **must** also be given to the increased use of home deliveries and the need to accommodate relatively short-stay parking so that these activities can be carried out with the minimum of disruption, particularly for pedestrians and cyclists.

Further Reading:

- Development Management Policy DES1 Criterion 7
- 'Manual for Streets 2 (2010)
- Healthy Streets for Surrey Design Guide

4.6.1 The code on refuse collection aligns with the Healthy Streets for Surrey Design Guide. 'Manual for Streets 2 (2010) notes 'Larger vehicles can still negotiate junctions where minimal (1m or less) corner radii are used,

depending on the width of the junction arms they are turning to and from.' It goes on to note that 'Larger vehicles can still negotiate junctions' by accepting 'that larger vehicles occasionally cross into the opposing lane.'

237



Image 4.9: Level loading pads



Image 4.10: Street before addition of level loading pads



Image 4.11: Street after addition of level loading pads

HOW TO USE

This table provides a checklist for use by both the applicant and planning officer to check that appropriate consideration has been given to how an application responds to the Movement Codes.

CODE	DESCRIPTION	CHECK
CODE M1 - ENHANCING CONNECTIVITY ACROSS THE STREET	Does the design contribute to enhanced pedestrian and cycling connectivity across the A23?	
CODE M2 - FOOTWAY DESIGN	<p>If your footway is in a quiet location (flows of <600 pedestrians an hour) does it have 2m or more of clear width for walking?</p> <p>If your footway is in a moderately busy location (flows of 600-1200 pedestrians an hour) does it have 2.5m or more of clear width for walking?</p> <p>If your footway is in a busy location (flows of >1200 pedestrians an hour) does it have 3m or more of clear width for walking?</p> <p>Is every flush surface or dropped kerb between the footway and carriageway marked with appropriate tactile paving?</p>	
CODE M3 - BI-DIRECTIONAL CYCLE ROUTE	<p>Is a segregated, bi-directional cycle track provided at footway level along the entire eastern side of the A23 Great Street?</p> <p>Is the cycle track a minimum of 2.5m in width, rising to 3.0m where the highway width permits?</p> <p>Is the horizontal separation between the carriageway and the footway level at least 0.5m?</p> <p>Will advance stop lines be installed and are they at least 5m deep?</p> <p>Is a different surface material used for the footway and the cycle track?</p> <p>Is a raised strip which is trapezoidal in cross section used to segregate the cycle track?</p>	
CODE M4 - STREET FURNITURE, PEDESTRIAN GUARDRAIL AND SEATING	<p>Is street furniture located in the single furniture zone?</p> <p>Has pedestrian guardrailing not been used and has guidance in the Manual for Streets 2 been followed?</p> <p>Are resting points in urban areas no more than 100m apart in quiet areas and 50m apart in busy areas?</p>	
CODE M5 - CARRIAGEWAY DESIGN, SURFACING, SIGNAGE AND MARKINGS	<p>Are traffic lanes widths not between 3.2 - 3.9m?</p> <p>Have signs not used yellow backing and are they the smallest effective size?</p> <p>Have centre lines not been used unless marking a hazard?</p> <p>Have centre lines and ghost island hatching not been used?</p> <p>Are yellow lines 50mm wide and primrose in colour?</p> <p>Are yellow lines not taken across the side road entry?</p> <p>Has coloured surfacing has been used sparingly?</p>	
CODE M6 - SPEED LIMITS	<p>Have all urban areas, residential streets, town or village centres and places with significant interaction between pedestrians, cyclists, and motor vehicles been designed for 20mph?</p> <p>Has a 20mph speed limit be sought in the defined locations?</p>	

CODE	DESCRIPTION	CHECK
CODE M7 - JUNCTION DESIGN AND SPACING	Have continuous crossings been used on all side streets carrying less than 2,000 vehicles?	
	Have designated right turn lanes not been used?	
	Have standard DMRB roundabouts not been used in towns, villages, or urban areas?	
	Have a minimum number of signal heads and signalling equipment been used?	
	Have white backing boards to signals not been used at junctions where the speed limit is 30mph or less?	
CODE M8 - FRONTAGE ACCESS AND VEHICLE CROSSOVERS	Do vehicle crossovers to private drives not interrupt the footway or bi-directional cycle route?	
	Are all safety concerns are in response to site-specific issues?	
CODE M9 - PEDESTRIAN CROSSINGS	Are informal pedestrian crossings a minimum of 2.8m in width?	
	Are formal pedestrian crossings a minimum of 4m in width?	
	Are formal pedestrian crossings provided at least every 400m in built up areas?	
CODE M10 - BUS PROVISION, STOPS AND WAITING FACILITIES	Are bus stops located in the carriageway?	
	Do bus stops include a bus shelter and are they attractive, comfortable and well-lit?	
CODE M11 - CAR PARKING LOCATION AND DESIGN	Are parking spaces provided in groups of no more than three spaces?	
	Are waiting and loading bays located at footway level?	
CODE M12 - ELECTRIC CHARGING POINTS	Is EV charging infrastructure in-line with a parking spaces and not within the footway clear zone or minimising the effective footway width?	
CODE M13 - CYCLE PARKING LOCATION AND DESIGN	Is cycle parking located within a coordinated furniture zone and does it take account of the space required for the bicycles themselves?	
CODE M14 - SERVICING OF DEVELOPMENT	Is refuse collection integrated into the design but not dictating the design of the street?	
	Have the needs of pedestrian and cyclists been put first in street design?	
	Has short term parking been considered?	

CHAPTER 5: NATURE



CODE N1 – IMPROVING ACCESS TO NATURE

When designing change along the A23 ‘Great Street’ opportunity to improve access to and provide safe and convenient pedestrian and cycle connections between existing and new open spaces **must** be considered.

Green spaces **must** be connected to the street footways and cycle paths with either a shared footway or a footway with an adjacent cycling facility.

Chicanes, or other devices that attempt to prevent motor vehicle access (including motorcycles) onto open spaces, **must not** be used unless it can be proven that they will not also prevent access to disabled cyclists, tricycles, cargo bikes, wheelchairs or mobility scooters.

Further Reading:

- Development Management Policies DES1 and NHE4

242

5.1.1 Redhill, Earlswood, Salfords, Horley and the other smaller hamlets within the study area are set within open countryside. Much of this is farmland but there are also some significant open spaces including notable areas of common land to the south of Redhill at Redhill, Earlswood and Petridgewood Common, nature reserves east of Redhill town centre and a series of spaces delivered alongside new housing around Horley. In some parts of the area public rights of way provide walking routes through the countryside but other areas are less well served and access to open spaces for some residents could be significantly improved.

5.1.2 Access to nature has proven benefits to mental and physical health and should be easily and comfortably accessible to everyone.

5.1.3 In some places the A23, together with the north-south Redhill to Horley railway line, restricts access to open spaces. In other places access to nature initially requires walking alongside the A23 and the quality of this experience may act as a deterrent.

5.1.4 Access to nature can be improved through better pedestrian crossing facilities, enhancing the quality of the environment along the A23 Great Street and through delivering new and improved connections from the street to the open spaces to either side. These connections must be accessible and welcoming.

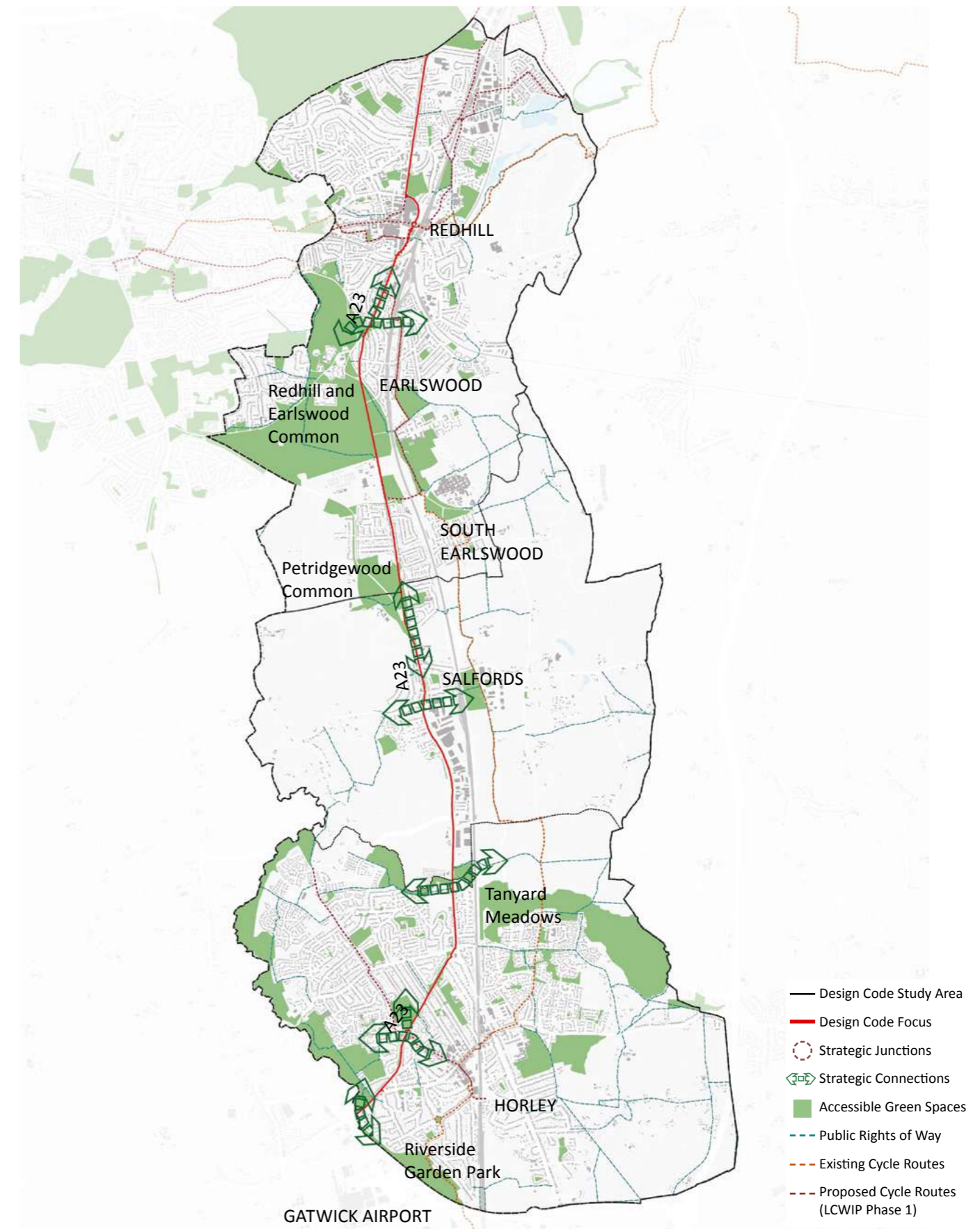


Figure 5.1: Existing green network

CODE N2 – PROTECTING EXISTING TREES & HEDGEROWS

Existing trees and hedgerows **must** be retained unless there is a strong justification to do otherwise.

Where healthy trees are proposed for removal these should be replaced with new trees. A ratio of 5 new trees to 1 healthy tree to be removed is recommended and new trees to be specified and planted in accordance with Code N5 - Provision of Street Trees and Code N6 – Tree Species and Planting.

Further Reading:

- Development Management Policies NHE3

243

5.2.1 Existing trees play an important role in relation to climate change mitigation, local character, amenity, habitat and biodiversity and every effort must be made to ensure their long-term survival.

5.2.2 When preparing proposals along the A23 Great Street existing trees must be surveyed in accordance with BS5837. All category A and B trees must be retained and protected in accordance with the British Standard. All Category C and U trees must be replaced with a new tree in accordance with Code N5 - Provision of Street Trees and Code N6 – Tree Species and Planting, in, or close to their current location to suit new layouts.

5.2.3 Category A and B trees (healthy trees as defined in the Code) that need to be removed to allow for development should be replaced at a ratio of 5 to 1 as set out in the Code above.

5.2.4 Tree surgery and remedial works recommended in the tree survey must be carried out as detailed.



Image 5.1: Existing mature trees in the study area



Image 5.2: Existing hedgerows in the study area

CODE N3 – PROTECTING EXISTING PLANTING AND GRASS VERGES

All healthy existing planting and grassed areas of ecological and/or amenity value should be retained and safeguarded except where they prevent the introduction of the bi-directional cycle track and footways. In these locations, the cycle track and footway should be installed to their minimum requirements locally to safeguard valuable existing planting.

All mown, species poor, grass verges should be converted into species rich wildflower verges appropriate to the location to enhance biodiversity. Refer also to Code N7 – Blue Infrastructure and Code N8 – Design to Enhance Biodiversity.

Further Reading:

- Plant Life’s ‘The Good Verge Guide’

5.2.5 Existing planting and grass verges can play an important role in relation to climate change mitigation, local character and amenity, habitat and biodiversity. Every effort must be made to ensure their long-term retention and where appropriate adaption to improve their contribution to biodiversity.

5.2.6 Existing planted areas including hedges, shrub beds and grass verges must be assessed to determine their ecological and amenity value and contribution to character. All

planting and verges of value must be retained and protected or replaced locally where it does not prevent compliance with other requirements of this code particularly in relation to the provision of cycling and walking infrastructure.

5.2.7 When converting species poor grass verges into species rich wildflower verges, an appropriate management/planting plan must be prepared. Reference should be made to Plant Life’s ‘The Good Verge Guide’ or similar.

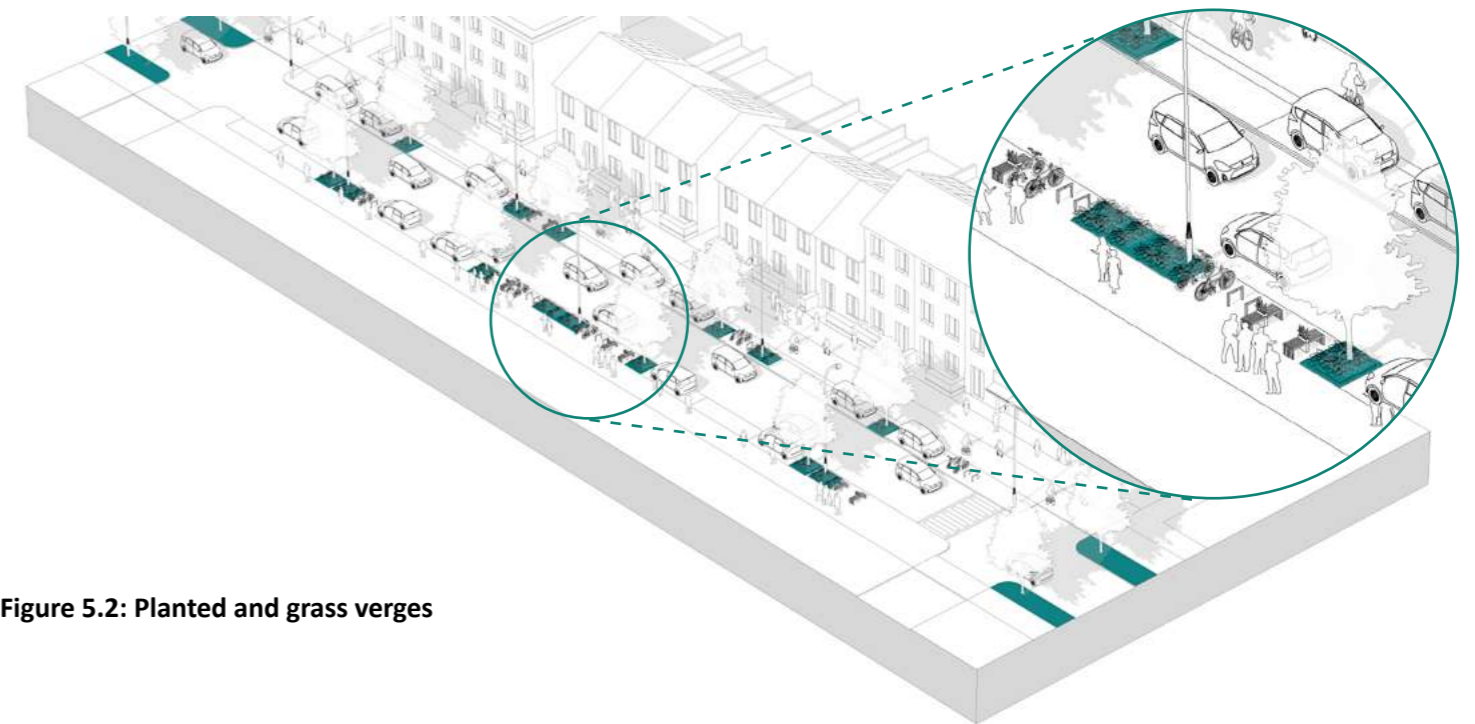


Figure 5.2: Planted and grass verges

CODE N4 – PROVISION OF NEW GREEN INFRASTRUCTURE

All land that is not being used for movement or built development **must** be designed wholly or partly as Green Infrastructure with hard paved areas kept to a minimum. This includes, where appropriate, recreation and play spaces.

The typology and design of the Green Infrastructure features (hedgerow, verge, meadow etc.) **must** relate harmoniously to the prevailing local conditions and character and conform to good urban design practice.

Play elements should be incorporated into Green Infrastructure, where appropriate and be accessible to children.

Opportunity to introduce green-walls, climbing plants, green roofs and roof gardens as part of new development **must** be considered.

Further Reading:

- Development Management Policies NHE4

245

5.2.8 Green infrastructure plays an important role in relation to climate change mitigation, local character and amenity enhancement and habitat and biodiversity. Every effort must be made to preserve existing Green Infrastructure and establish new areas. It must be low maintenance and as self-sustaining as possible, to ensure its long-term survival.

5.2.9 Green Infrastructure can take the form of woodland, lone trees, hedgerows, hedges, shrub beds, meadows, mown grass verges, lawns and sports fields, wildflower verge, rain gardens, climbers, green-walls, green roofs and roof gardens and anything else that perform 'ecosystem services'. An ecosystem service is any positive benefit that wildlife or ecosystems provide to people.

5.2.10 Where possible Green Infrastructure should be planted directly into the ground but raised planters will be permitted if there

is an intended design function (a raised edge for sitting on for example) or a requirement to avoid utilities or other in ground obstacles.

5.2.11 Where Green Infrastructure cannot be installed in the ground, vertical planting, climbers and green walls, must be considered where appropriate on areas of blank wall or fence.

5.2.12 A pre-design site survey must be carried out to identify existing local Green Infrastructure features; locally thriving plant species and communities; ground and soil conditions, utilities and the micro-climatic conditions. The survey results must inform the typology and design of the Green Infrastructure feature.

5.2.13 Care must be taken when considering the introduction of play elements along the A23 Great Street. Adequate separation must be provided between play elements and the



Image 5.3: Green infrastructure contributes to the quality and use of the public realm

carriageway and this means that play elements are only likely to be possible within open spaces or local centres (e.g. Salfords) where the building line is set back from the street and more space may be available.

5.2.14 Play areas and playful landscapes should be designed to blend with the landscape and use natural materials that are both robust and enduring but aesthetically pleasing.

5.2.15 Play areas should be designed to challenge and promote children's growth by providing opportunities for them to engage in multiple different types of play and to use their bodies and minds to interact with the environment and others.

5.2.16 This means providing an environment for:

- Active play – with opportunities for running, jumping, climbing, swinging, spinning and rolling;
- Sensory play – through use of different textures, smells (through planting design) and sounds;
- Creative and imaginative play – by providing props for role-play including play houses, stages, or other imaginary scenes; and
- Social play – with places to talk share and cooperate.

5.2.17 Playful landscapes aimed at younger children may be introduced in local centres but equipped play areas will need to be located where they are overlooked but away from homes to avoid causing nuisance to residents.

CODE N5 - PROVISION OF STREET TREES

Every effort **must** be made to plant trees along the length of the A23 'Great Street'. The width of the highway varies along the route and reference **must** be made to Codes S1 to S10 that provide further detail on the potential for and location of trees along different parts of the route.

Large forest trees, with broad canopies **must** be favoured over small trees with fastigate habits where ground conditions (soil and utilities) allow and where this is appropriate in relation to the prevailing character and edge condition.

Street trees should be planted in the following locations and in order of preference:

- Soft roadside raingarden/verge;
- Soft cycle lane-footway separator raingarden/verge;
- Hard paved kerb zone;
- Soft corridor edge with a hedge/hedgerow or other Green Infrastructure planting; and
- Planters with a volume minimum of 3m³ in areas where pits cannot be excavated.

In some locations it may be more appropriate to plant trees within an existing hedge line or within a development plot. This will be dependent on the specific site context and will need to be justified.

Where the edge condition is open fields, large, spreading forest species should be planted as standalone 'features' at 15 - 25m centres. Species should be native and match those growing locally.

Where the edge condition is woodland or existing trees, trees should be planted only to fill in gaps at centres to match the existing spacing. Species should be native and should match those growing locally. Trees can be omitted to preserve an important view to a local building or landscape feature.

5.2.18 The vision for the A23 'Great Street' is that it will be tree lined along its length with a single line of deciduous trees on both sides to create (or enhance) an avenue/boulevard character.

5.2.19 Street trees create shade and shelter and are effective at carbon capture and, through photosynthesis, produce oxygen that improves the air quality. Native species can also provide habitat for hundreds of micro-organisms, insects, mammals and birds increasing the local bio-diversity and providing safe movement networks in otherwise hostile (street) environments.

5.2.20 They also provide visual amenity and where trees are planted between the carriageway and footway provide a separation and sense of protection from the roadscape. In urban areas they contribute to cooling through transpiration and reduce the urban heat island effect.

5.2.21 Trees also play an important role in carbon sequestration and oxygen production and this will be proportional to the surface area of foliage. Large forest trees, with broad canopies are therefore favoured wherever possible.

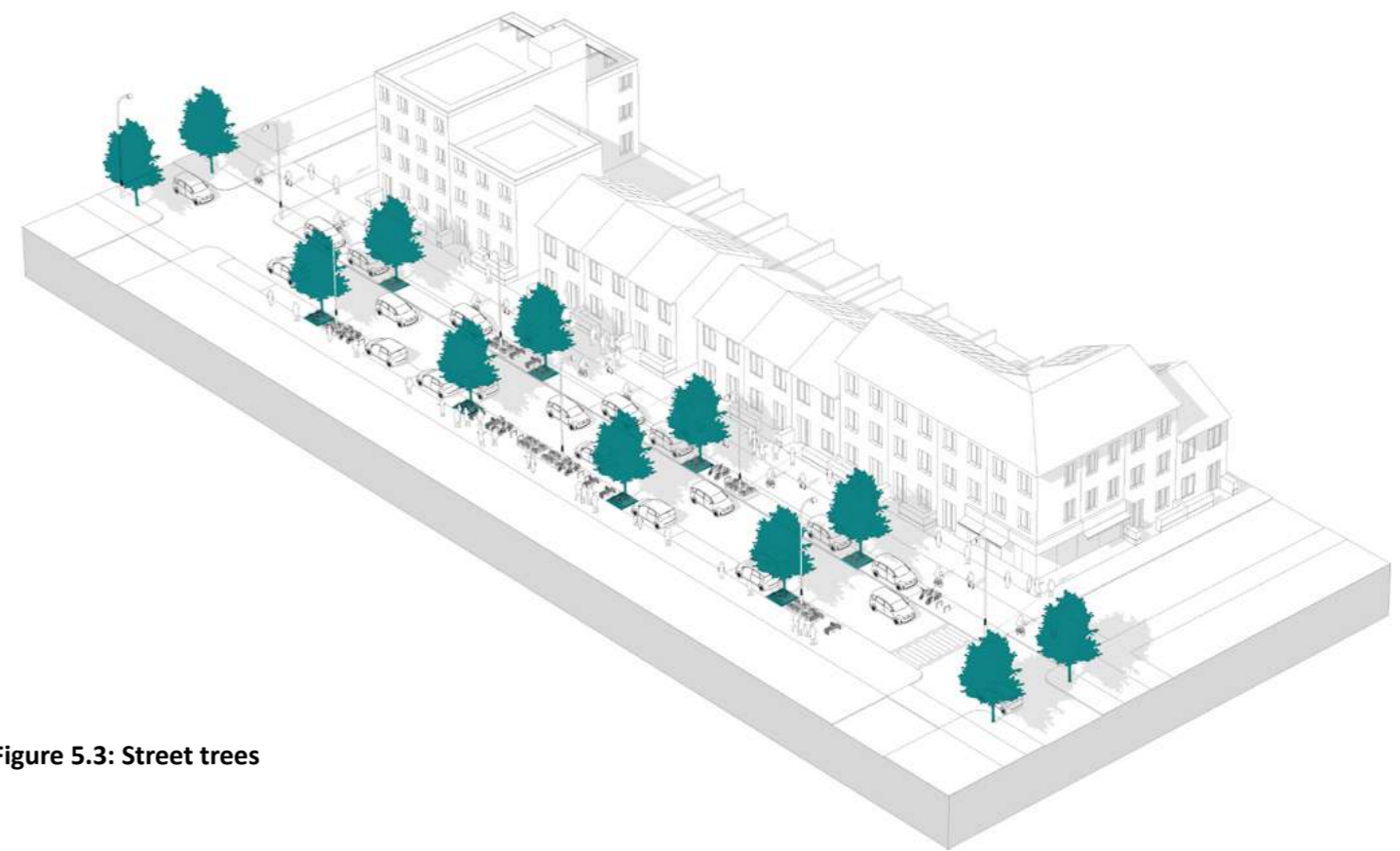


Figure 5.3: Street trees

CODE N6 – TREE SPECIES AND PLANTING

Species: Generally new trees **must** be native and/or ecologically compatible and found to be thriving locally and suited to the soils and subsoils into which they will be planted.

Nursery stock size: All trees, regardless of their ultimate size **must** be planted as 20-25cm girth semi-mature specimens with a clear stem of at least 2.5m and certified as local provenance (regional).

Maintenance of the clear stem: As the tree grows and the crown spreads the clear stem **must** be increased to maintain sightlines and clearances.

Planting pits: All planting pits **must** be a minimum of 200mm bigger than the rootball in all directions.

Rootzone: Beyond the planting pit, the trees roots **must** be able to access a Rootzone that will be able to support the healthy growth of the tree into maturity. In most instances this should be the existing soil and subsoil beneath the verge and/or footway. If a Rootzone needs to be created at the time of planting, that extends under the adjacent paving, consideration **must** be given to creating a stable base for the paving. Typically, a designed structural soil matrix (e.g. the Stockholm method) or a proprietary 'crate' system will be necessary.

Topsoil and subsoil: Improved as dug topsoils and subsoils are preferred. Ameliorants and conditioning **must** be carried out as recommended in the soil test report. If soil testing proves that the as-dug soils are unsuitable to support trees and cannot be improved, then manufactured growing mediums can be used. Stripped virgin topsoil **must** be avoided.

Surface finish to tree pits: In hard paved areas the soil or self-binding gravel **must** be lightly compacted to finish the pit flush with the adjacent paving. As soil or gravel settles additional material **must** be used to raise the level flush with the paving.

Support: All trees **must** be secured with either double stakes tied top and bottom or underground guyed.

Gator/watering bags and watering pipes: All trees **must** be fitted with a 70 litre watering bag that is connected to a perforated watering pipe that circumnavigates the top of the rootball 100 – 300mm below the finished ground level.

Aeration pipes: Where trees are planted in hard paved areas aeration pipes **must** be installed to the full depth of the rootball to ensure that the soil does not become anaerobic.

Barriers and deflectors: Root barriers **must** only be used where trees are planted adjacent to utilities. Root deflectors **must** be used when a tree is planted in hard paved areas and less than 1m² of tree pit is left exposed

Tree planting **must** be co-ordinated with street lighting columns to allow carriageways, cycle tracks and footways to be properly illuminated. New trees should not be planted within 3m of any building.



Image 5.4: High quality street tree planting

5.2.22 The choice of tree species and preparation and requirements in relation to ground conditions and planting are important to ensure that trees are suitable and appropriate for their location, contribute to local character and are provided with conditions that enable them to grow and thrive.

5.2.23 An underground utilities survey (C2 Enquiry) should be carried out and verified on site prior to developing the planting plan and excavating the planting pits. A pre-design site survey must be carried out to determine the prevailing local townscape/landscape character, microclimate and existing tree species thriving in the locale. A soil survey/tree pit trial excavation must be carried to inform species choice and check for utilities.

CODE N7 – BLUE INFRASTRUCTURE

All planting beds and verges **must** be designed as raingardens or other suitable SuDS (attenuating tree pits, swales and or soakaways where technically feasible), where they can usefully fulfil that function, and abut impermeable hard areas such as the carriageway, cycle track and/or the footway and the crossfalls and finished levels can be designed accordingly.

All raingardens should be designed in accordance with the CIRIA SuDs manual and have at least a 100mm depth freeboard above the mulch layer to store water during heavy rain events. They **must** be planted with suitable, tree, shrub, grass and herbaceous species to maximise their biodiversity value and in line with other elements of this code. In all instances water **must** be able to either flow through the rain garden and/or down through the subsoils. The existing gully and pipe drainage system **must** be retained as an overflow. The species mix for raingardens should generally be native and/or ecologically compatible within the permaculture ethos, that is: low maintenance and self-sustaining.

Existing watercourses are an asset to the area and development **must** respond positively to them. The siting, configuration, and orientation of proposed buildings should optimise views of the water, generate natural surveillance of water space and avoid overshadowing of the water. Wherever possible public access to the waterside should be provided. Where a culverted watercourse crosses a site consideration **must** be given to naturalising the watercourse to enhance biodiversity and improve access.

Further Reading:

- Development Management Policy CCF2 Criterion 4
- CIRIA SuDs Manual

248

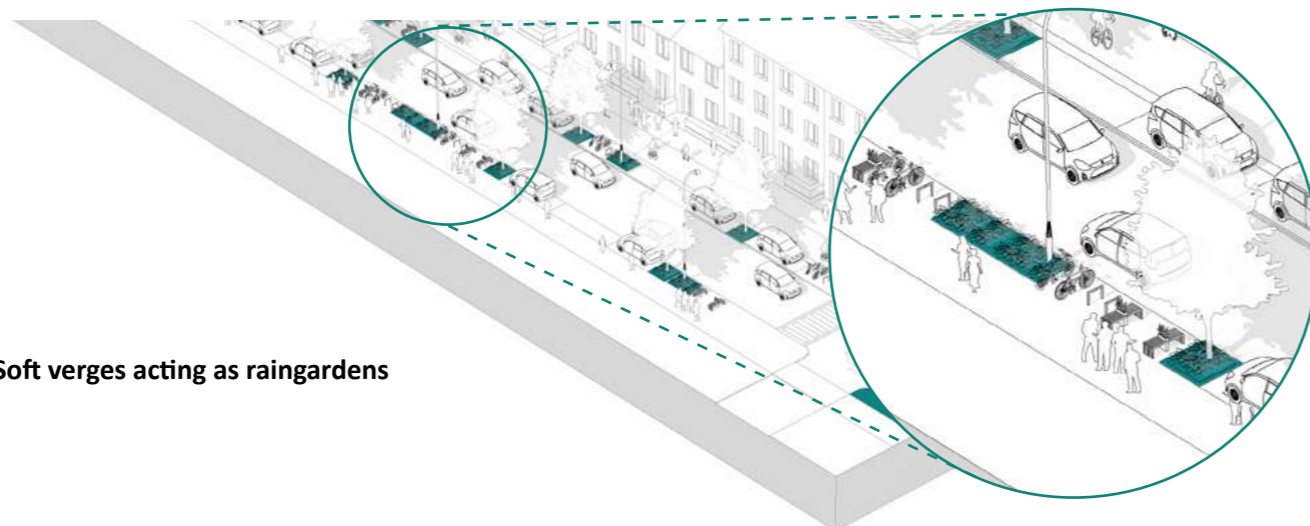


Figure 5.4: Soft verges acting as raingardens

5.3.1 Raingardens collect surface water run-off from hard paved areas which would otherwise flow quickly into the drainage system potentially causing flooding and/or in the case of combined

sewers, pollution events during heavy rainfall. Through evapotranspiration they can recycle around 75% of the rainwater whilst improving the water quality of the remaining out flow.

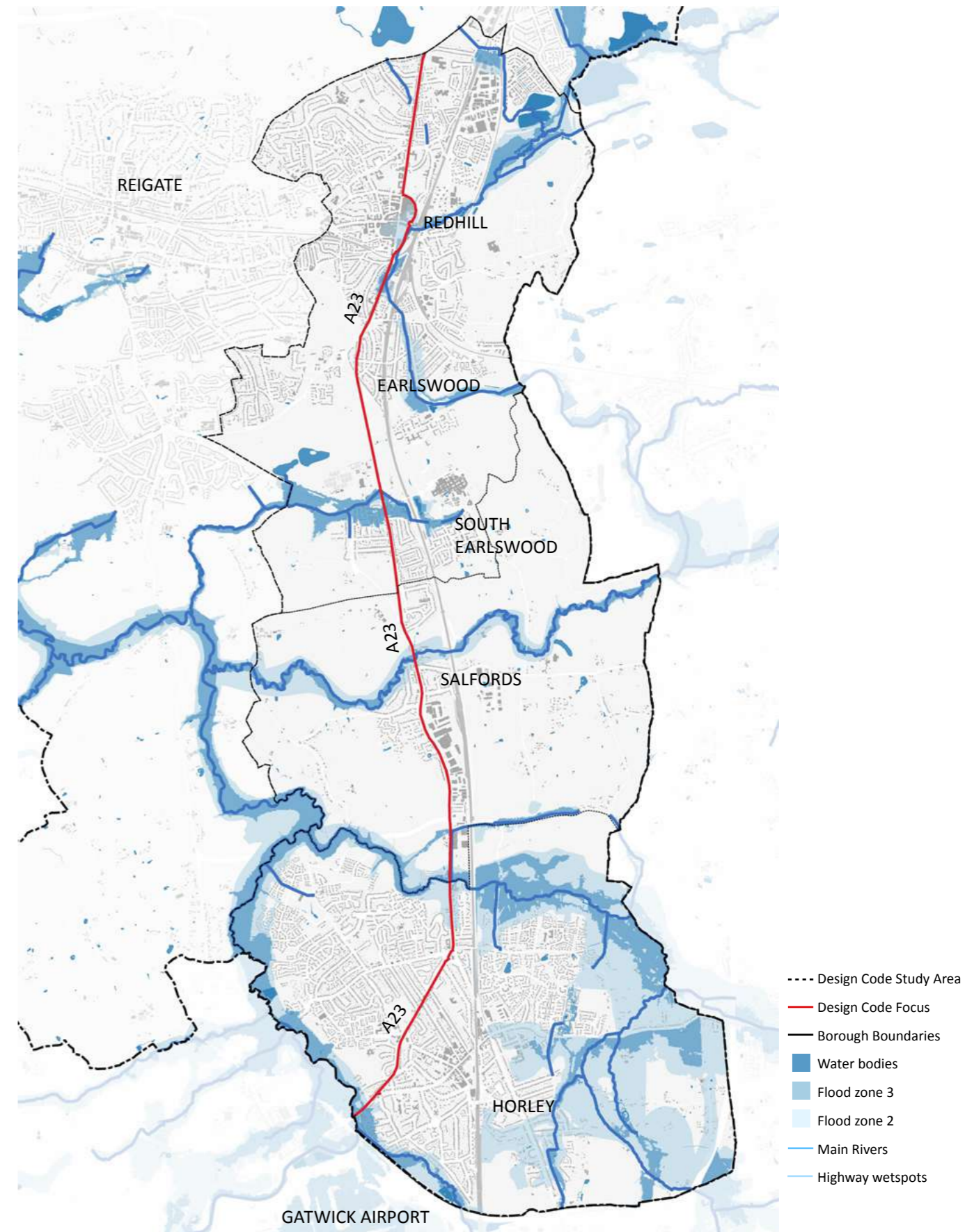


Figure 5.5: Water and flooding

CODE N8 – DESIGN TO ENHANCE BIODIVERSITY

Proposals **must** demonstrate: a Net Environmental Gain, compliance with the Local Nature Recovery Plan and the National Framework of Green Infrastructure Standards and show a Biodiversity net gain minimum of 10%.

Species planted along the A23 Great Street should generally be native and at least naturalised.

Further Reading:

- National Framework of Green Infrastructure Standards
- Local Nature Recovery Plan

5.4.1 The species used in Green Infrastructure should generally be native and/or ecologically compatible within the permaculture ethos, that is: low maintenance and self-sustaining. Green Infrastructure must maximise its biodiversity value whilst fulfilling its intended function.

249

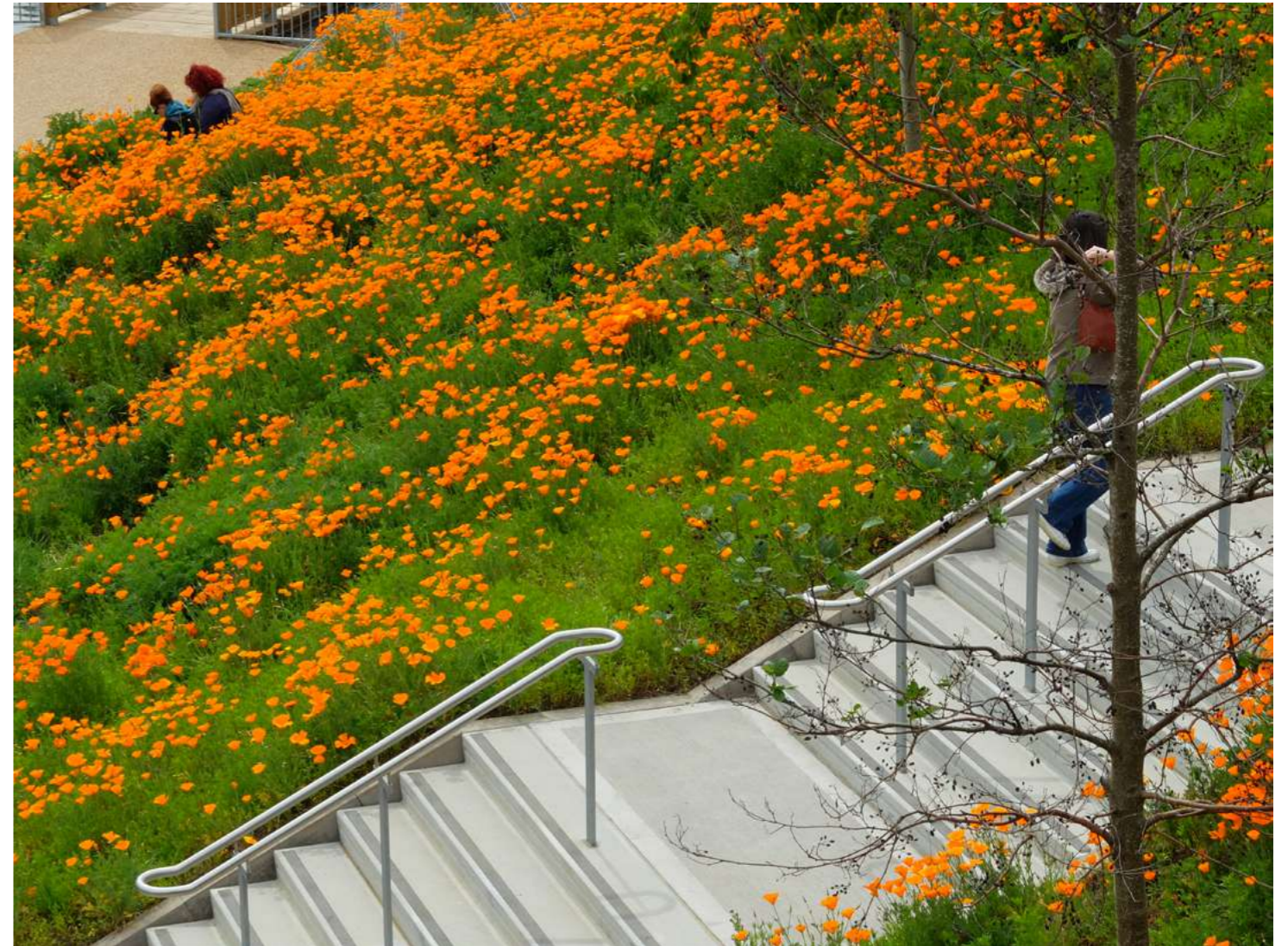


Image 5.5: Enhanced biodiversity

APPLYING THE CODE: EXAMPLE 2 - SOUTH SALFORDS



Figure 5.6: South Salfords Plan



Image 5.6: Existing (credit: Google)



Figure 5.7: Sketch indicating application of the code on the A23 in south Salfords including introduction of street trees and planted verges / raingardens to enhance biodiversity

250

CODE N9 – PLAN FOR THE LONG TERM

The design of all Green Infrastructure **must** consider future maintenance and management from the outset. A long-term maintenance and management plan **must** be supplied for each typology of green infrastructure including raingarden systems.

Maintenance agreements with local organisations and voluntary groups will be accepted if competency and capacity can be proved.

Further Reading:

- Development Management Policy NEH4

5.5.1 Without appropriate future maintenance and management Green Infrastructure will not thrive and fulfil the functions that it is designed to achieve.

251



Image 5.7: Well-maintained green infrastructure

HOW TO USE

This table provides a checklist for use by both the applicant and planning officer to check that appropriate consideration has been given to how an application responds to the Nature Codes.

CODE	DESCRIPTION	CHECK
CODE N1 – IMPROVING ACCESS TO NATURE	Have green spaces been connected to the street footways and cycle paths with either a shared footway or a footway with an adjacent bi-directional cycle track?	
	If used, chicanes will not will not prevent access to disabled cyclists, tricycles, cargo bikes, wheelchairs or mobility scooters	
CODE N2 – PROTECTING EXISTING TREES & HEDGEROWS	Have existing trees and hedgerows been retained?	
	Have all removed healthy trees been replaced at a ratio of 5 new trees to 1 old tree?	
CODE N3 – PROTECTING EXISTING PLANTING AND GRASS VERGES	Have all healthy existing planting and grassed areas of ecological and/or amenity value been retained and safeguarded except where they prevent the introduction of the bi-directional cycle track and footways?	
	Has the cycle track and footway been designed to the minimum space requirements in areas with healthy existing planting and grassed areas of ecological and/or amenity value?	
	Have all mown, species poor, grass verges been converted into species rich wildflower verges?	
CODE N4 – PROVISION OF NEW GREEN INFRASTRUCTURE	Has all land that is not being used for movement or built development been designed wholly or partly as Green Infrastructure with hard paved areas kept to a minimum?	
	Does the typology and design of the Green Infrastructure features (hedgerow, verge, meadow etc.) relate harmoniously to the prevailing local conditions and character and conform to good urban design practice?	
	Have play elements been incorporated into Green Infrastructure?	
	Have opportunities to introduce green-walls, climbing plants, green roofs and roof gardens as part of new development been considered?	
CODE N5 - PROVISION OF STREET TREES	Has every effort been made to plant trees along the length of the A23 ‘Great Street’?	
	Have large forest trees with broad canopies been favoured over small trees with fastigiate habits?	
	Has tree planting been planning in accordance with the preferences in Code N5?	
	Has the edge condition been considered and appropriately responded too?	
	Are species native and matching those growing locally?	

252

CODE	DESCRIPTION	CHECK
CODE N6 – TREE SPECIES AND PLANTING	Are new trees native or ecologically compatible to the area they are planted?	
	Will all trees planted have a minimum of 20-25cm girth at time of planting?	
	Will the stem be maintained to remain clear?	
	Will trees be able to access a rootzone beyond the tree pit?	
	Have ameliorants and conditioning been applied or carried out as recommended in the soil test report?	
	Has stripped virgin topsoil been avoided?	
	Has the pit been made flush with the paving level?	
	Will all trees be supported by either double stakes tied top and bottom or underground guyed?	
	Have all trees been fitted with a 70 litre watering bag that is connected to a perforated watering pipe that circumnavigates the top of the rootball 100 – 300mm below the finished ground level?	
	Do trees planted in hard paved areas have aeration pipes installed to the full depth of the rootball to ensure that the soil does not become anaerobic?	
	Have root barriers been used for trees next to utilities?	
	Have root deflectors been used when a tree is planted in hard paved areas and less than 1m ² of tree pit is left exposed?	
	Is tree planting coordinated street lighting columns?	
	CODE N7 – INCORPORATING SUDS IN STREET DESIGN	Are all planting beds and verges designed as raingardens or other suitable SuDS where appropriate?
Are all raingardens designed in accordance with the CIRIA SuDs manual?		
Are all raingardens are planted with suitable, tree, shrub, grass and herbaceous species to maximise their biodiversity value?		
Is water is able to flow through raingarden or through topsoil?		
The existing gully and pipe drainage are retained for overflow.		
	Have existing watercourses been positively responded to?	
	Does the siting, configuration, and orientation of proposed buildings respond positively to watercourses?	
	Has consideration been given to naturalising all culverted watercourses?	
CODE N8 – DESIGN TO ENHANCE BIODIVERSITY	Do proposals demonstrate: a Net Environmental Gain, compliance with the Local Nature Recovery Plan and the National Framework of Green Infrastructure Standards and show a Biodiversity net gain minimum of 10%?	
CODE N9 – PLAN FOR THE LONG TERM	Do all planting and landscape designs consider future maintenance and management?	
	Has a long-term maintenance and management plan has been supplied for each typology of green infrastructure including raingarden systems?	

CHAPTER 6: BUILT FORM



6.1.1 The character and quality of the built form varies along the A23. This has been assessed and typological character types (Area Types) and the broad character of the street frontage (Interface Character) are identified in Chapter 2.

6.1.2 Figure 6.1 to Figure 6.4 identify sites that through their development or intensification can contribute to making the A23 a Great Street. Some of these sites are already identified as allocations within the Local Plan, others offer potential for intensification to deliver an enhanced frontage to the street and to improve legibility and enhance sense of place. The Built Form Codes provide design principles that must be followed when promoting development on these sites. The Codes also apply to any other site that might be brought forward alongside the A23.

6.1.3 Several of the sites include or are in the setting of heritage assets. The impact on their significance will need to be taken into consideration alongside the Built Form Codes provided in this chapter.

256

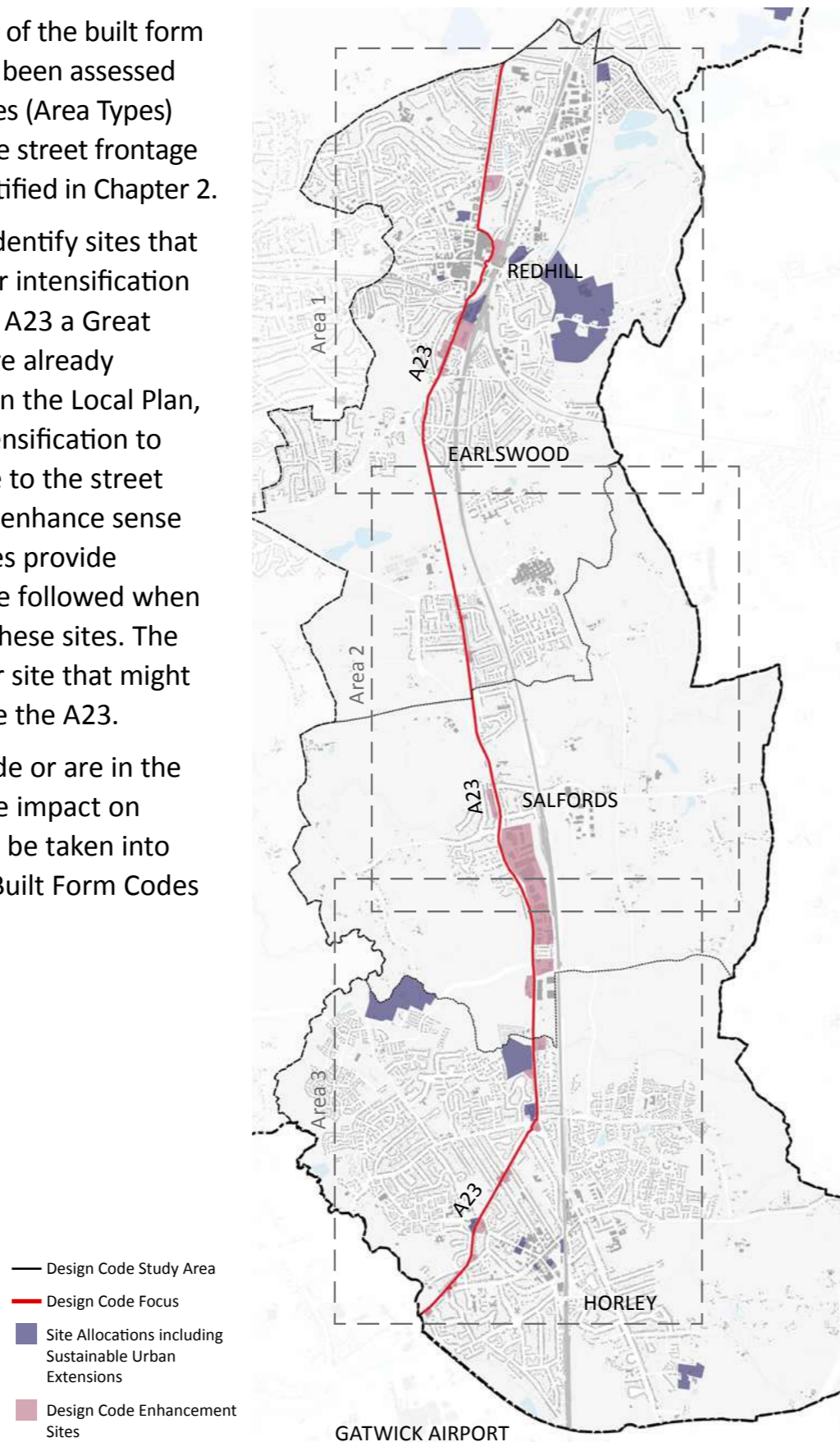


Figure 6.1: Sites with opportunity for development

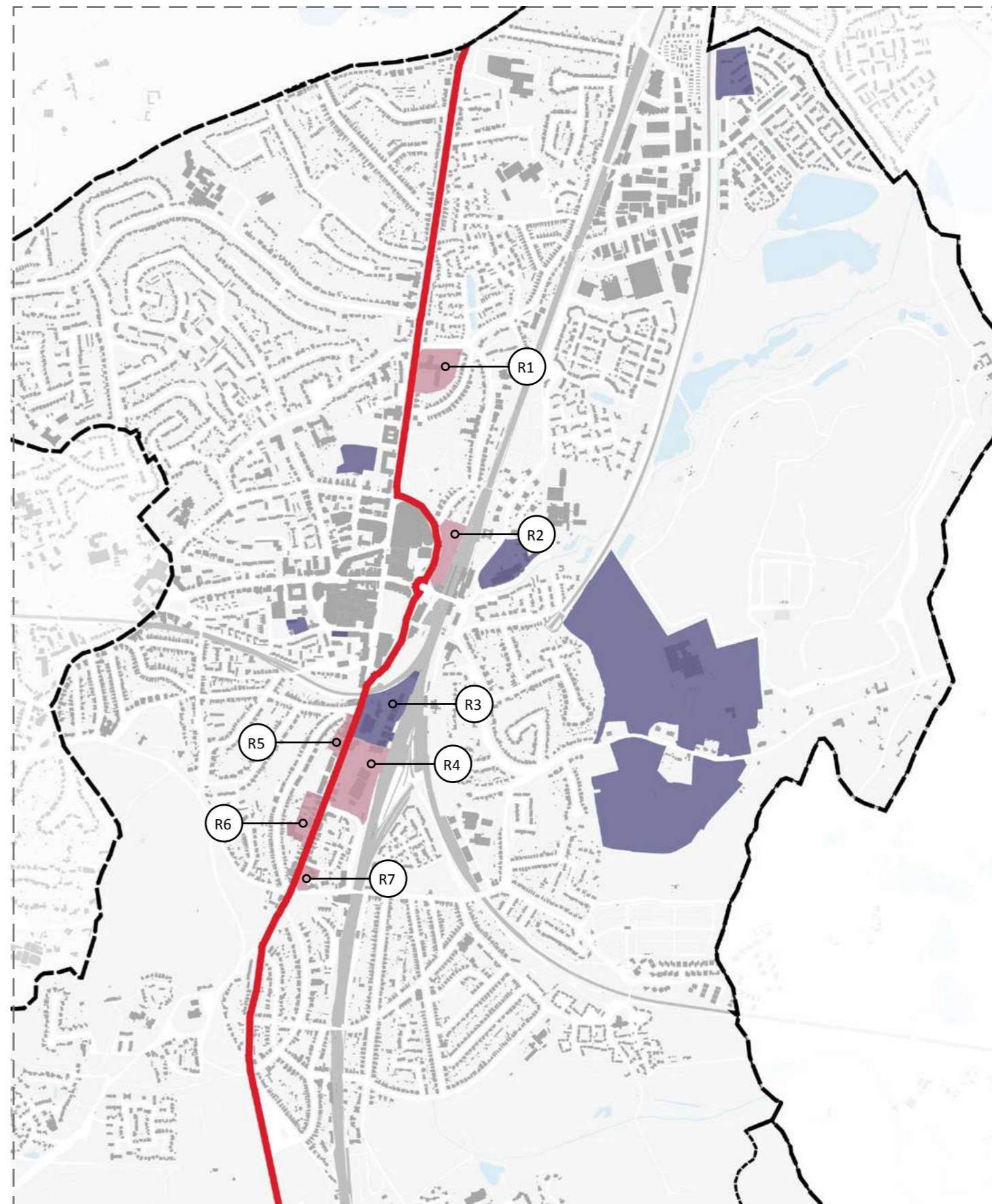


Figure 6.2: Identification of sites in Area 1 - Redhill

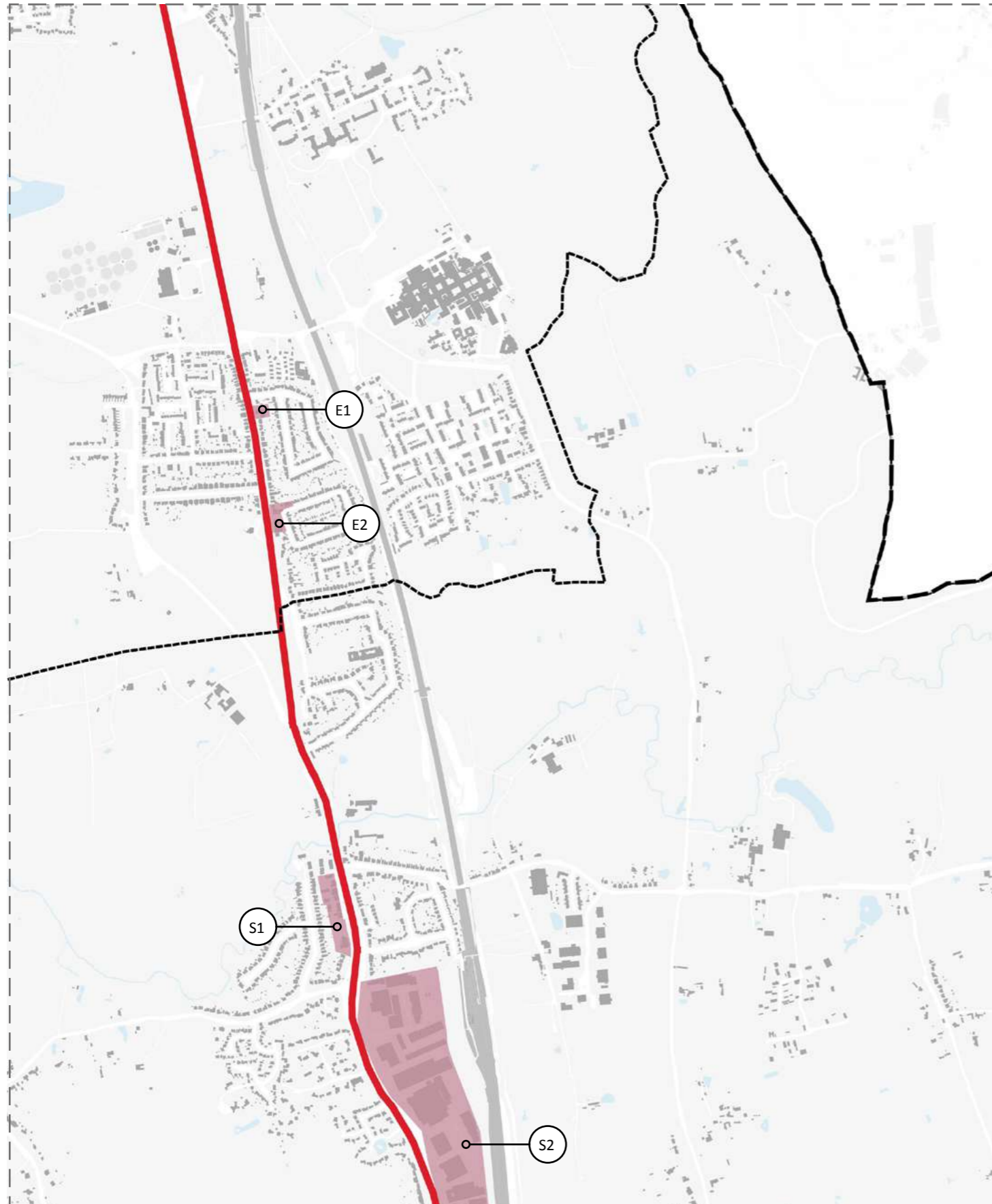


Figure 6.3: Identification of sites in Area 2 - Salfords & Earlswood

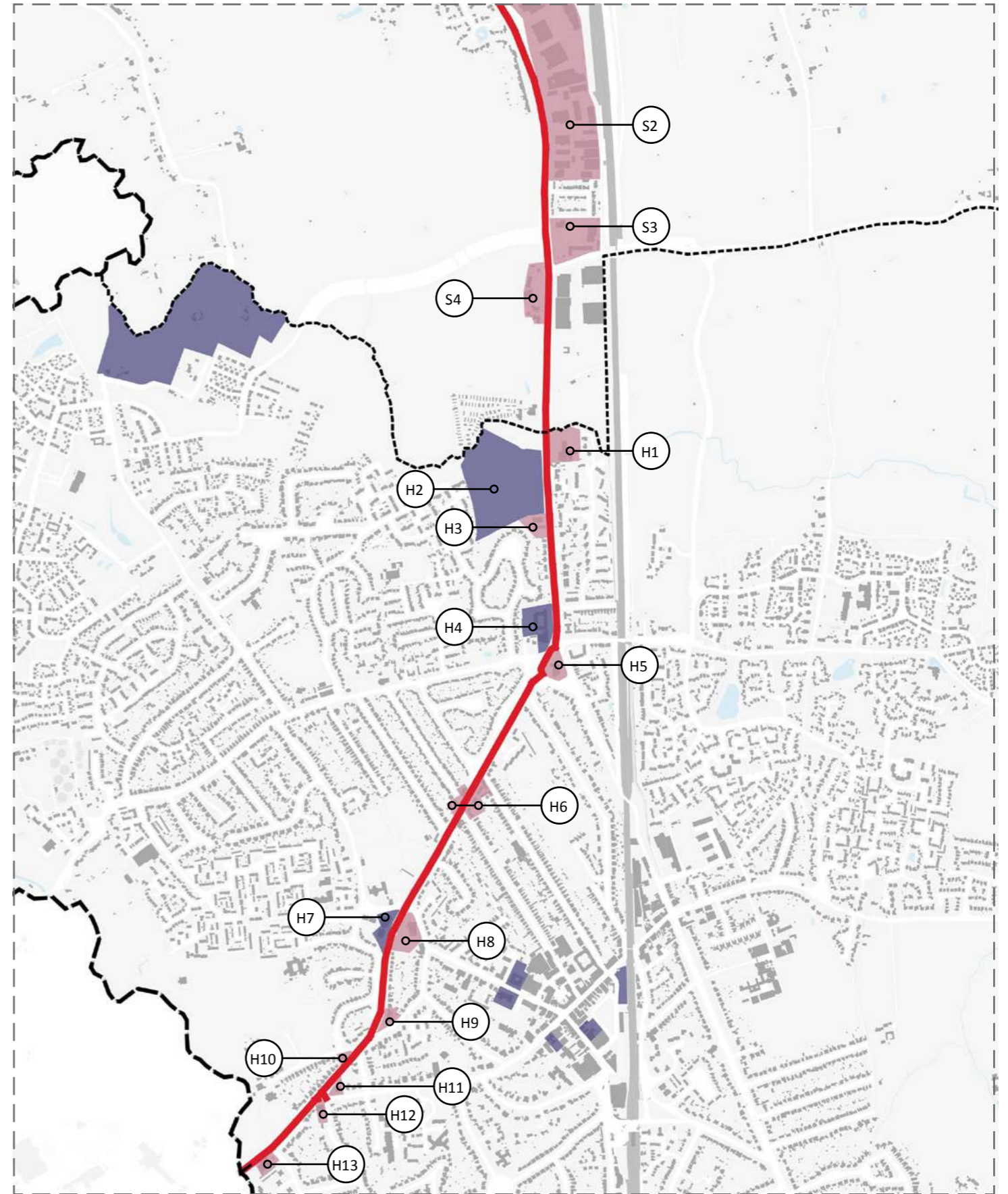


Figure 6.4: Identification of sites in Area 3 - Salfords & Horley

SITE	DESCRIPTION	TYPE
R1	SES Water Site, Redhill	Design Code Enhancement Site
R2	Train Station car park, Redhill	Design Code Enhancement Site
R3	Reading Arch Road/Brighton Road North, Redhill	Site Allocation
R4	Halfords and B&Q site, Redhill	Design Code Enhancement Site
R5	Parade of shops, Redhill	Design Code Enhancement Site
R6	Parade of shops and Honda dealership, Redhill	Design Code Enhancement Site
R7	Sea Cadets site	Design Code Enhancement Site
E1	Shell Station, South Earlswood	Design Code Enhancement Site
E2	Parade of shops, South Earlswood	Design Code Enhancement Site
S1	Parade of shops, Salfords	Design Code Enhancement Site
S2	Industrial estate, Salfords	Design Code Enhancement Site
S3	Industrial estate, Salfords	Design Code Enhancement Site
S4	Lawsons, Salfords	Design Code Enhancement Site
H1	Best Western Hotel, Horley	Design Code Enhancement Site
H2	Vacant site, Horley	Site Allocation
H3	Sainsbury's Petrol Station, Horley	Design Code Enhancement Site
H4	Former Chequers Hotel, Horley	Site Allocation
H5	Shell Station, Horley	Design Code Enhancement Site
H6	Parade of shops, Horley	Design Code Enhancement Site
H7	59-61 Brighton Road, Horley	Site Allocation
H8	Greene King Pub, Horley	Design Code Enhancement Site
H9	Gatwick White House Hotel, Horley	Design Code Enhancement Site
H10	39 Brighton Road, Horley	Design Code Enhancement Site
H11	The Corner House Hotel, Horley	Design Code Enhancement Site
H12	Acorn Lodge Gatwick, Horley	Design Code Enhancement Site
H13	Co-op Food and Petrol, Horley	Design Code Enhancement Site

Table 1: List of sites offering potential for development

CODE BF1 – STREET ENCLOSURE AND FRONTAGE

New development should provide strong enclosure and frontage to the street space and be built to respond to and reinforce established building lines.

For vacant sites where there is no established building line the location of the building frontage should be set back sufficiently to accommodate the required width for a bi-directional cycle route, and footway. This will apply to sites R2, R3 and R4.

Buildings should be arranged with public areas to the front and private areas to the rear and so that buildings overlook and provide animated frontages and natural surveillance to the street space. In most locations buildings will be set back from the street space in order to provide privacy – refer to Code BF5.

Buildings should orientate their primary frontage towards the A23 (the main street) and plant rooms, bin stores, servicing areas and cycle stores should not be located fronting onto this route.

The extent to which a frontage is required to be continuous will depend on its location and the existing and emerging character. The following rules apply:

- Within Central Urban Areas new development should form part of coherent blocks and provide continuous frontage to the street space. This applies to sites R2, R3, R4 and R5.
- Within Local Centres and Edge of Centre Urban Areas modest breaks in the frontage of no wider than 4m, providing access to the rear of plots, will be permitted. This applies to sites R1, R6, E2, S1, H1, H3, H4, H5, H6, H7, and H8. Whilst sites E1, S4, H2 and H13 are currently located within suburban areas intensification will deliver a more urban character and the same principle applies;
- For corner sites frontage should be continuous on the main street to reinforce these important locations along the street. This applies to sites R7, H9, H10, H11, and H12. Refer also to Code BF4.
- In suburban areas continuous building frontage is not required and planting on property boundaries can help to achieve a sense of enclosure and continuity to the street space.

6.2.1 The A23 is the main street through the study area and passes through a range of conditions from town centres to more suburban areas and open countryside. Refer to Figure 2.5 which identifies Central Urban Areas, Edge of Centre Urban Areas and Suburban Areas.

6.2.2 How buildings respond to street space will have an important impact on the character of the street. Development must respond to the particular context of its location and can, through providing a positive frontage and interface, enhance the overall quality of the corridor and contribute to making the A23 a Great Street.

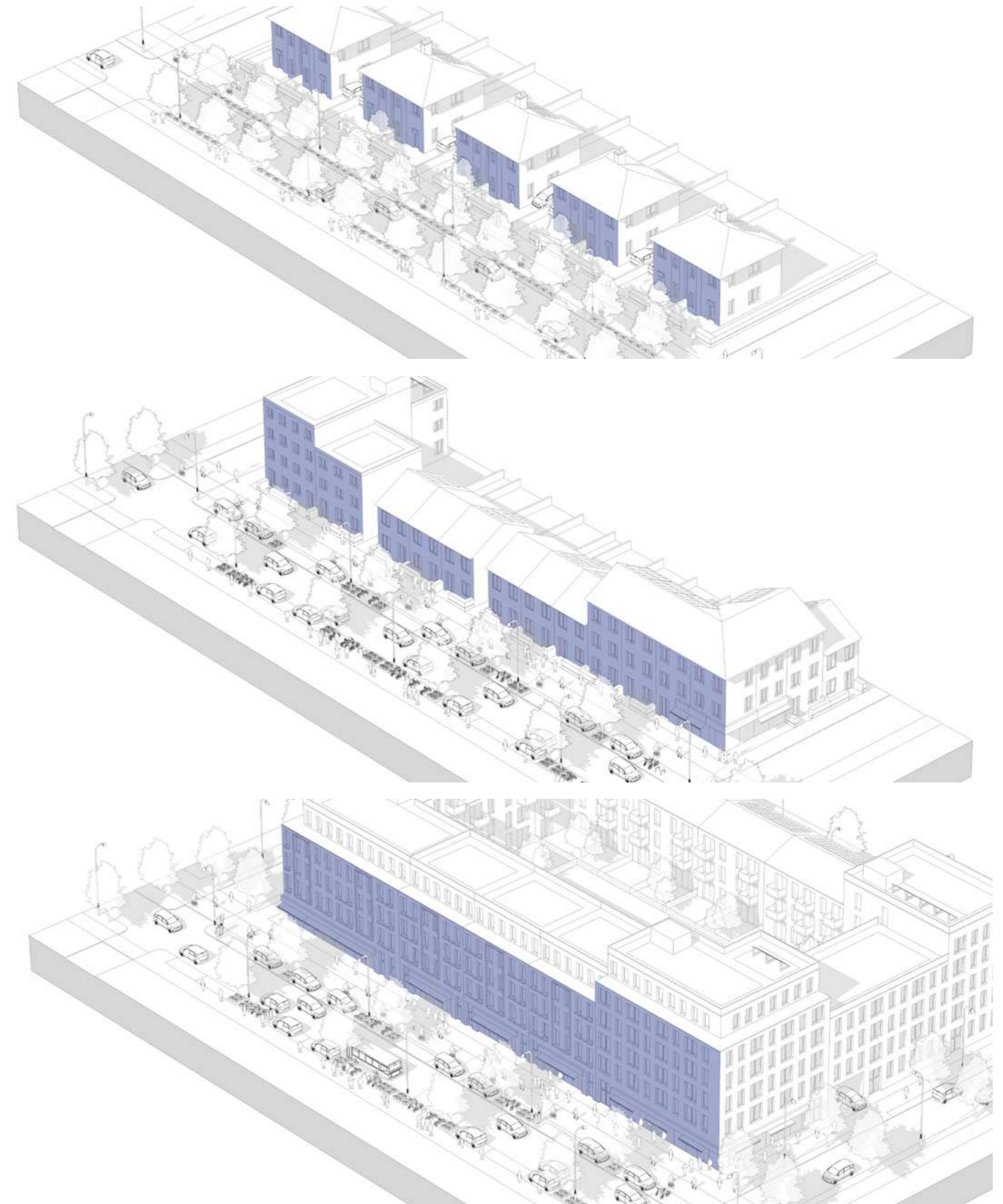


Figure 6.5: Consistent building line in different contexts; TOP Suburban; MIDDLE Edge of Centre Urban Areas; and BOTTOM Central Urban Areas

CODE BF2 – ACTIVE FRONTAGES

In town and local centre locations new development should normally provide non-residential uses at ground floor level and these should be designed to provide an ‘active’ frontage to the street. The floor to ceiling height at ground floor level should be a minimum of 4 metres to provide flexibility on its future use. This applies to new development on sites R2, R3, R4, R5, E2, S1, H4, H5, H6, H7 and H8.

Where active uses are promoted buildings should normally front directly onto the public realm or street space

Residential buildings that do not incorporate ground floor non-residential uses should have a privacy strip (refer to Code BF5) and be designed to avoid bedrooms at the ground floor level overlooking the public realm as this can reduce privacy for residents and passive surveillance of the public realm. It is often more appropriate to incorporate duplex units on the ground and first floor of apartment buildings to avoid such scenarios.

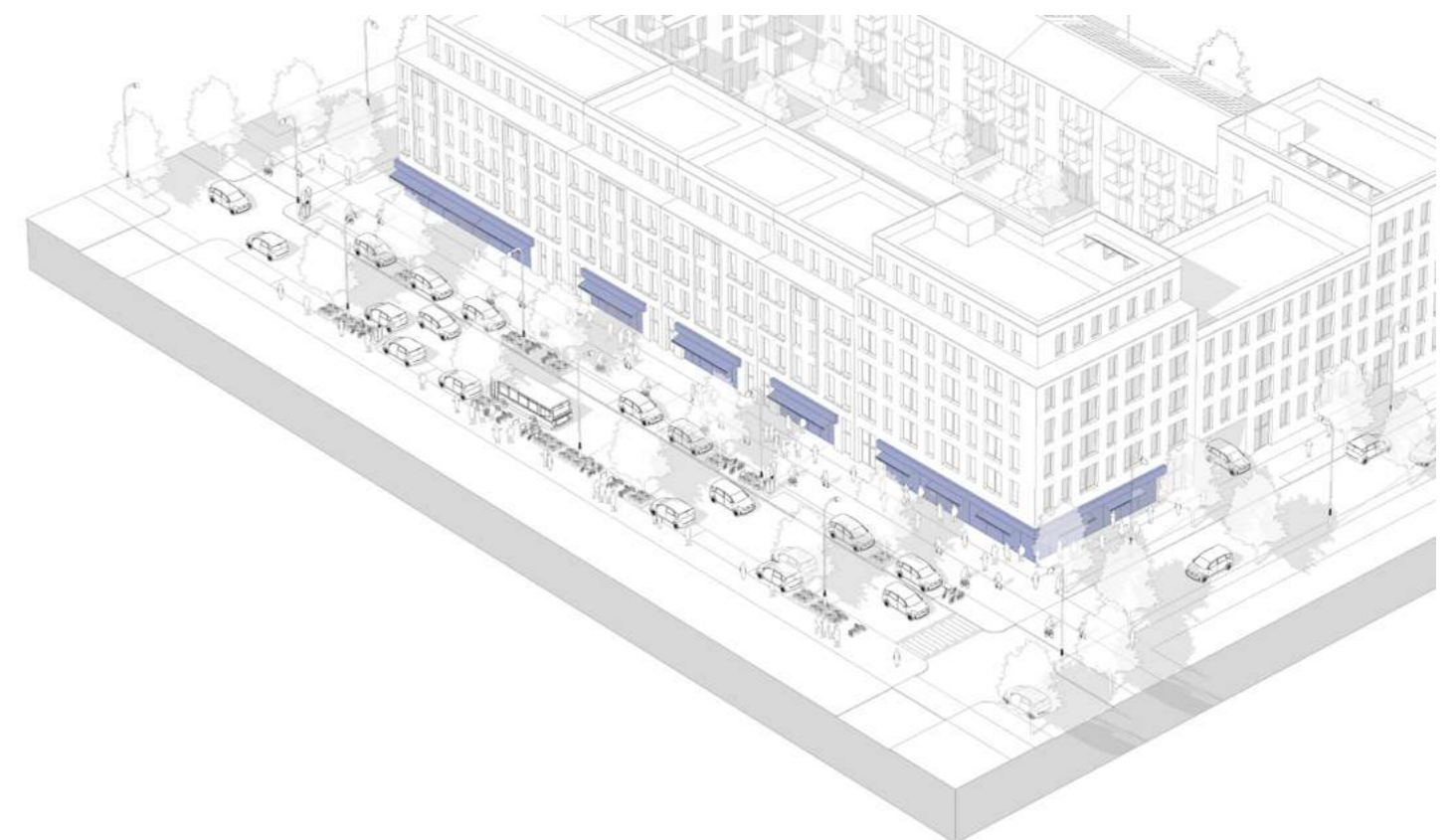
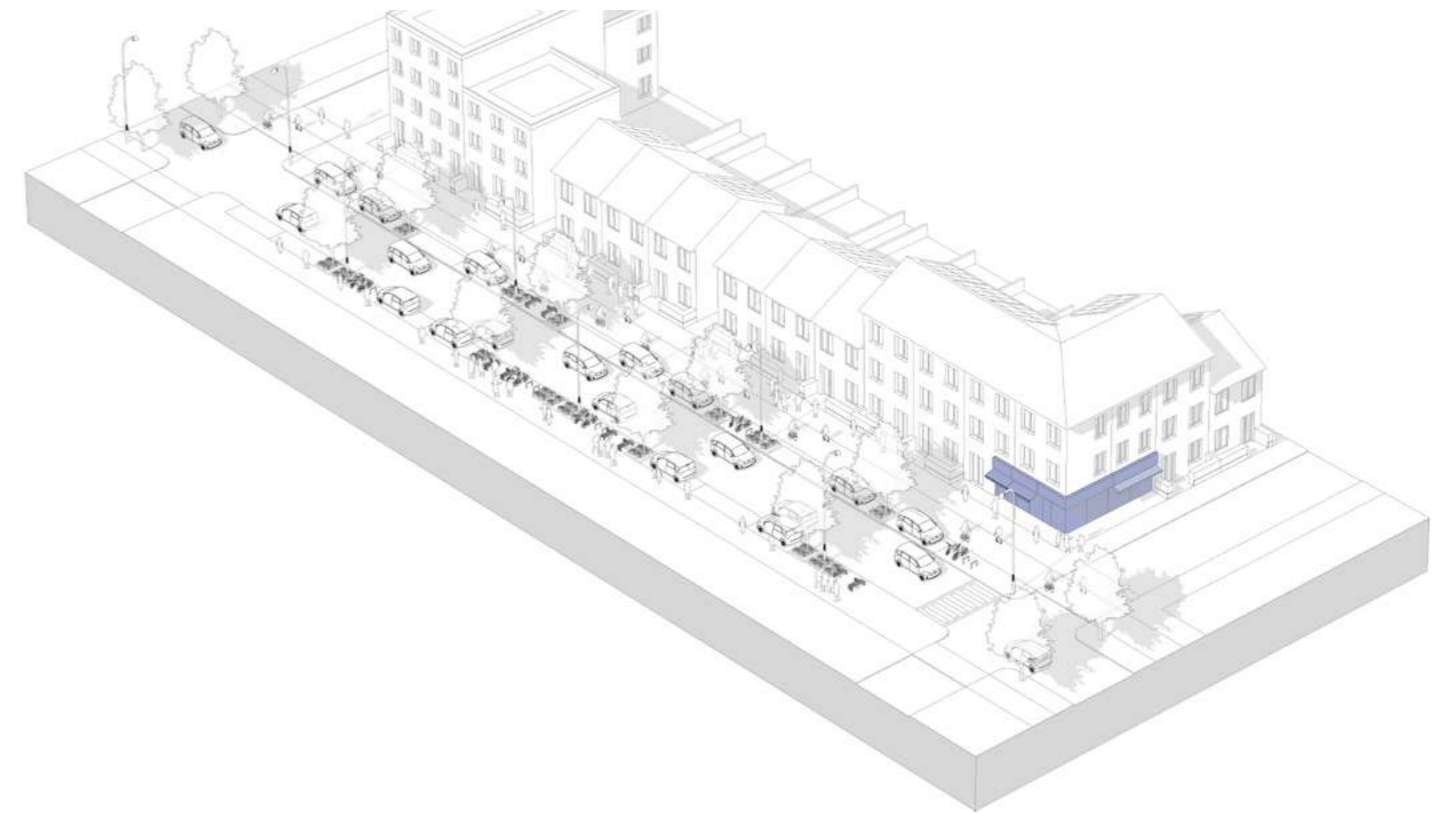


Image 6.1: Active frontages

Figure 6.6: Active frontage in different contexts: TOP Edge of Centre Urban Areas; and BOTTOM Central Urban Areas

APPLYING THE CODE: EXAMPLE 3 - BRIGHTON ROAD ON SOUTHERN APPROACH TO REDHILL



Figure 6.8: Redhill southern approach plan



Image 6.2: Existing (credit: Google)

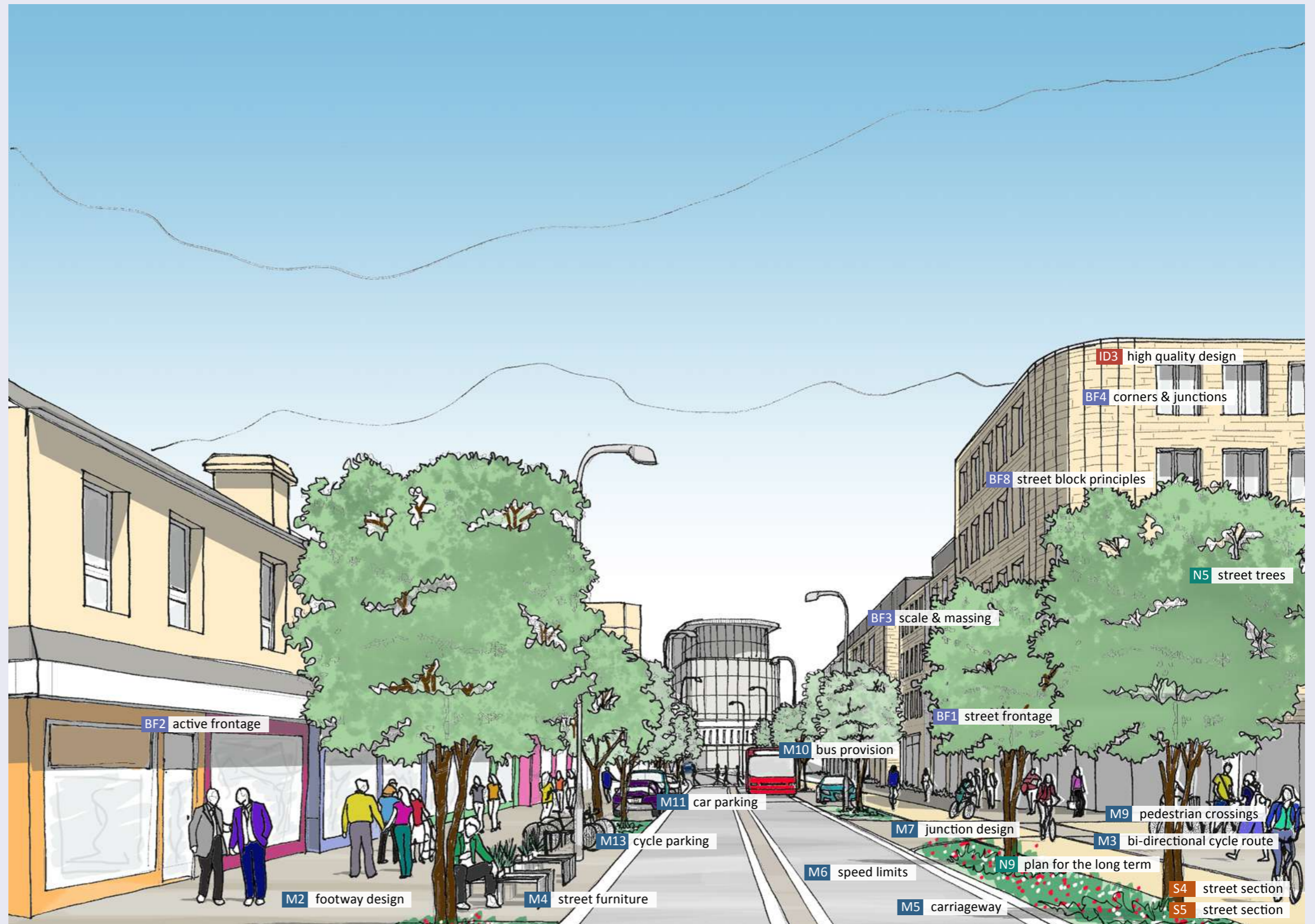


Figure 6.7: Sketch indicating application of the code on the A23 on the southern approach into Redhill including new development that provides enclosure and frontage to the street.

261

CODE BF3 – SCALE AND MASSING

New development **must** respond to the scale, massing and grain of adjacent areas and the existing context (urban or suburban), character and location along the A23 corridor. Refer also to Code ID1, Code ID2 and Code ID3.

Subtle variations in height can be used to add visual interest. This can be achieved with differing ridge and eaves heights, as commonly found in traditional streets, or through the use of set back floors in contemporary developments. Similarly, variations in frontage widths and plan forms can add further interest to the street scene. This can be appropriate in both urban and suburban locations.

The following building heights, represented as number of residential storeys, are considered appropriate on the street frontage of sites identified along the A23 corridor:

- Dense urban scale: up to 5 storeys + additional set back storey (Site R2);
- Urban scale: up to 4 storeys + additional set back storey (Sites R3 and R4);
- Urban scale/local centres/corner site within suburban areas: up to 3 storeys + additional set back storey (R1, R5, R6, R7, E2, S1, S4, H4, H5, H6, H7, H8, and H13); and
- Suburban scale: up to 2 storeys + additional set back storey within the roofscape (E1, H9, H10, H11, H12).

These height ranges are considered as a guide and proposals **must** demonstrate that the scale, height and massing of development:

- Does not cause unacceptable impacts on adjacent properties in respect of daylighting, sunlighting and overlooking; and
- That it does not adversely impact on views of the wider townscape.

Consideration **must** also be given to the provision of car parking within higher density schemes and applicants will need to promote solutions that do not adversely impact on the quality of the streets and spaces (refer to Code BF9 – On Plot Parking on page 80).

Further Reading: Development Management Policy DES1

6.2.3 Buildings of greater height combined with a more continuous street frontage will provide a greater sense of enclosure to the street and help to emphasise local centres and urban/town centre locations and deliver greater legibility along the corridor. Excessive height can however impact on the character of the street space creating a canyon effect that is oppressive and overshadowing the street.

6.2.4 Development that is of a greater scale, height and massing than the existing context can have both adverse local impacts in respect of daylighting, overshadowing, views and microclimate and adverse visual impacts from further afield particularly if a proposal is on elevated land.

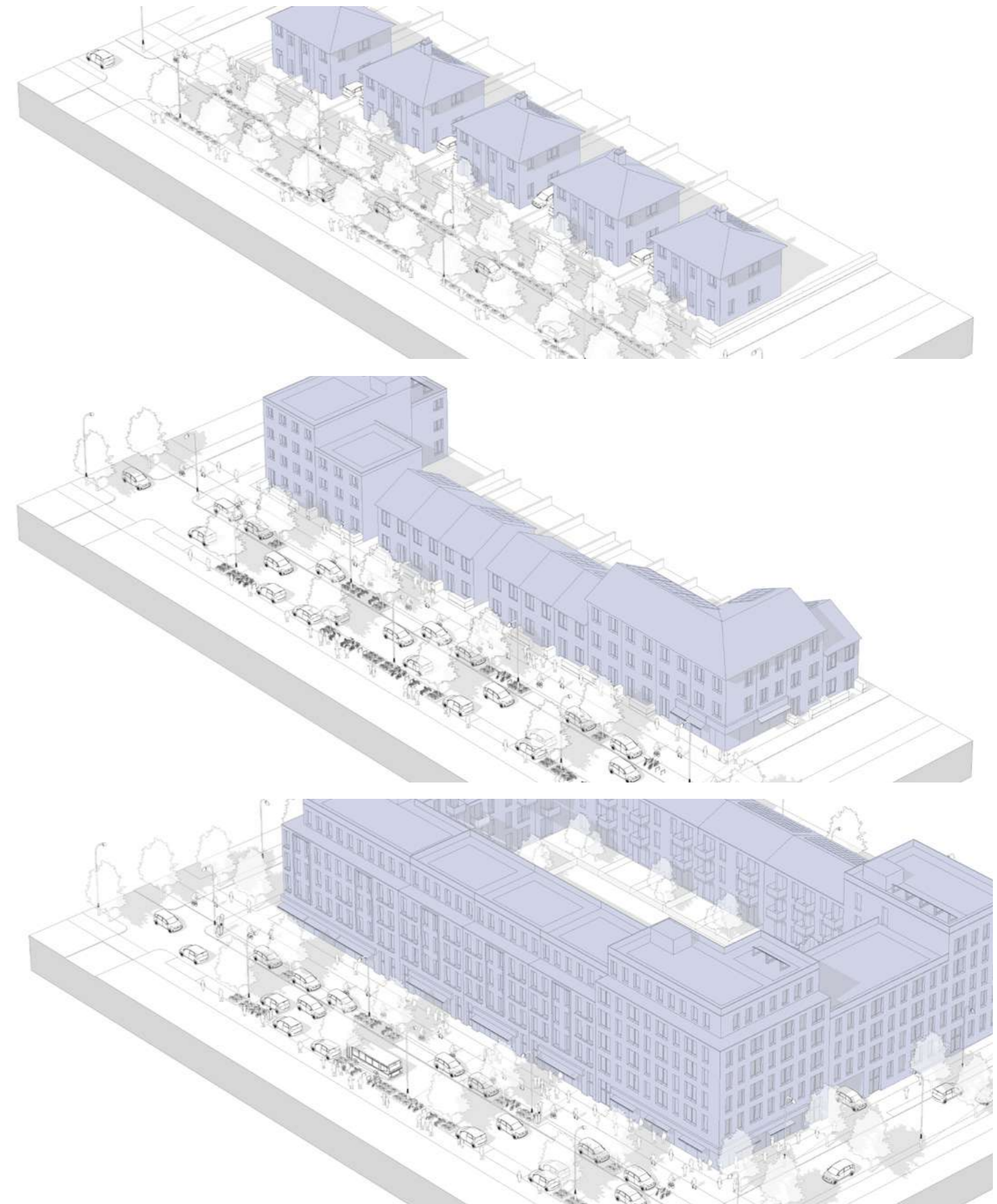


Figure 6.9: Scale and massing of buildings: TOP Suburban; MIDDLE Edge of Centre Urban Areas; and BOTTOM Central Urban Areas

CODE BF4 – CORNERS AND JUNCTIONS

Particular attention **must** be given to corner buildings (those located on the intersection of two streets). These buildings should be designed so that they ‘turn the corner’ providing active frontages to both the main street and to the side street. ‘L’ shaped buildings maintaining continuity of built frontage and incorporating corner windows and entrances are promoted in these locations. Corner buildings on prominent sites can enhance legibility but this **must** be achieved through careful articulation and design of the buildings façade rather than through the use of distinctive materials that are not characteristic of the area. Exposed, blank gable ends with no windows fronting the public realm will not be acceptable.

Corner plots may be a good location for community buildings and are often suitable for apartment buildings where additional height may be appropriate to mark the corner (for instance on sites R1, R8, H9, H10, H11 and H12). Apartment buildings may be deeper in floorplan than houses and as such care should be taken to avoid buildings appearing bulky. These larger buildings should be broken down into a hierarchy of simple rectangular elements and should step down adjacent to lower scale buildings. Refer also to Code ID3 – High Quality Distinctive Design.

263

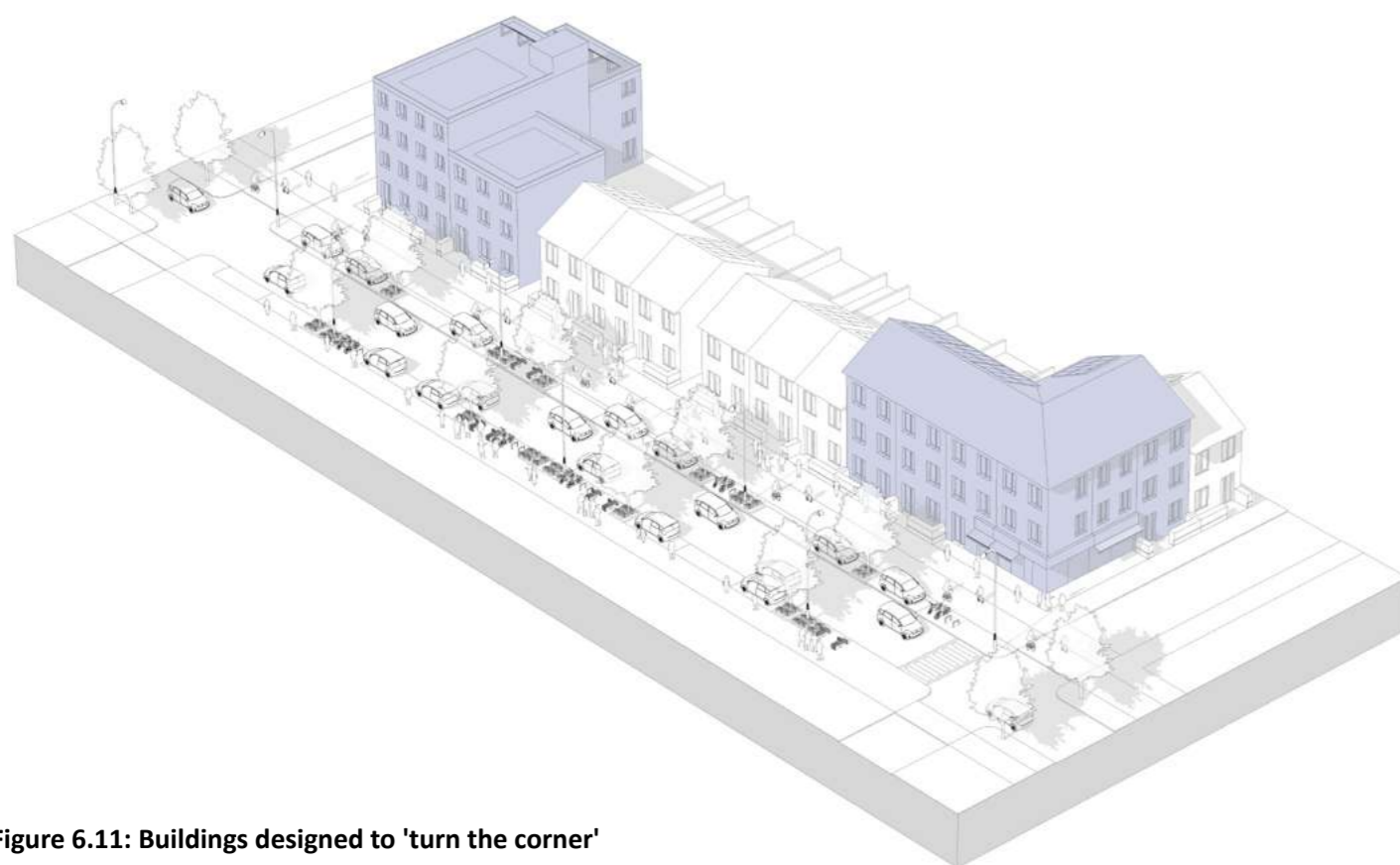


Figure 6.11: Buildings designed to 'turn the corner'

CODE BF5 – PRIVACY, INTERFACE AND PLOT BOUNDARY

In town or village centre locations where buildings have an active ground floor frontage, buildings will be located directly to the rear of the footway or public realm, but in most cases properties should have a boundary that defines public and private space.

Boundary treatments should be reflective of the area and local traditions in terms of height, structure and materials and should not impair natural surveillance or wildlife movement.

Outside of town centre locations the preferred boundary treatment is a low wall (up to 450mm) together with hedge planting. Within town centre locations a metal railing up to an overall height 1100mm may be mounted on the wall to provide a greater level of security. Brick pillars may be used to define the edge of the wall and off which to hang a gate. Pillars and gates should be no higher than 1100mm. In rural locations, hedges without walls and timber posts are encouraged.

For larger developments boundary treatments should be coordinated to contribute to the character of the street.

The depth of the front garden or privacy strip will depend on location and context and the established building line. For larger developments that establish new building lines (for example Sites R1, R2, R3 and R4) the private defensible space/privacy strip should be between 1.5 and 3.0m. Greater widths are not acceptable as this reduces enclosure to the street.

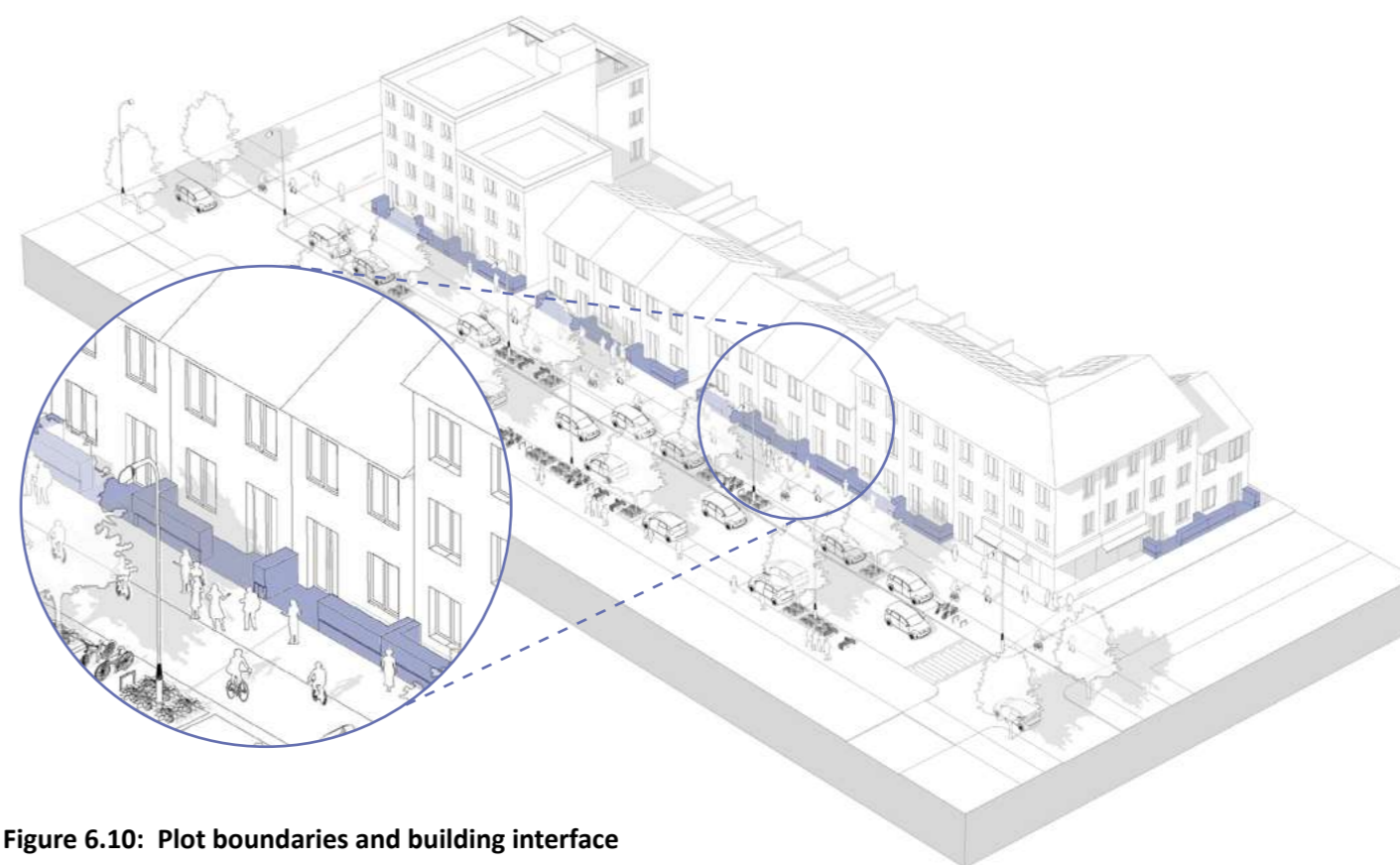


Figure 6.10: Plot boundaries and building interface



264

Image 6.3: Historic frontage defines and animates the street space in Horley town centre

CODE BF6 – BUILDING ENTRANCES

Main entrances to houses, ground floor flats, communal entrances for flats and non-residential uses should directly face onto the street and be clearly visible from the public realm.

All building entrances should be welcoming and easily identifiable to help improve legibility.

The scale and style of an entrance should relate to its function. The more important the function of the building, the more impressive the entrance should be. For example, a public building should have a larger and more prominent entrance than a house.

For apartment buildings entrances to shared stair cores should be taken directly from the street and should be generously proportioned, well lit by natural light and naturally ventilated.

Ground floor dwellings within apartment buildings should have individual entrances direct from the street. This increases the animation of the public realm and reduces the numbers of dwellings served by communal cores.

265

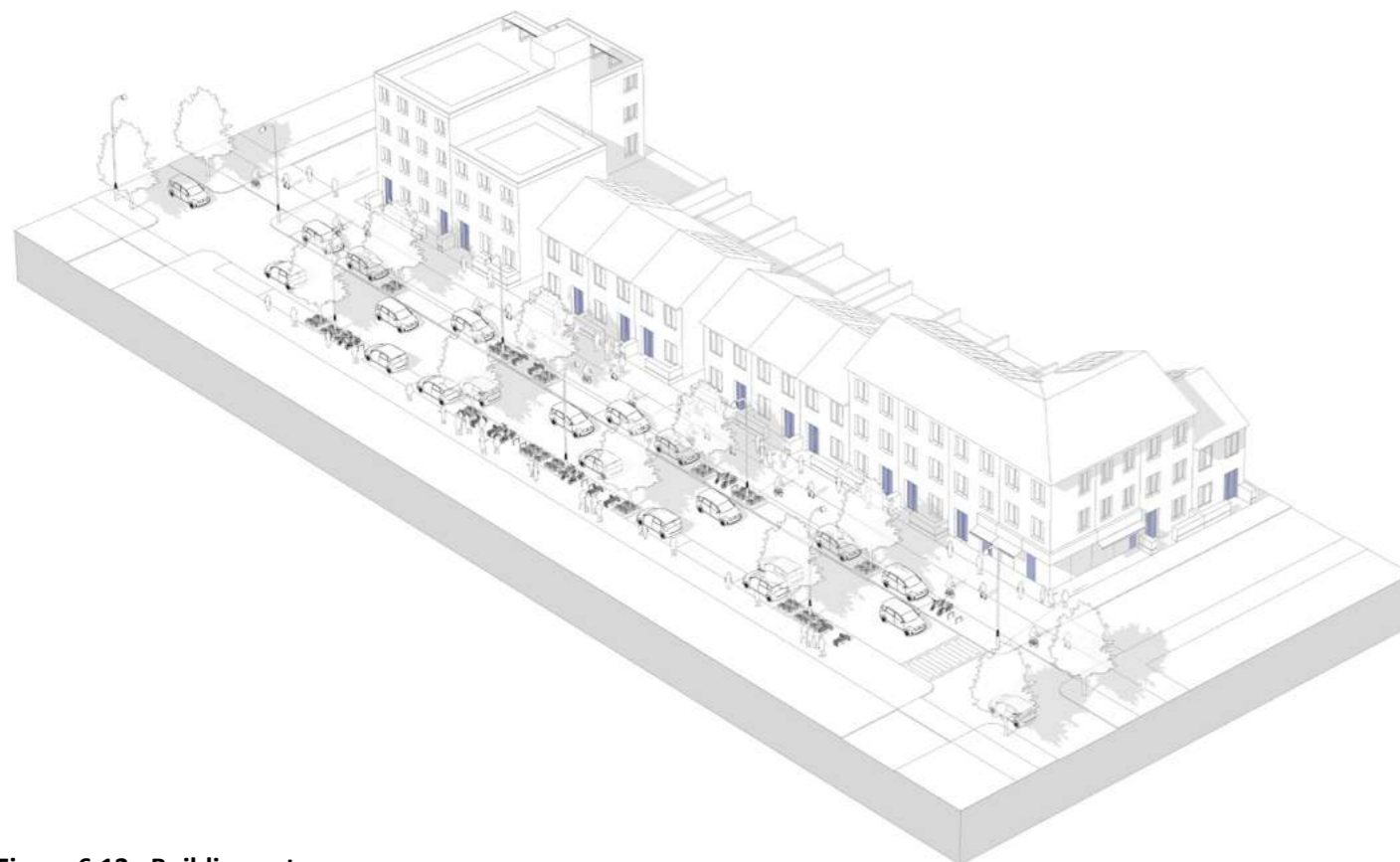


Figure 6.12: Building entrances



Image 6.4: Main entrances face the public realm and plot boundary defined by a hedge

CODE BF7 – EMPLOYMENT/ LIGHT INDUSTRIAL USE

Along the A23 existing employment areas are often located adjacent to residential areas and the interface between the two uses **must** be carefully considered to avoid overshadowing, loss of daylight or impacts on privacy.

Employment areas should be laid out so that:

- Buildings front onto and create a positive interface with the street with parking and servicing provided to the rear;
- Buildings follow the established building line (as set out in Code BF1 – Street Enclosure and Frontage on page 71); and
- Building entrances are clearly identifiable and provide accessible and legible access for people arriving by foot or cycle.

Where employment areas or infrastructure are located in the countryside (sites S2 and S3) particular consideration **must** be given to visual impact. Commercial buildings or infrastructure by virtue of their size can have significant impact on their landscape setting. Careful consideration **must** be given to materials, colours and finishes to reduce visibility. Generally muted colours and tones should be used and reflective materials avoided.

The landscape and public realm should form the dominant feature within employment areas with the buildings forming a more neutral background.

Signage should be designed to minimise its impact and ensure that it is not overbearing on the streetscape or out of proportion with the scale of buildings.



Image 6.5: Example of light industrial building integrated with the landscape © Carolyn Gifford (CC BY-NC 2.0)

CODE BF8 – STREET BLOCK PRINCIPLES

Development within Central Urban Areas and Edge of Centre Urban Areas (as defined in Figure 2.5 on page 23) should normally be delivered as perimeter blocks or part of a perimeter block (for smaller sites).

This form of development is preferred as it:

- Optimises connections to surrounding areas;
- Provides a clear distinction between public and private spaces;
- Enhances permeability and legibility;
- Generates building frontages that face the street and thereby increases natural surveillance and activity on the street;
- Creates secure and private rear gardens and elevations;
- Can work at any scale or location; and
- Promotes attractive street frontages.

The block size and shape will vary according to the density of development, location along the A23 Great Street and mix of uses. Blocks should take into account of natural features, orientation and topography.

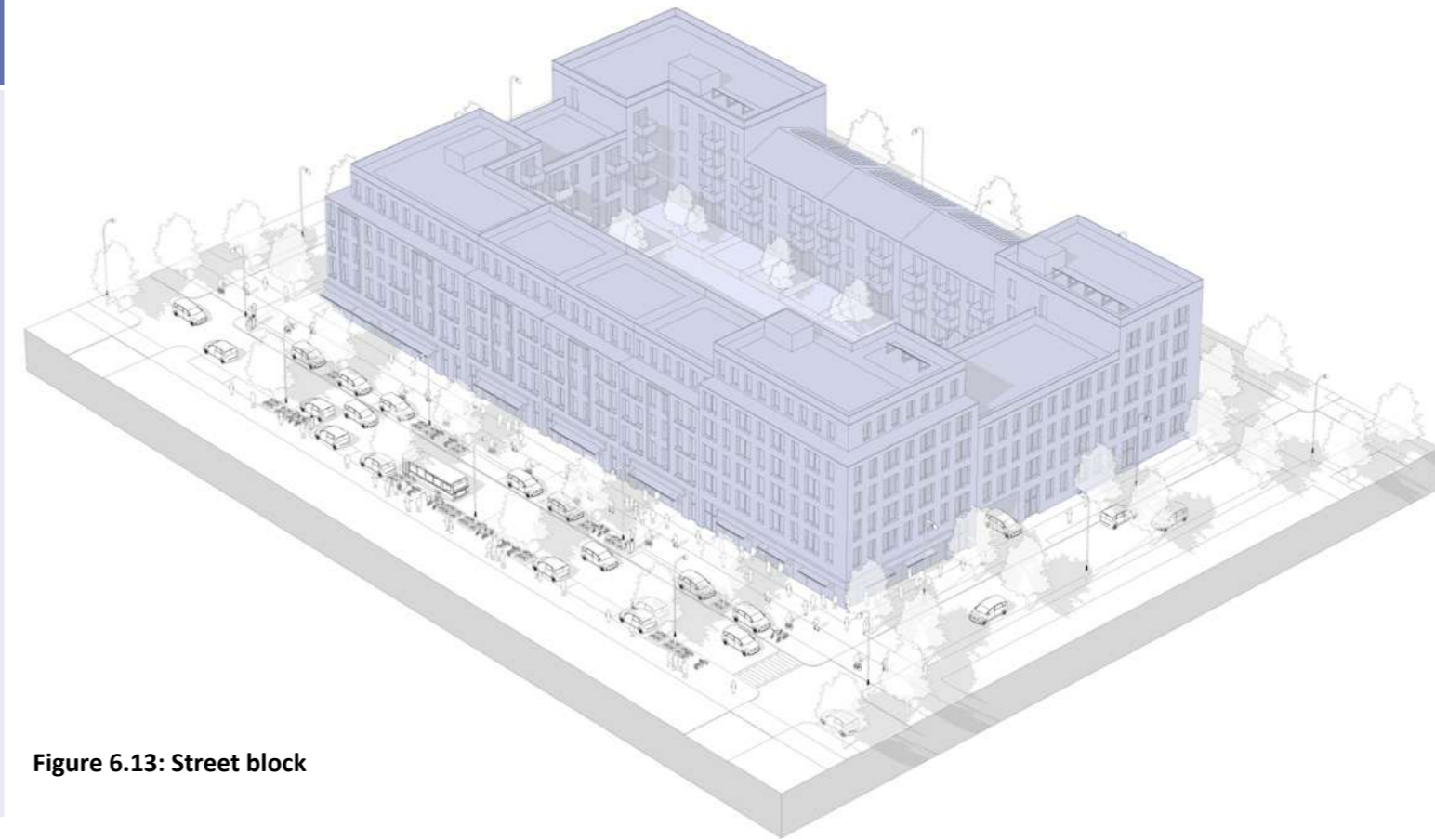


Figure 6.13: Street block

CODE BF9 – ON PLOT PARKING

The quality of the street environment should be the primary consideration when considering the provision of car parking as part of development. In some cases a combination of on-street and on-plot car parking will be required. Refer also to Code M11 - Car Parking Location and Design on page 47 in relation to on-street car parking.

In Central Urban Areas on-plot car parking should normally be accommodated to the rear of buildings within the block so that it is not visually intrusive on the street space. Car parking may be at ground floor level wrapped by buildings and with a landscaped deck above or underground. In some locations development may take advantage of topography to reduce the need for excavation. Wherever possible access to car parking areas should be from secondary streets rather than from the A23. These access points should be designed to minimise impact on the street space.

In suburban locations car parking may be located to the side of dwellings or within rear parking courts overlooked by mews dwellings. Tandem parking arrangements to the side of dwellings are also acceptable provided that they provide adequate space for two vehicles to be accommodated. Parking in front of dwellings should normally be avoided.

Rear parking courts should normally include mews dwellings to provide overlooking and natural surveillance and should be small scale and gated. They should only serve properties that are located around the court. Surface treatment within courtyards should be permeable and they should include soft landscape. Entrances to parking courts should be designed to create a semi-private appearance and courts should be secure.

6.3.1 The accommodation of parking represents a significant design challenge. If poorly designed, parking can have a significant negative impact on the appearance of the public realm and street.

6.3.2 A balanced approach should be taken to achieve convenient parking in close proximity to households whilst reducing the dominance of parking on the street scene. This will normally result in a range of parking solutions being considered. Areas of planting or street trees can help to reduce impacts. The suitability of parking solutions will vary depending on the location and nature of the proposal.

6.3.3 Whilst on plot parking in front of dwellings is historically a popular model it sets buildings well back from the street space has greater visual impact and can restrict informal surveillance of the street space. In line with Healthy Streets for Surrey Design Guide this approach will not be permitted. The requirement for mews dwellings in rear courtyard areas is also taken from Healthy Streets for Surrey Design Guide.

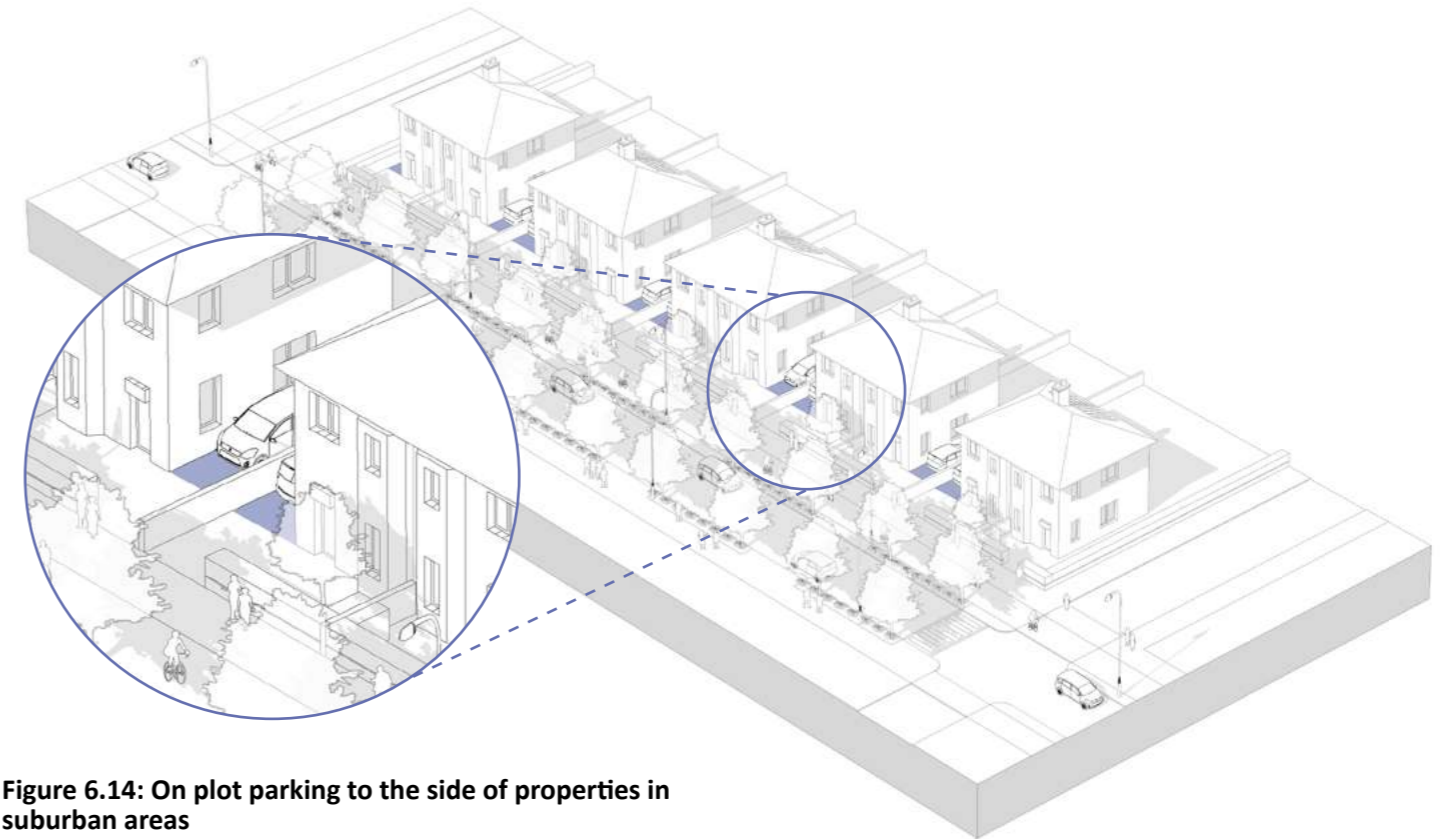


Figure 6.14: On plot parking to the side of properties in suburban areas

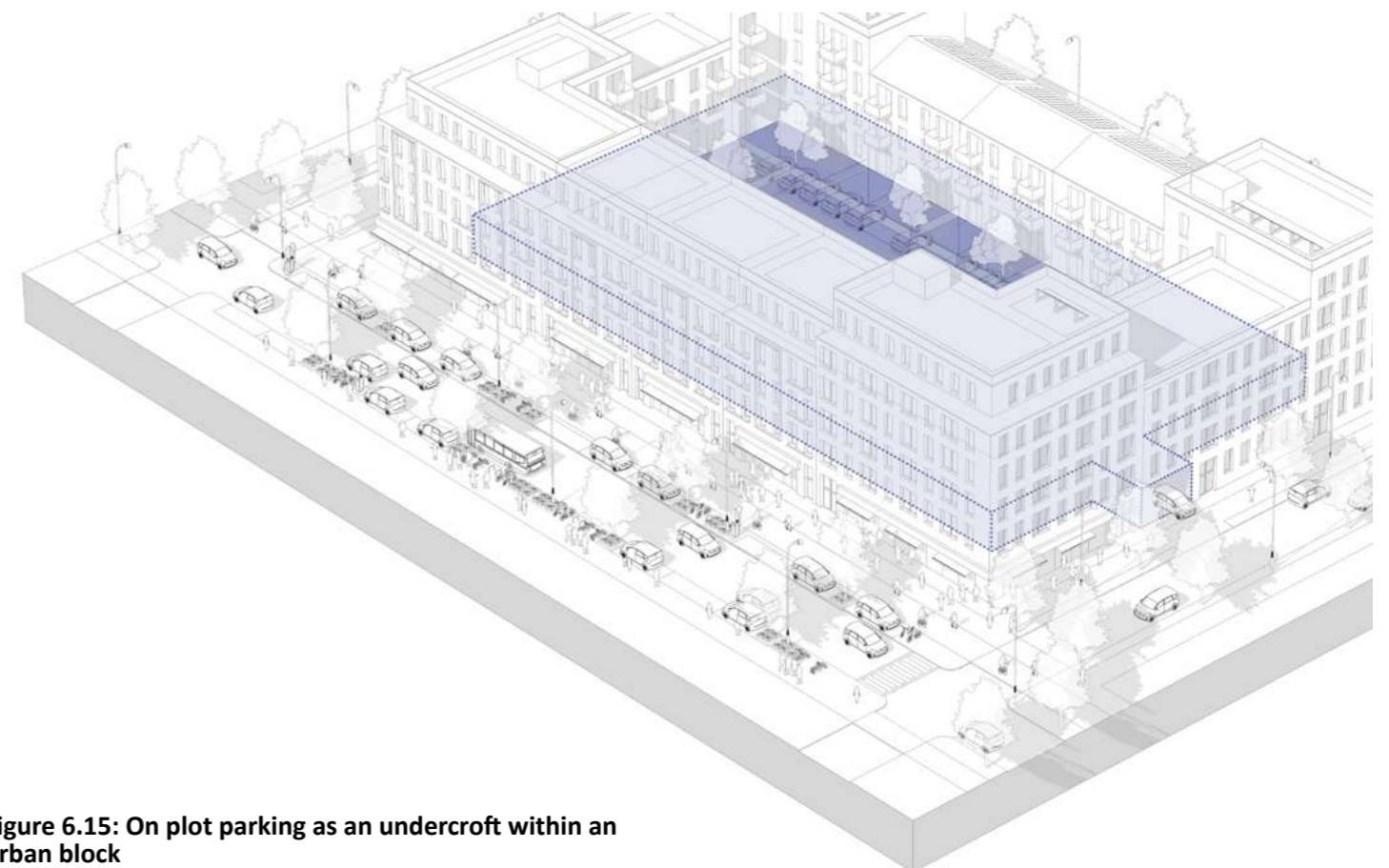


Figure 6.15: On plot parking as an undercroft within an urban block

CODE BF10 – AMENITY SPACE

All dwellings **must** have level access to one or more of the following forms of private outside spaces: a garden, terrace, roof garden, courtyard garden or balcony. The use of roof areas, including podiums, and courtyards for additional private or shared outside space is encouraged.

A minimum of 5 sqm of private outdoor space is required for all 2 person dwellings and an extra 1 sqm should be provided for each additional occupant. The required minimum width and minimum depth for all balconies and other private external spaces is 1500mm.

Balconies should be designed to provide some shelter and privacy from neighbouring properties. This can be achieved using screens or by setting the balcony back within the facade. Balconies should have solid floors draining to a downpipe.

In areas where noise or air pollution levels on the A23 corridor are high, consideration **must** be given to provision of ventilated winter gardens in lieu of balconies or locating balconies to the rear facade of properties, away from the poor air quality/noise source. Other opportunities to mitigate the impacts of poor air quality should also be explored for instance through planting.

Residential gardens in suburban areas should be a minimum 10m depth.

Further Reading:

- Development Management Policy DES5
- HCA legacy Housing Quality Indicators, English Partnerships 2007
- London Housing Design Guide 2010

6.3.4 RBBC DMP Policy DES5 requires that residential development should *‘Make adequate provision for outdoor amenity space, including balconies and roof terraces, and/or communal outdoor space.’*

6.3.5 Outdoor amenity space standards are based on the furniture, access and activity requirements of the HCA legacy Housing Quality Indicators Version 4, 2007, and drying space and private open space requirements of the Code for Sustainable Homes Technical Guide, 2009, ENE4 and HEA3.

6.3.6 The minimum balcony sizes are based on the Quality Standards: Delivering Quality Places, (former) English Partnerships, 2007, the furniture, access and activity requirements of the HCA legacy Housing Quality Indicators Version 4, 2007, and drying space and private open space requirements of the Code for Sustainable Homes Technical Guide, 2009.

6.3.7 Further detail on balconies and response to air and noise quality issues is drawn from the London Housing Design Guide 2010.

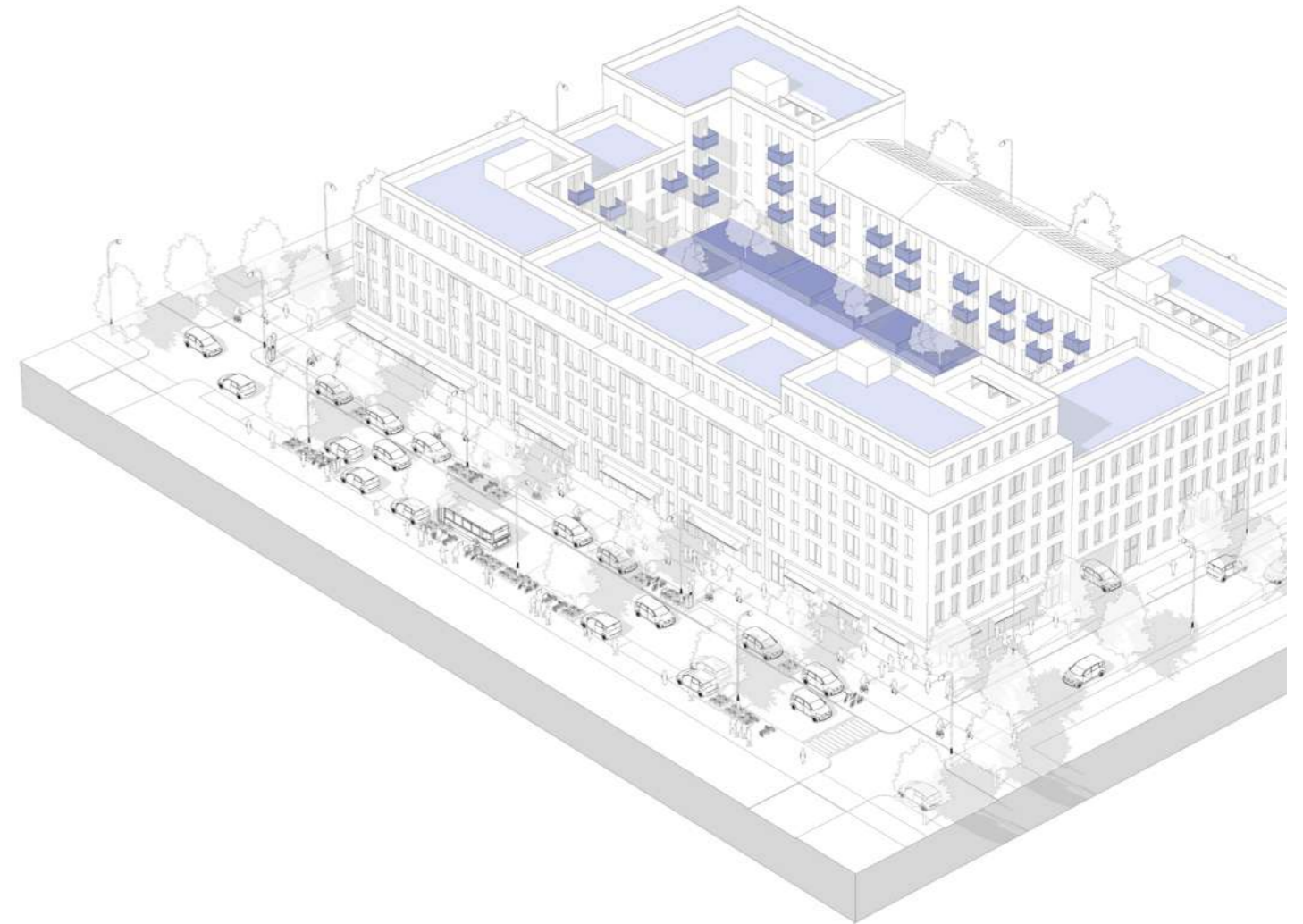


Figure 6.16: Provision of amenity space within an urban block

CODE BF11 – SERVICING, PLANT AND CYCLE STORE

Bins stores plant and cycle stores **must** be discretely located within development so that they have minimal impact on the street space. As set out in Code BF1 plant rooms, bin stores, servicing areas and cycle stores **must not** be located fronting onto or interfacing with the main street (the A23).

Refuse and recycling storage **must** be located:

- Within secure and well ventilated areas;
- Where they are neither visually obtrusive or where they obstruct passive surveillance of the street; and
- Where they may be easily accessed from properties but where they will not cause nuisance through unpleasant odours or noise.

In apartment buildings or non-residential buildings cycle parking/storage **must** be located in a secure, convenient and easily accessible storeroom, close to the buildings main entrance and close to the street. For individual dwellings secure, covered cycle storage should be accommodated in a convenient location either within the rear garden, a car port, garage or outbuilding.

Further Reading:

- Development Management Policy DES5
- Development Management Policy TAP1 and Annex 4 Parking

6.3.8 RBBC DMP states in Annex 4 parking standards that: *‘The provision of long stay cycle parking (for example for residents of new housing developments) should be in the form of secure, weatherproof facilities. For flats and similar communal residential developments, cycle parking must be integral to the building unless it would not be physically feasible and be in the form of ‘Sheffield’ racks and/or storage lockers/cupboards allocated to each unit. For houses, provision for secure cycle parking should be made within the curtilage of the dwelling.’*

6.3.9 Locating cycle parking in convenient accessible and secure locations makes it more likely that people will choose to cycle. Adequate provision will also ensure that visual amenity is not affected for instance through storing of cycles on balconies.

6.3.10 The code aligns with RBBC guidance document ‘Making Space for Waste’ which requires accessible and sensitively designed and located waste and recycling bin storage.



Image 6.6: Servicing is well-integrated into the design of the development within the rear parking court

CODE BF12 – ENERGY EFFICIENT AND SUSTAINABLE DESIGN

Retrofit First approach

Before considering wholesale demolition of existing structures, consideration **must** be given to the potential reuse of existing building stock and infrastructure. Applicants will need to demonstrate that retrofit has been explored and discounted as a viable alternative to more carbon intensive new development

Sustainable building design

Developments should aim to achieve high sustainability credentials and should minimise the overall environmental footprint of the development over its lifetime. The following considerations to deliver energy efficient and sustainable design **must** be given to all new build development:

- The reuse of existing buildings or materials, where relevant;
- The use of materials with low embodied energy;
- The use of sustainable materials that are locally sourced wherever possible;
- Incorporating high levels of insulation (in combination with air tightness and temperature control systems) including the use of materials with a high thermal mass, such as stone or brick, which store heat and release it slowly;
- Orientation and design of buildings and roofs to maximise daylight/sunlight penetration and solar gain, whilst also avoiding overheating;
- The use of green roofs or walls to reduce stormwater runoff, increase sound-proofing and biodiversity;
- Incorporating renewable energy including photovoltaics, solar thermal water heating, ground and air source heat pumps;

The use of low flow technology in water fittings, rainwater harvesting systems and grey water recycling systems to reduce water consumption to 110 litres/person/ day (maximum as per RBBC DMP Policy CCF1); and

Laying out development to support identified opportunities for decentralised renewable or low carbon energy systems such as district heating networks.

Existing natural features, particularly mature trees, should be retained whenever possible (refer to Code N3 – Protecting existing planting and grass verges) and consideration given to how green infrastructure and biodiversity can be enhanced within the design.

Photovoltaics **must** be siting on the rear plane of the roof where they are not visible from the street.

Further Reading: Development Management Policy CCF1



Figure 6.17: Sustainable design

6.4.1 Construction has a significant carbon-impact which accounts for around 35-40% of the United Kingdom’s total carbon emissions utilising substantial volumes of non-renewable resources and generating pollution and waste. The UK Government has pledged to achieve net zero carbon by 2050 and in its corporate plan, 'Reigate & Banstead 2025', the Council has committed to being proactive about tackling climate change and reducing environmental impact.

6.4.2 Urban form and building typology has a significant impact on the energy efficiency of buildings. Site layouts and building typology and fabric can be designed to maximise passive sustainability and avoid creating places where the user is reliant on extensive heating and cooling to mitigate against the impacts of poor orientation that increases solar gains or heat loss.

6.4.3 The construction industry’s traditional approach to demolish and rebuild from scratch is resource and carbon intensive. According to the Department for the Environment, Food and Rural Affairs (Defra), 62% of the total annual

waste generated by the UK is construction and demolition waste. This, coupled with the United Kingdom’s 2050 carbon neutrality target, form a clear picture that retrofit of existing building stock is a much more viable way to cut back on emissions and physical waste.

6.4.4 A building’s structure typically accounts for two thirds (or more) of its embodied carbon. Before demolishing, reuse should always be considered to determine if it is a viable option. Reusing/refurbishing existing buildings will usually save a large amount of potential emissions in comparison to building from new.

6.4.5 In alignment with the National Design Guide paragraph 47, the sensitive retrofit of existing building stock can add a high quality to a design and help root a development to the place. Adapting heritage buildings and sites adds a richness and depth to a place and is often a more sustainable method of delivering development.

6.4.6 The code principles also align with the RBBC Climate Change and Sustainable Construction SPD.

HOW TO USE

This table provides a checklist for use by both the applicant and planning officer to check that appropriate consideration has been given to how an application responds to the Built Form Codes.

CODE	DESCRIPTION	CHECK
272 CODE BF1 – STREET ENCLOSURE AND FRONTAGE	Does new development provide strong enclosure and frontage to the street space and will it be built to respond to and reinforce established building lines?	
	On vacant sites, has the building line been set back to accommodate the required width for a bi-directional cycle route, and footway?	
	Have buildings been arranged with public areas to the front and private areas to the rear?	
	Are buildings orientated with their primary frontage towards the A23 (the main street) and plant rooms, bin stores, servicing areas and cycle stores not located fronting onto this route?	
	Within Central Urban Areas does new development form part of coherent blocks and provide continuous frontage to the street space?	
CODE BF2 – ACTIVE FRONTAGES	In town and local centre locations, does new development have a minimum 4m floor to ceiling ground floor height?	
	Do residential buildings that do not incorporate ground floor non-residential uses have a privacy strip?	
CODE BF3 – SCALE AND MASSING	Does new development respond to the scale, massing and grain of adjacent areas and the existing context (urban or suburban) and location along the A23 corridor?	
	Do proposals demonstrate that the scale, height and massing of development does not cause unacceptable impacts on adjacent properties in respect of daylighting, sunlighting and overlooking; and does not adversely impact on views of the wider townscape?	
	Has consideration been given to the provision of car parking within higher density schemes?	
CODE BF4 – CORNERS AND JUNCTIONS	Has additional consideration been given to corner buildings?	
	Are buildings on prominent corner sites carefully articulated and designed?	
CODE BF5 – PRIVACY, INTERFACE AND PLOT BOUNDARY	Do properties have a boundary that defines public and private space?	
	Are boundary treatments reflective of the area and local traditions in terms of height, structure and materials and should not impair natural surveillance or wildlife movement?	
	Are pillars and gates no higher than 1100mm?	
	In larger developments, are boundary treatments coordinated to contribute to the character of the street?	
CODE BF6 – BUILDING ENTRANCES	Is the private defensible space/privacy strip between 1.5 and 3.0m?	
	Do main entrances to houses, ground floor flats, communal entrances for flats and non-residential uses directly face onto the street and are they clearly visible from the public realm?	
	Are all building entrances welcoming and easily identifiable to help improve legibility?	
	Does the scale and style of an entrance relate to its function?	
	Are shared stair cores taken directly from the street?	
	Do all ground floor dwellings within apartment buildings have individual entrances direct from the street?	

CODE	DESCRIPTION	CHECK
CODE BF7 – EMPLOYMENT/ LIGHT INDUSTRIAL USE	Has the interface between existing employment areas and residential areas been carefully considered to avoid overshadowing, loss of daylight or impacts on privacy?	
	Are employment areas laid out in accordance with Code BF7?	
	Has visual impact been considered?	
	Has careful consideration been given to materials, colours and finishes to reduce visibility?	
	Does the landscape and public realm form the dominant feature within employment areas with the buildings forming a more neutral background?	
	Has signage been designed to minimise its impact and ensure that it is not overbearing on the streetscape or out of proportion with the scale of buildings?	
CODE BF8 – STREET BLOCK PRINCIPLES	Within central and edge of centre urban areas has development been delivered as perimeter blocks or part of a perimeter block?	
CODE BF9 – ON PLOT PARKING	Has the quality of the street environment been considered for all car parking provision?	
	In central urban areas, has on-plot car parking has been accommodated to the rear of buildings within the block so that it is not visually intrusive on the street space?	
	Have car parking access points been designed to minimise impact on the street space?	
	Has parking in front of dwellings been avoided?	
	Do rear parking courts include mews dwellings to provide overlooking and natural surveillance?	
	Are rear parking courts small scale and gated?	
	Do rear parking courts only serve properties that are located around the court?	
	Is the surface treatment within courtyards permeable and does it include soft landscape?	
	Are entrances to parking courts designed to create a semi-private appearance and courts are secure?	
CODE BF10 – AMENITY SPACE	Do all dwellings have level access to one or more forms of private outside spaces?	
	Have the minimum private outdoor space requirements been met in accordance with Code BF10?	
	In areas where noise or air pollution levels on the A23 corridor are high, has consideration been given to provision of ventilated winter gardens in lieu of balconies or locating balconies to the rear facade of properties, away from the poor air quality/noise source?	
CODE BF11 – SERVICING, PLANT AND CYCLE STORE	Are bins stores, plant and cycle stores discretely located within development so that they have minimal impact on the street space?	
	Have refuse and recycling storage been located in alignment with Code BF11?	
	In apartment buildings or non-residential buildings, is cycle parking/storage located in a secure, convenient and easily accessible storeroom?	
CODE BF12 – ENERGY EFFICIENT AND SUSTAINABLE DESIGN	Has consideration been give to the potential reuse of existing building stock and infrastructure?	
	Have energy efficient and sustainable design considerations been made in alignment with Code BF12?	
	Are photovoltaics located on the rear plane of the roof away from the street?	

CHAPTER 7: IDENTITY



CODE ID1 – PATTERN & GRAIN OF DEVELOPMENT

The pattern or grain of development should respond to and reflect the prevailing grain of the built form and the location along the A23 corridor. When larger footprint buildings are promoted within a finer grain frontage the building form should be subdivided to maintain the rhythm of the elevation fronting the street. Façade and roofscape design can help to reinforce this pattern. For residential development, subtle variations in height can be used to add visual interest in places where there is an existing consistent eaves line (refer also to Code BF3 – Scale and Massing on page 74).

Further Reading:

- RBBC Character and Distinctiveness SPD

276 7.1.1 The RBBC Character and Distinctiveness SPD states that *‘development should reflect the surrounding urban grain’, that ‘the width of plot and ... the general pattern of gaps between side elevations and side space between dwellings and to boundaries should be respected’* and that *‘visual separation between dwellings should be retained’*.

7.1.2 This varies in different parts of the A23 corridor. In older Victorian suburbs and within Horley town centre, parts of Redhill town centre and within local centres in Earlswood and Salfords, streets are fronted by terraces of properties with each located on a narrow plot providing a fine grain frontage that has a rhythm with a strong verticality to it. This provides character and distinctiveness to these areas and designing new development to respond to this rhythm and verticality both in respect of form and façade design will help to strengthen identity and sense of place.

7.1.3 In suburban areas buildings are set within plots and the gaps between buildings and the roof form and pitch forms an important part of the character of these areas revealing skyline and views to landscape beyond the streetspace. This provides a different rhythm and character to the streetspace.



Figure 7.1: Development **must** reflect the typical urban grain, scale of buildings and the pattern of the existing settlement

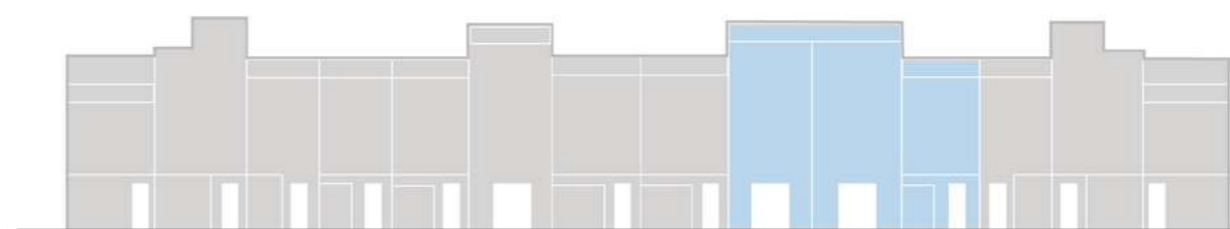


Figure 7.2: Where a larger building is proposed, its mass **must** be broken down to respond to and be proportional to the surrounding context

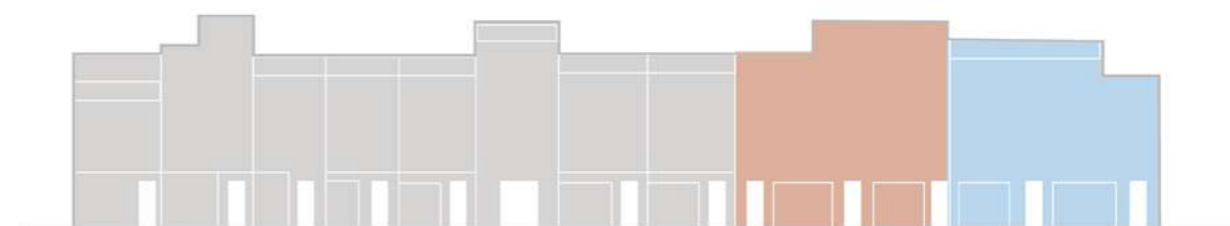


Figure 7.3: New development **must** avoid creating stark contrasts, detracting from coherence, breaking the rhythm and grain of a street and become overbearing

APPLYING THE CODE: EXAMPLE 5 - BRIGHTON ROAD THROUGH SALFORDS



Figure 7.4: Salfords plan



Image 7.1: Existing (credit: Google)

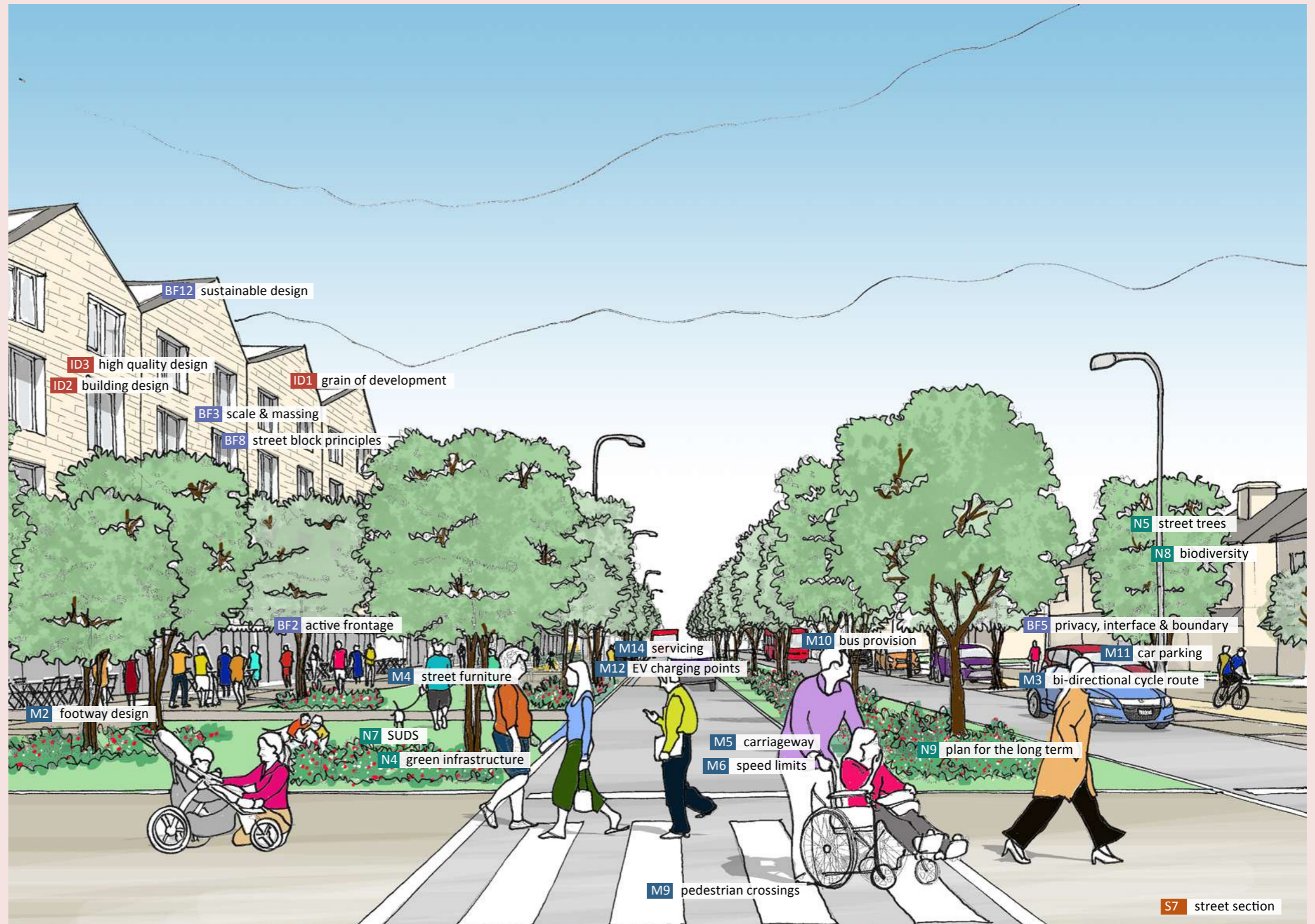


Figure 7.5: Sketch indicating application of the code on the A23 on Brighton Road in Salfords including reducing carriageway widths, introducing car parking parallel to the street and providing a more attractive public realm setting for shops and services in the local centre.

CODE ID2 – BUILDING DESIGN

The design of new development should establish an architectural approach and identity borne from the Surrey vernacular.

The facade and elevational treatment, roofscape fenestration and materials used in existing buildings within the locality should be a starting point for the consideration of architectural design of new buildings. However this **must not** result in poor pastiche replicas that present a parody of traditional buildings. Instead a re-interpretation of key aspects of their form should be demonstrated; for instance, their symmetrical layout, window to wall ratio, and proportions and placement of windows and doors.

The architectural approach **must** consider:

- Elevational treatment and façade design;
- A choice of window design that is determined by the overall design approach;
- A simple roofscape and form that creates a harmonious composition and minimises the visual impact of downpipes and guttering;
- Incorporation of set back upper floors, balconies or winter gardens (in Central Urban Areas and Edge of Centre Urban Areas), or dormer windows (in Suburban Areas) informed by the character and appearance of the local vernacular;
- A contemporary interpretation of traditional chimneys (where appropriate); and
- A context appropriate palette of good quality materials, with a preference for local materials and/or materials with low embodied energy. The durability and resistance to weathering of materials is an important consideration in selection.

Brick and clay tiles are the predominant material in the area with local red and orange bricks together with London stocks most common. Tile hanging is also a common feature in the area.

The following materials are not considered appropriate and should not be used:

- Weatherboarding - whilst this material was commonly used in the area it is not durable;
- Render - it is not appropriate on the A23 corridor where exposure to vehicle emissions is likely to cause discolouration; and
- Flint – not a vernacular material south of the M25.

Further Reading:

- RBBC Development Management Plan
- RBBC Character and Distinctiveness SPD



Image 7.2: Flemish bond handmade red brickwork with burnt headers (image from RBBC Character and Distinctiveness SPD)



Image 7.3: Stock brick and clay tile hanging

279



Image 7.4: Vernacular architecture in Redhill town centre

CODE ID3 - HIGH QUALITY DISTINCTIVE DESIGN

Particular attention **must** be given to the design of development at identified nodes along the A23 Great Street. These represent ‘moments’ along the route that should stand out and be memorable for anyone moving along the corridor – the local and town centres that help to provide identity and strengthen sense of place.

In some locations there may be opportunity to enhance the settings of buildings through provision of a public space acting as a meeting or gathering point for the community and/or to deliver a distinctive architectural design that emphasises the location. Public art can help to provide local identity and should be considered in these locations. As in any other location on the Great Street the design of buildings and the public realm should respond to context (refer to Code ID2).

7.2.1 Particular scrutiny will be given to the design of proposals in locations identified as nodes in Figure 7.6 to ensure that they contribute to enhancing the identity and sense of place on the Great Street. Proposals must relate to the place and reinforce its identity rather than promoting a special design that is out of character. This applies equally to the design of the public realm and a highly urban public space proposed in a local centre in a suburban setting will not be considered appropriate. Grassed areas and native planting can help to deliver a more appropriate feel commonly found in Surrey’s village centres.

7.2.2 Heritage assets along the A23 (for instance listed and locally listed building and other listed assets such as historic milemarkers) contribute to the distinct local identity and character of the place. Where possible their setting should be enhanced to strengthen the character of the street.

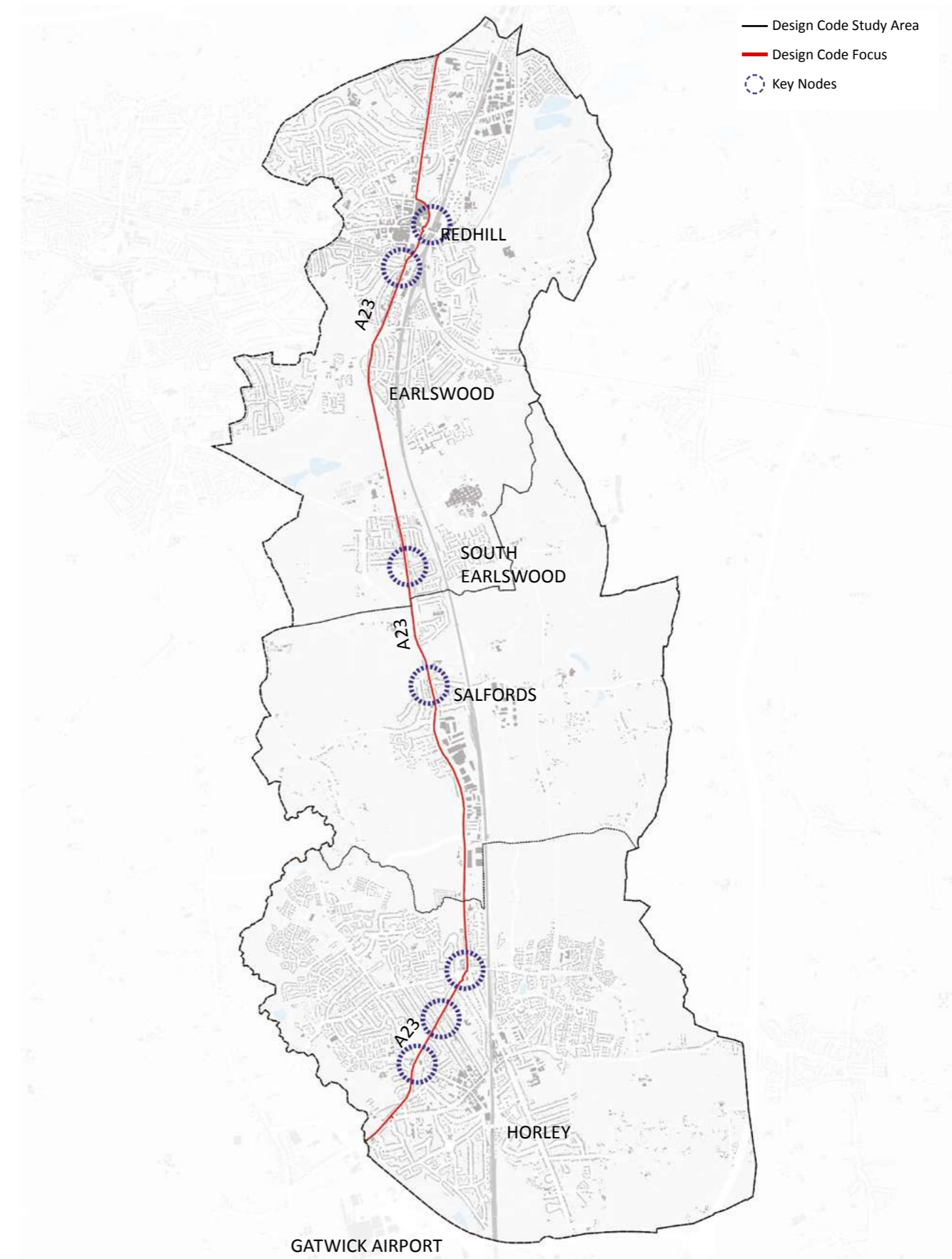


Figure 7.6: Nodes that require high quality distinctive design

HOW TO USE

This table provides a checklist for use by both the applicant and planning officer to check that appropriate consideration has been given to how an application responds to the Identity Codes.

CODE	DESCRIPTION	CHECK
CODE ID1 – PATTERN & GRAIN OF DEVELOPMENT	Does the pattern or grain of development respond to and reflect the prevailing grain of the built form and the location along the A23 corridor?	
CODE ID2 – BUILDING DESIGN	Does the design of new development establish an architectural approach and identity borne from the Surrey vernacular?	
	Have poor pastiche replicas that present a parody of traditional buildings been avoided?	
	Does the architectural approach considers the elements in Code ID2 and not use the inappropriate materials?	
CODE ID3 – HIGH QUALITY DISTINCTIVE DESIGN	Has particular attention been given to the design of development at identified nodes along the A23 Great Street?	
	Does the design of buildings and the public realm respond to the context?	

281

CHAPTER 8: STREETS & PUBLIC SPACE



HEALTHY STREETS FOR SURREY

8.1.1 The Healthy Streets for Surrey Design Guide sets out a number of typologies for streets across the County. The typologies are based on the National Model Design Code street types, with additional sub categories, and adjusted for Surrey’s context. The street typologies provide parameters for the carriageway, footways and cycleways as well as street parking, provision of street trees and the development interface.

8.1.2 The street types are determined by the importance of their place and movement functions, not their desired capacity or design speed.

8.1.3 Using the classification in the Healthy Streets for Surrey Design Guide the A23 in Reigate & Banstead is a primary street type and fits into the Avenue category (refer to Figure 8.1).

8.1.4 A typical plan and section of an Avenue street type is provided within the Healthy Streets for Surrey Design Guide (copied here in Figure 8.2 and Figure 8.3). This however provides a fairly generic solution that might work when planning and designing a new ‘Avenue’ type street but is not deliverable in the more constrained environment of the existing A23.

284



Figure 8.1: The A23 fits within the the 'Avenue' typology defined within the Healthy Streets for Surrey Design Guide

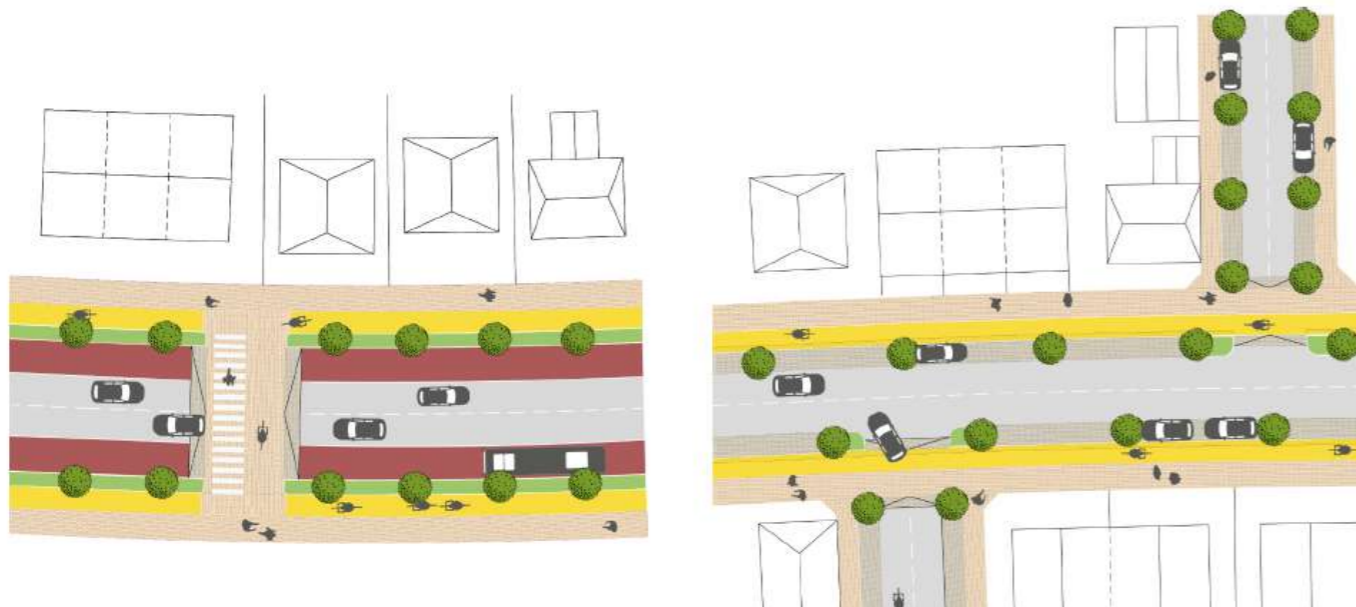


Figure 8.2: Avenue street plans from Healthy Streets for Surrey Design Guide

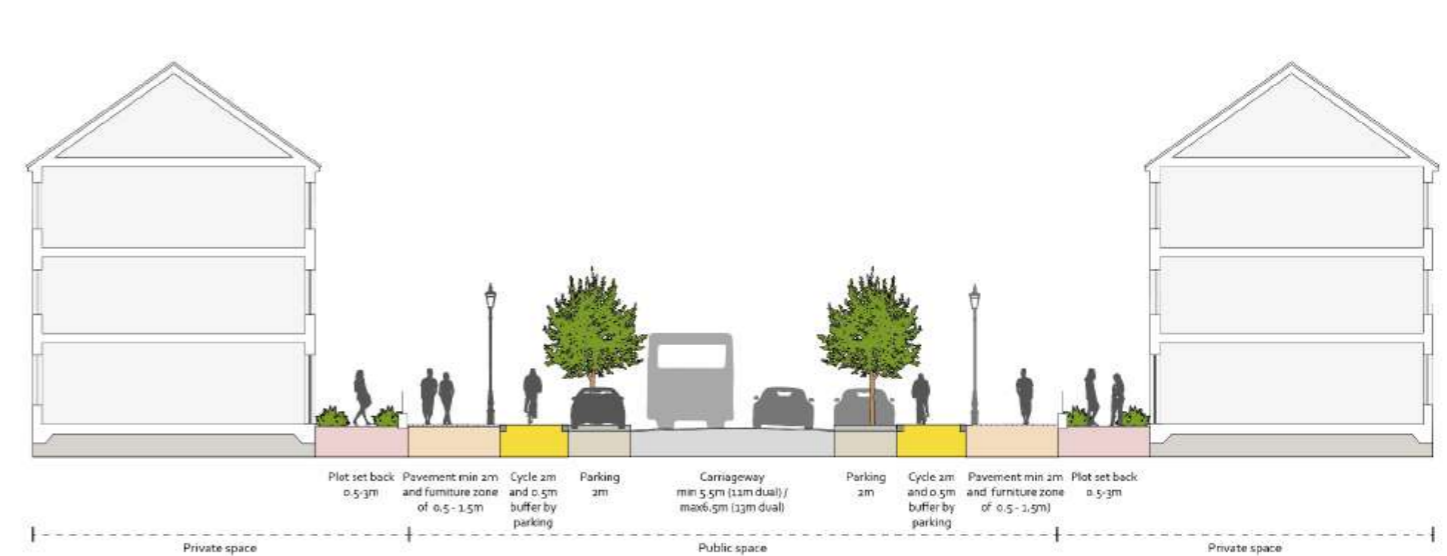


Figure 8.3: Avenue street section from Healthy Streets for Surrey Design Guide

APPLYING THE AVENUE STREET TYPE ON THE A23 GREAT STREET

8.1.5 The A23 Great Street passes through a range of environments, some urban, some sub-urban and some rural. The effective highway width (defined by the distance between existing buildings, by the distance between private plots to either side of the street or by the back of the highway verge in rural areas) varies considerably from approximately 12.9m up to approximately 20.0m. In many locations there simply is not enough space to accommodate the Avenue Street type as shown in the Healthy Streets for Surrey Design Guide. Use of the space available is therefore prioritised to achieve the ambitions for the Great Street. Priorities are set out in the adjacent flowchart (Figure 8.4).

8.1.6 Ten street typologies are set out in Codes S1 through to S10 based on these priorities and local conditions (for instance the need to retain on street parking to serve existing properties).



Figure 8.4: A23 Street Design Priorities

CORRIDOR WIDTH

8.1.7 The Street Codes respond to varying street widths along the route which are indicated in Figure 8.5 to Figure 8.8. A second flowchart is provided at Figure 8.9 to assist the process of applying the appropriate Street Code for a particular part of the route.

8.1.8 For parts of the A23 a bi-directional cycle track is already in place on the eastern side of the street and this is therefore taken as the starting point for the street typologies. The Street Codes reflect the Movement, Nature, Built Form, and Identity Codes already set out in the Design Code.

286

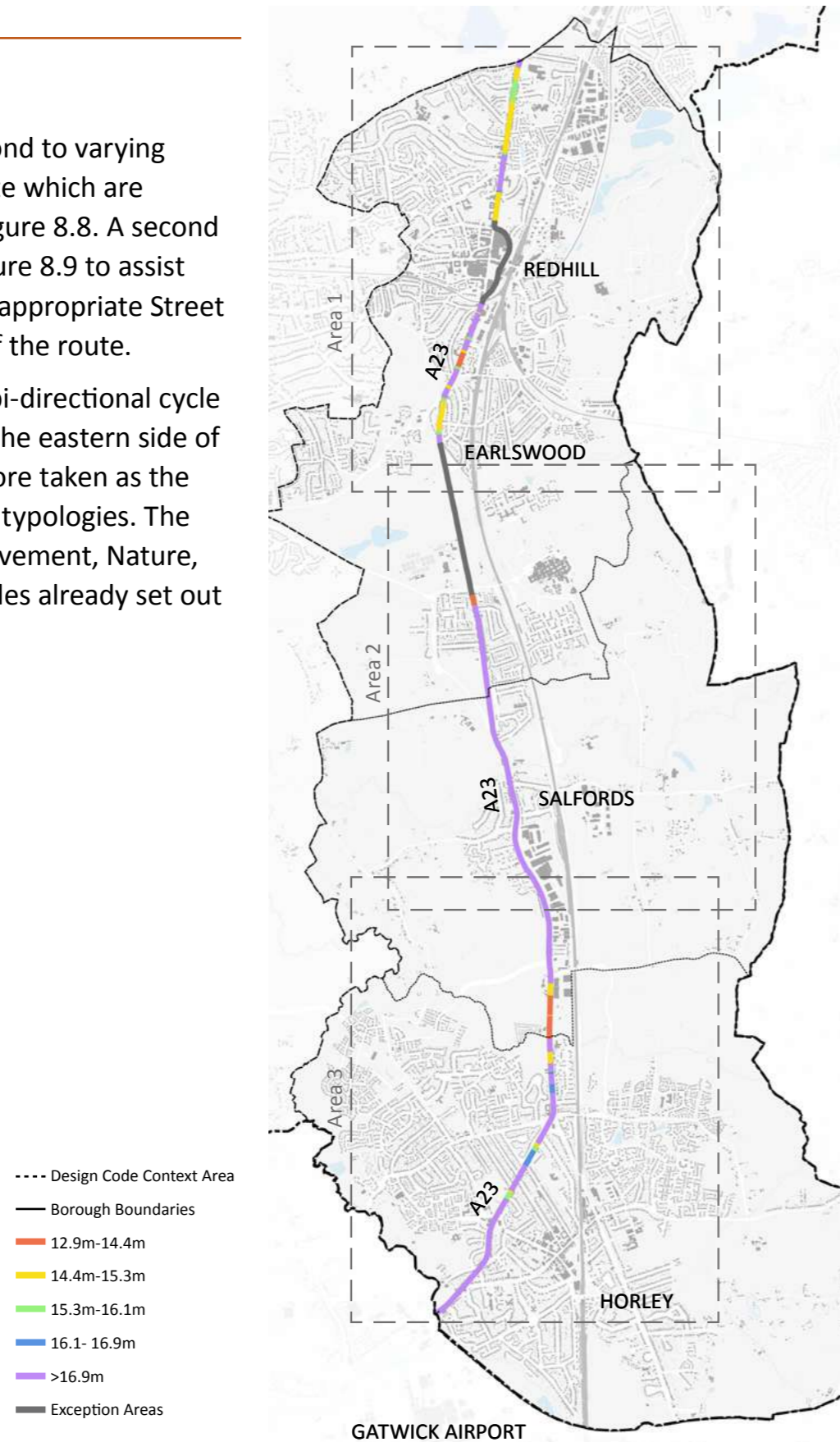


Figure 8.5: Rationalised effective highway width plan

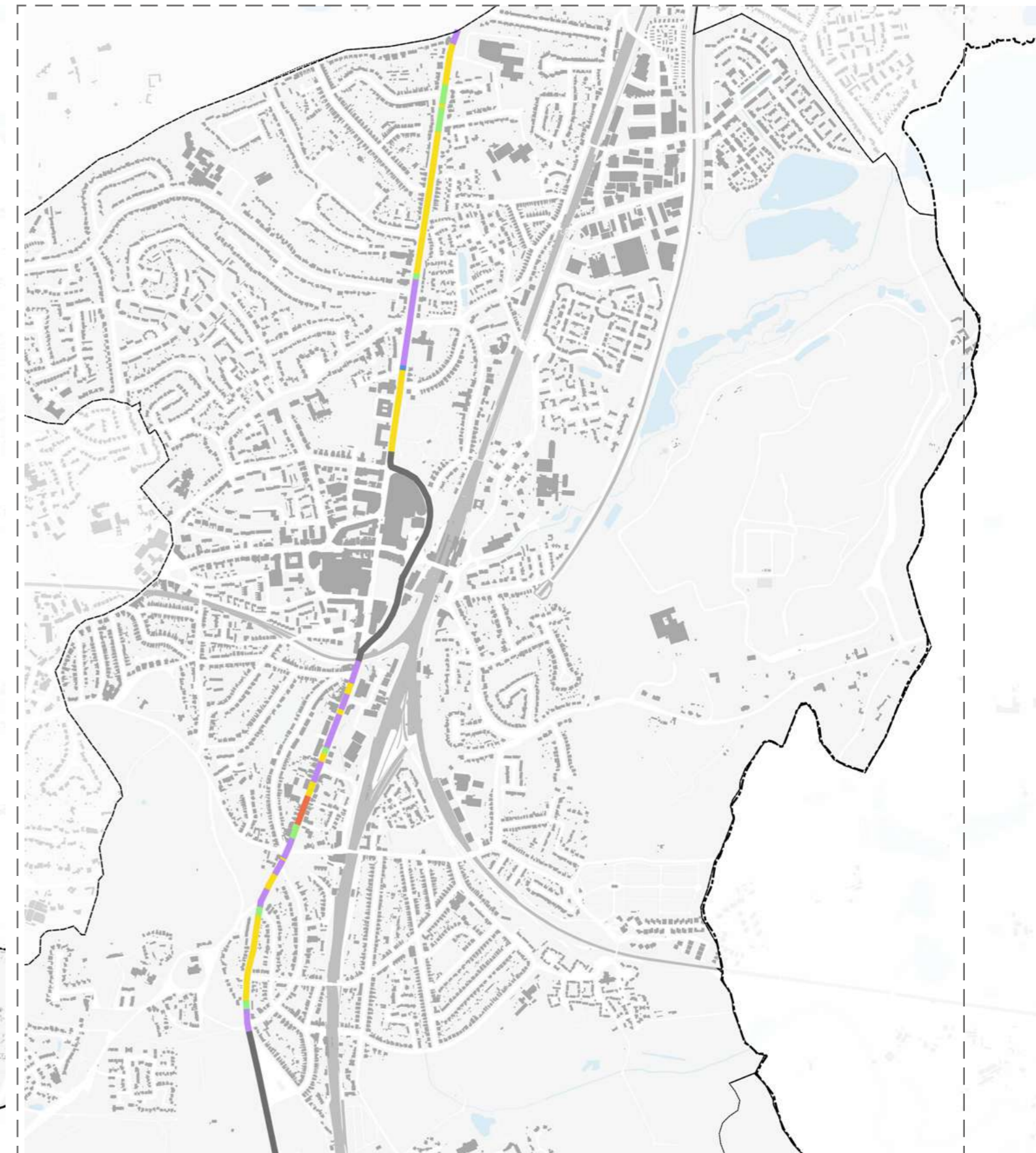


Figure 8.6: Rationalised effective highway width plan - Area 1

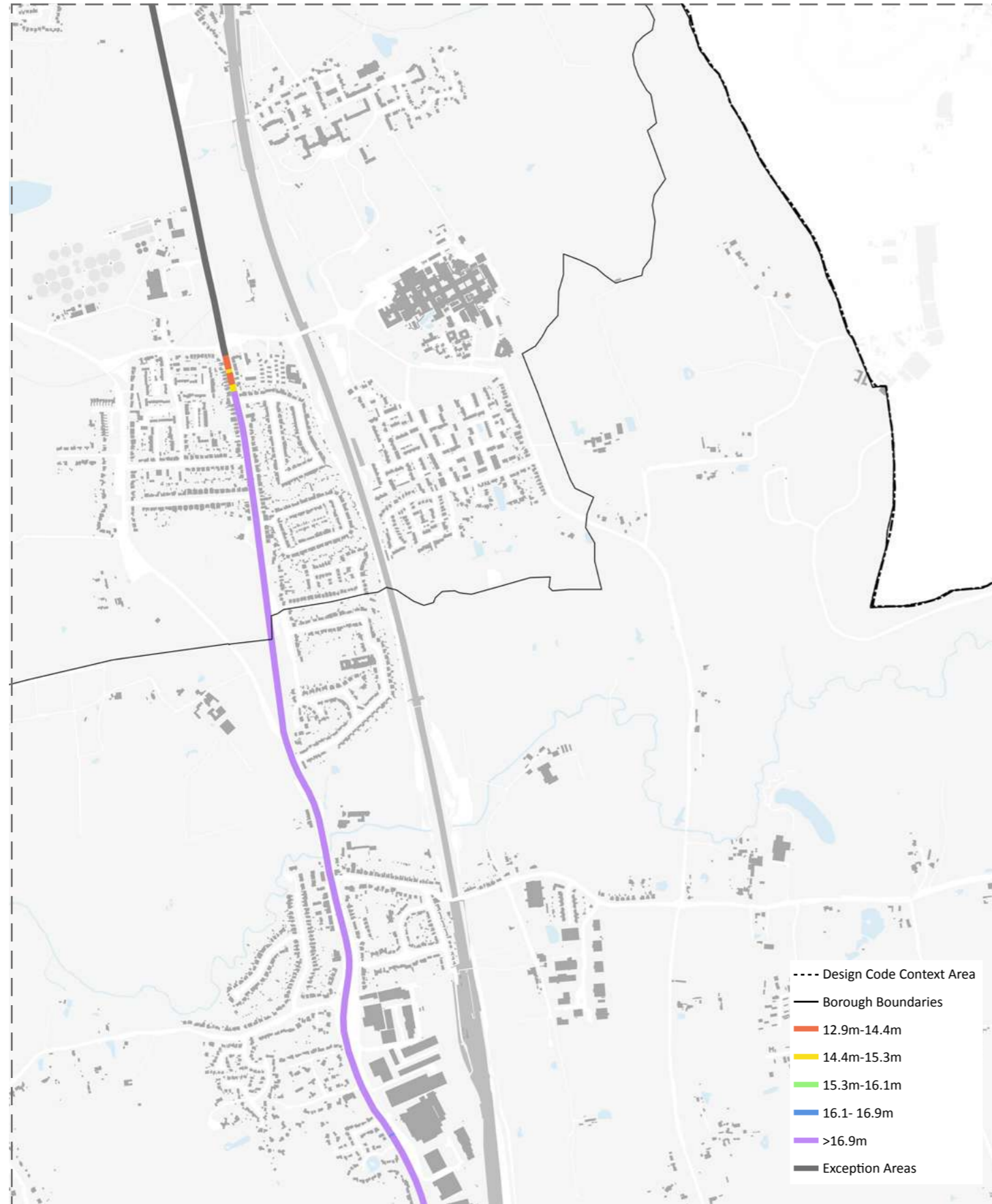


Figure 8.7: Rationalised effective highway width plan - Area 2

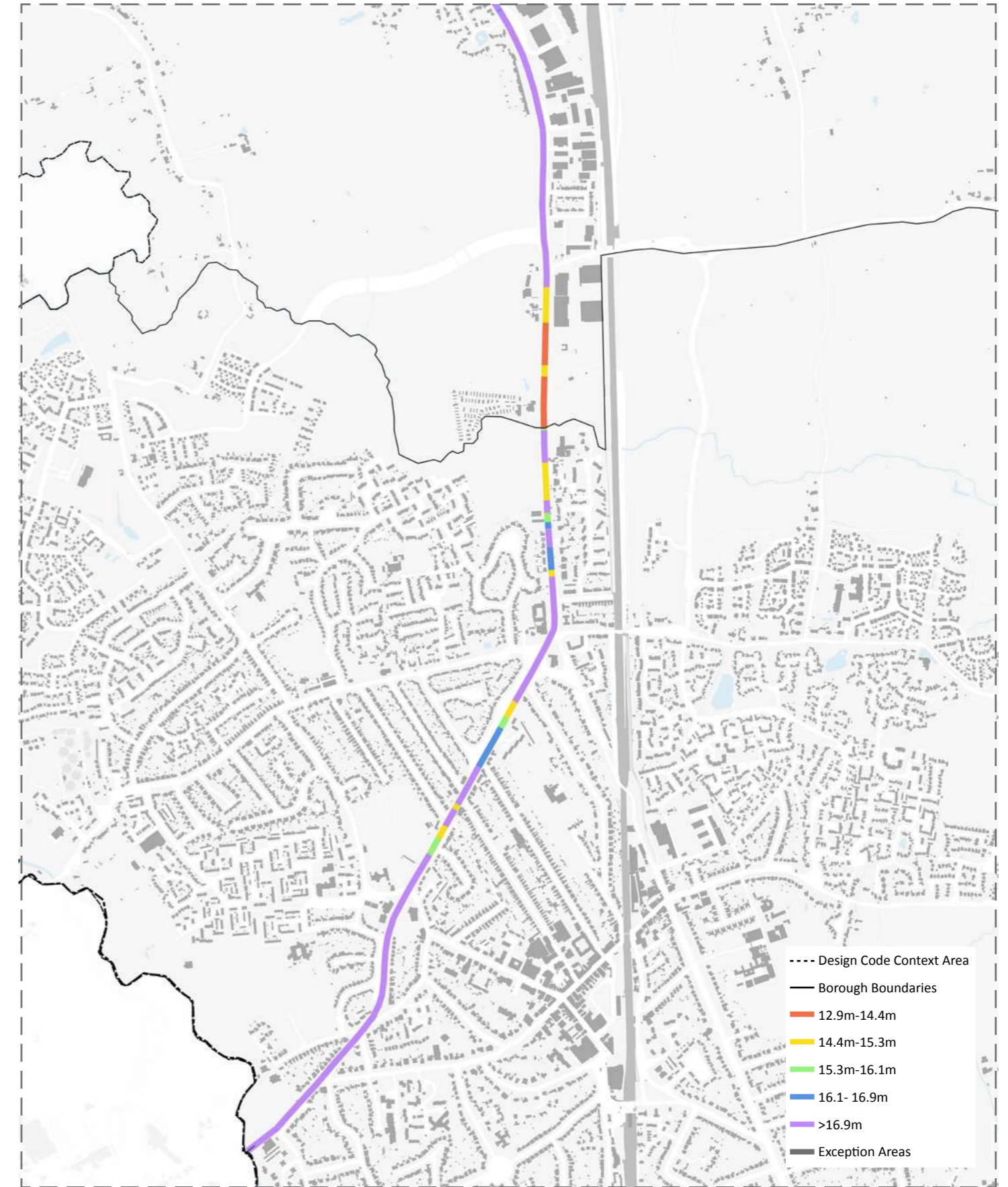
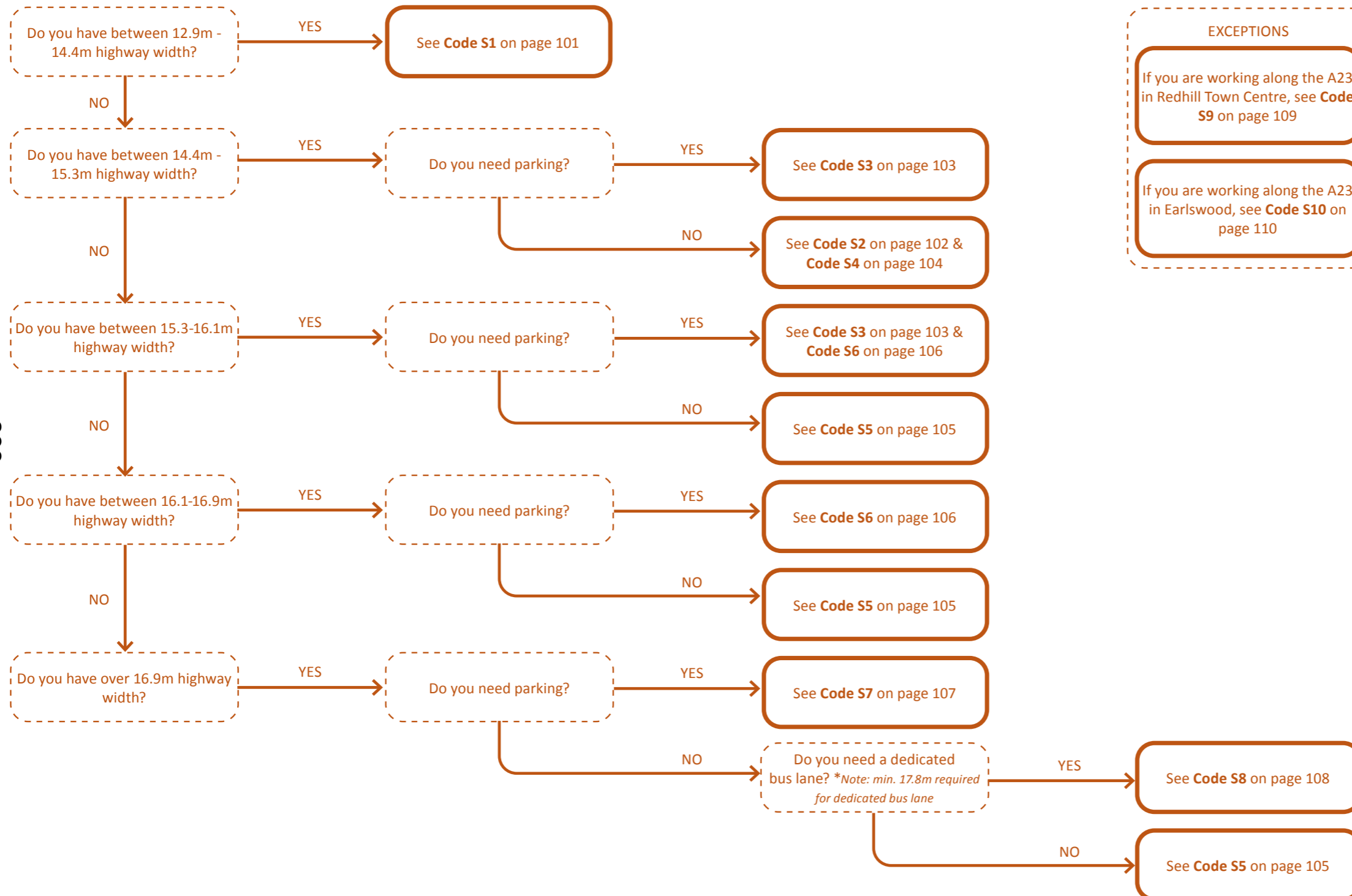


Figure 8.8: Rationalised effective highway width plan - Area 3

FINDING YOUR STREET TYPE



EXCEPTIONS

If you are working along the A23 in Redhill Town Centre, see **Code S9** on page 109

If you are working along the A23 in Earlswood, see **Code S10** on page 110

288

Figure 8.9: Flowchart to find your street type

CODE S1 – NARROW STREET WITH SHARED FOOTWAY AND CYCLE ROUTE

Code S1 applies in areas where the width of the corridor is **between 12.9m and 14.4m** (excluding Privacy Strips or Frontage Zones). These areas are designated in **orange** in Figures 8.5 to 8.8.

Reference	Description	Recommended Dimension
SZ	Shared footway zone and cycle zone	3.5m (minimum)
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
FZ+KZ	Furniture Zone + Kerbzone - Lighting - Bins and other furniture	0.5m (minimum)
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)

289

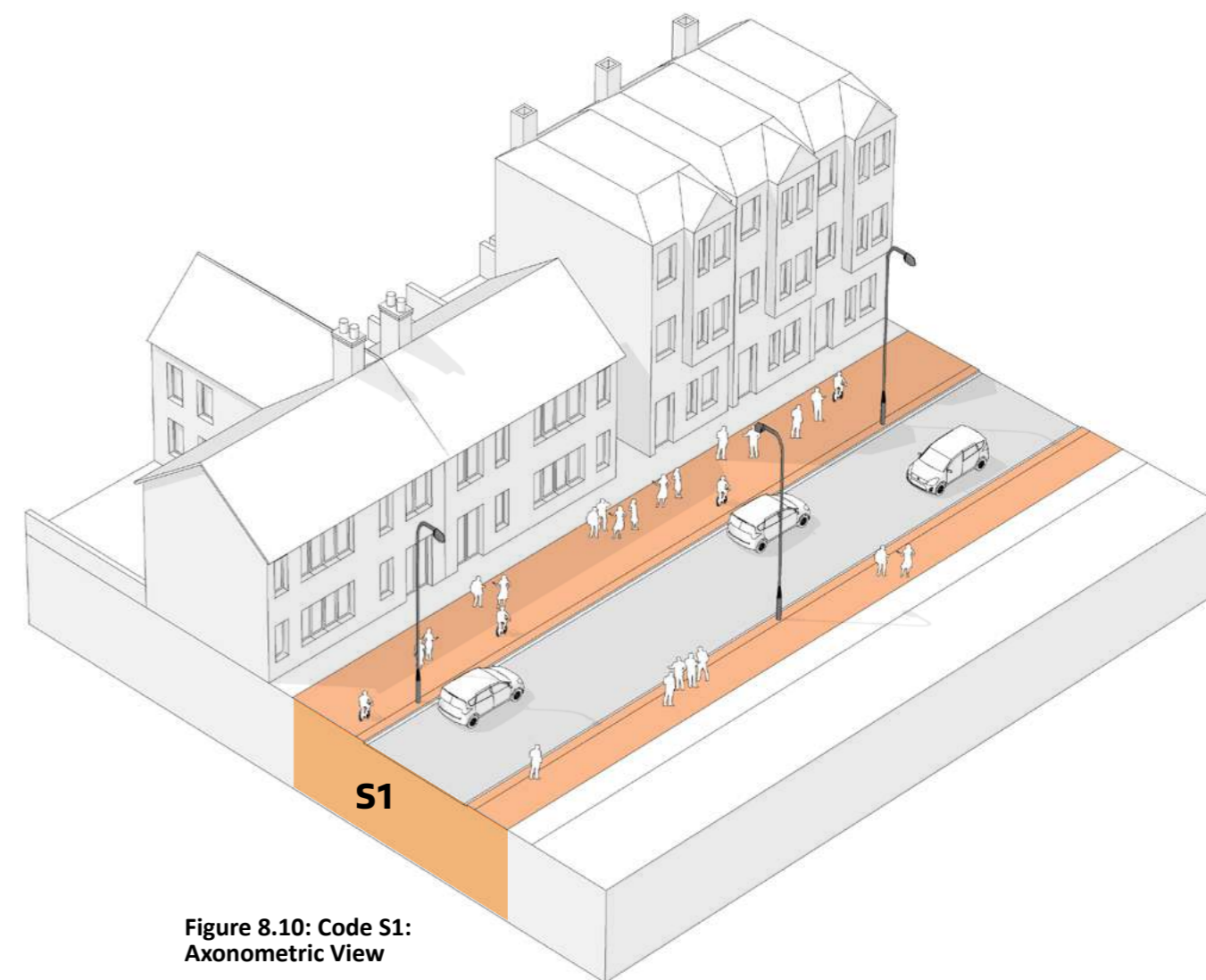


Figure 8.10: Code S1: Axonometric View

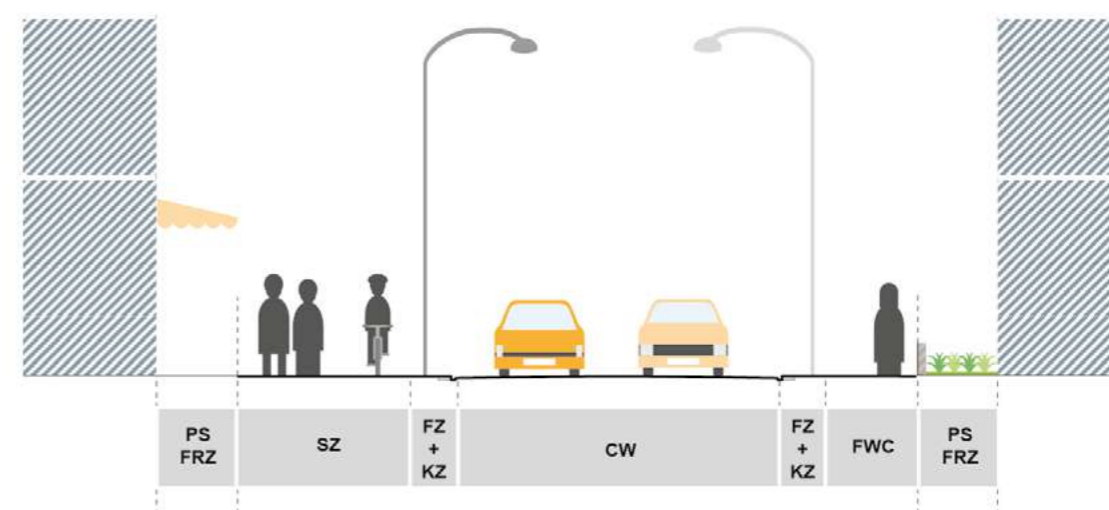


Figure 8.11: Code S1: Cross Section

CODE S2 – NARROW STREET WITH SEGREGATED CYCLE ROUTE AND FOOTWAY

Code S2 applies in areas where the width of the corridor is between 14.4m to 14.6m (excluding Privacy Strips or Frontage Zones). These areas are designated in **yellow** in Figures 8.5 to 8.8.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
CL	Dedicated bi-directional cycle lane (See Code M3 - Bi-directional Cycle Route)	2.5m (minimum)
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
FZ	Furniture Zone - Lighting - Bins and other furniture	0.5m (minimum)
KZ+PV	Kerbzone -if kerbzone is >0.9m a planted verge must be incorporated	0.5m-<1.2m
KZ+PV+FZ	Kerbzone + Furniture Zone -Lighting - if kerbzone is >0.9m a planted verge must be incorporated	0.5m-<1.2m
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)

290

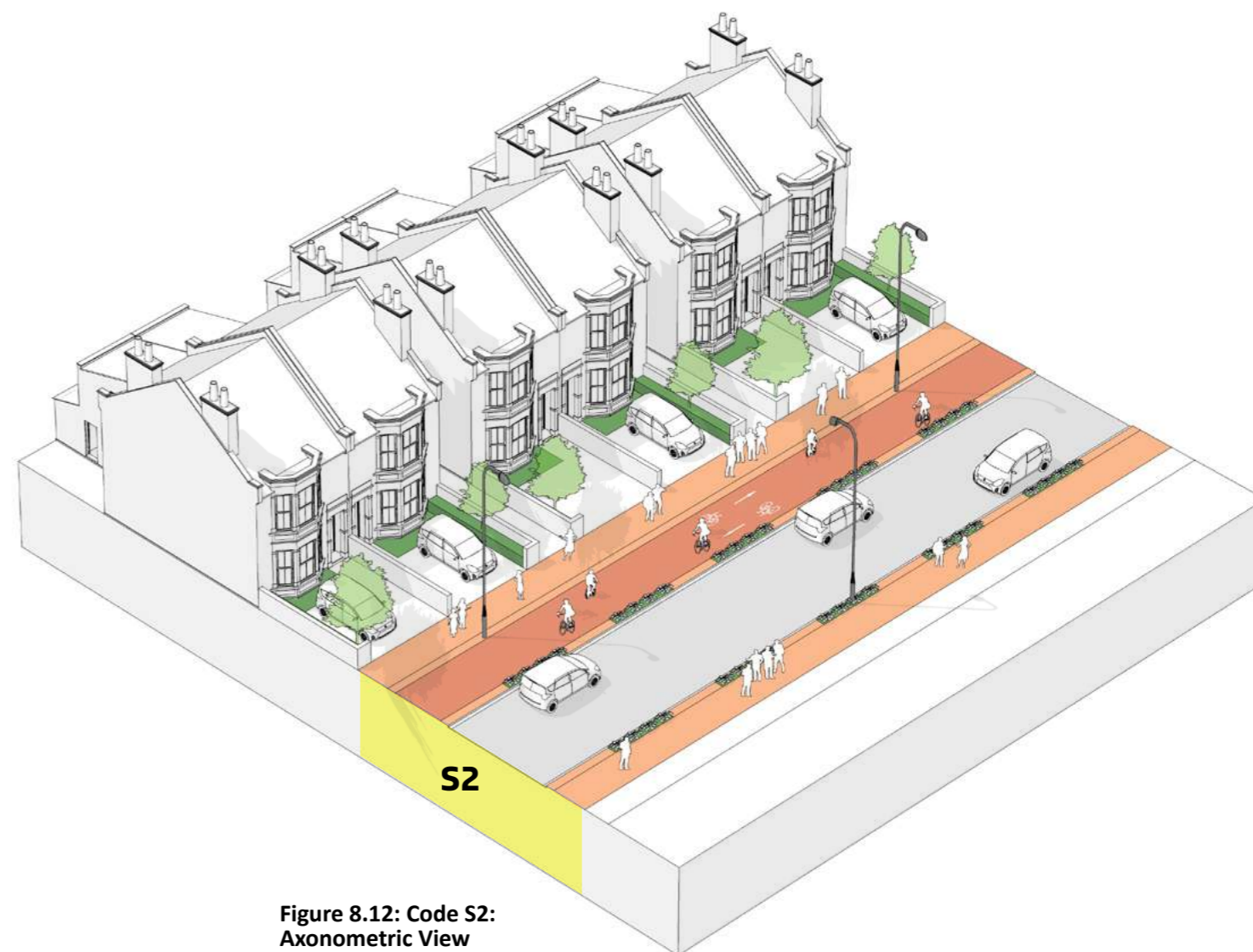


Figure 8.12: Code S2: Axonometric View

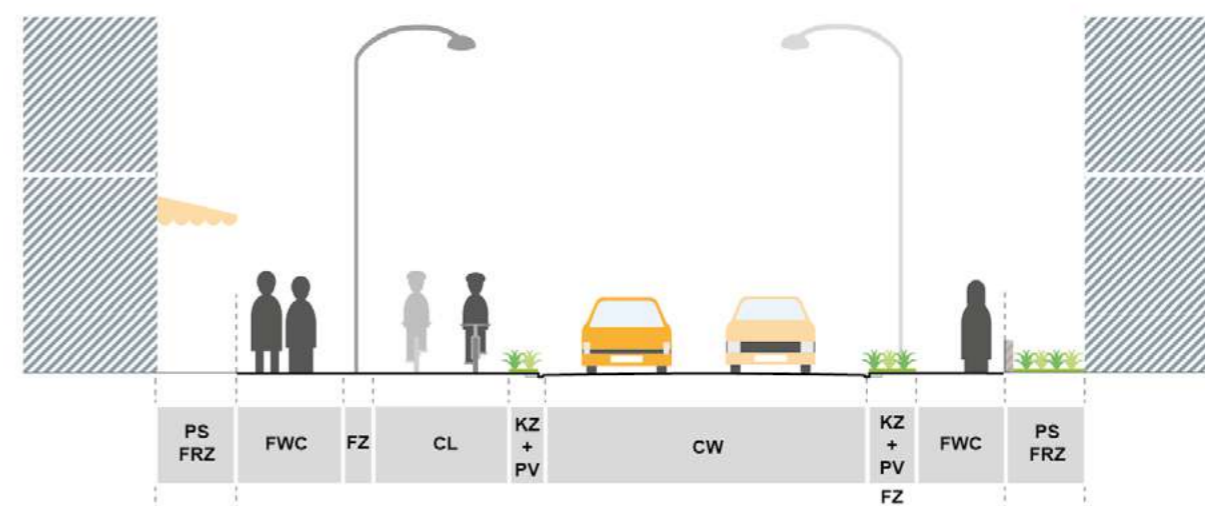


Figure 8.13: Code S2: Cross Section

CODE S3 – NARROW STREET WITH ON-STREET PARKING

Code S3 applies in areas where the width of the corridor is between 14.4m to 15.4m (excluding Privacy Strips or Frontage Zones). This width range falls within the areas that are designated in **yellow** and **green** in Figures 8.5 to 8.8.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
SZ	Shared footway zone and cycle zone	3.5m (minimum)
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
FZ+KZ	Furniture Zone + Kerbzone - Lighting - Bins and other furniture	0.5m (minimum)
KZ/FZ/PP	Kerb Zone + Furniture Zone + Parking Pad - Parking and loading bays should be at footway level - Seating - Lighting - Bins and other furniture - Cycle stands	2m
PV/RG	Planted Verge/ Rain Garden - Tree Planting (every 3 parking bays) - SUDs/Landscaping A three species mix of large spreading trees must be planted at 20m centres where there is parking and at 8-12m centres in other areas on one side of the street only and 1m back from the kerb face.	Included in KZ/FZ/PP zone
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)

291

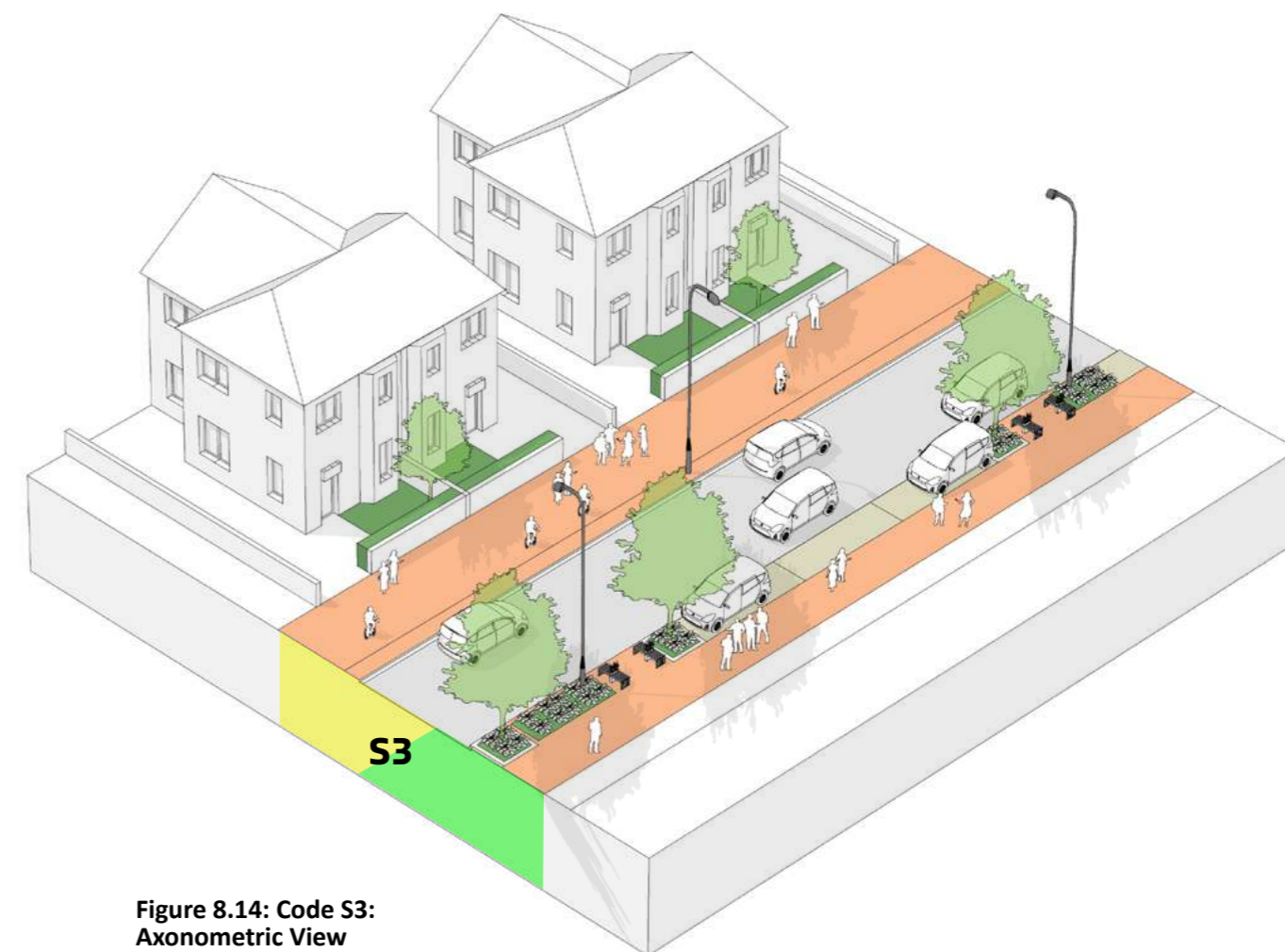


Figure 8.14: Code S3: Axonometric View

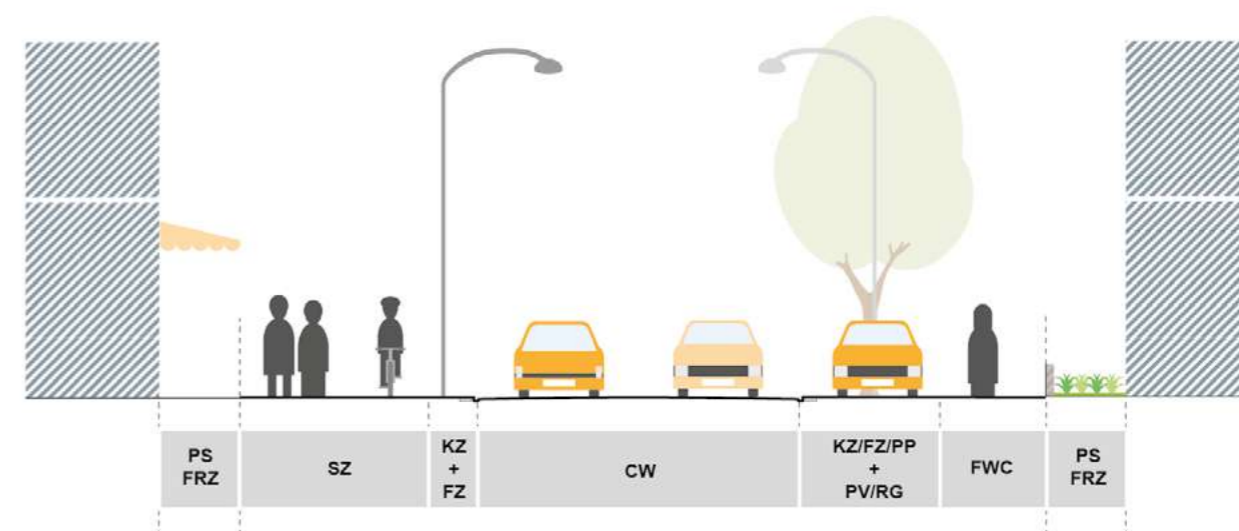


Figure 8.15: Code S3: Cross Section

CODE S4 – STREET WITH SEGREGATED CYCLE ROUTE AND FOOTWAY

Code S4 applies in areas where the width of the corridor is between 14.6m to 15.3m (excluding Privacy Strips or Frontage Zones). This width range falls within the areas that are designated in green in Figures 8.5 to 8.8.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
CL	Dedicated bi-directional cycle lane (See Code M3 - Bi-directional Cycle Route)	2.5m (minimum) - 3.0m
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
KZ/FZ	Kerb Zone + Furniture Zone - Seating - Lighting - Bins and other furniture - Cycle stands	1.2m (minimum)
PV/RG	Planted Verge/ Rain Garden - Tree Planting - SUDs/Landscaping A three species mix of large and/or medium sized trees must be planted at 8-12m centres on the cycle track side of the street only, 0.6m back from the kerb face and within a raingarden/soft verge.	Included in KZ/FZ zone
FZ+KZ+PV	Furniture Zone + Kerbzone - Lighting - Bins and other furniture -if kerbzone is >0.9m a planted verge must be incorporated	0.5m (minimum) - <1.2m
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)



Figure 8.16: Code S4: Axonometric View

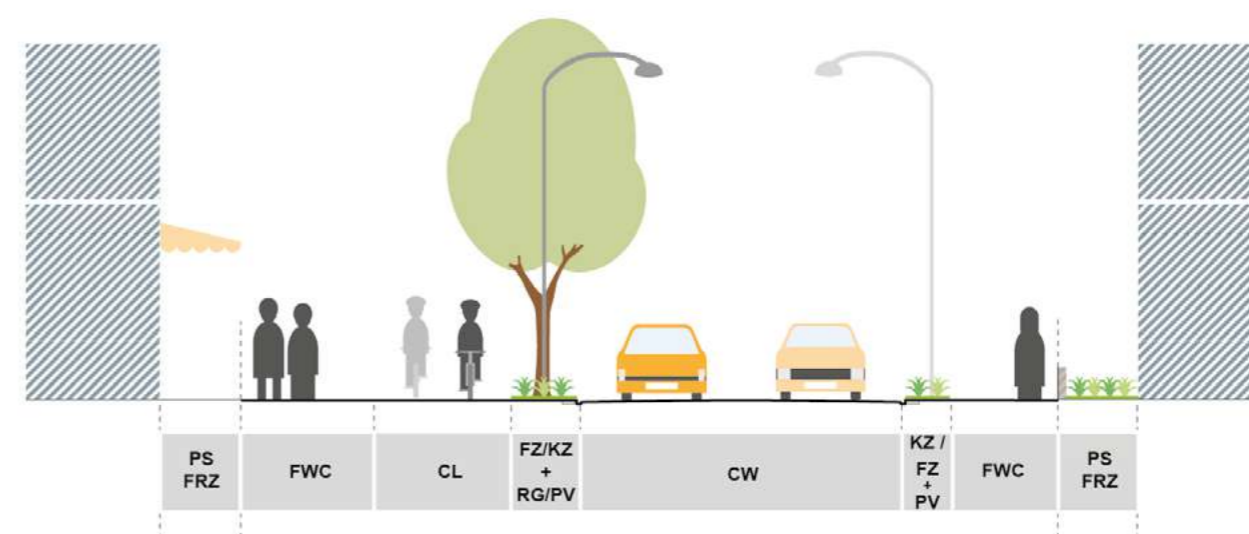


Figure 8.17: Code S4: Cross Section

CODE S5 – STREET WITH AVENUE OF TREES

Code S5 applies in areas where the width of the corridor is **between 15.3 to maximum corridor width**. This width range falls within the areas that are designated in **green** and **blue** in Figures 8.5 to 8.8.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
CL	Dedicated bi-directional cycle lane (See Code M3 - Bi-directional Cycle Route)	2.5m (minimum) - 3.0m
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
KZ/FZ	Kerb Zone + Furniture Zone - Seating - Lighting - Bins and other furniture - Cycle stands -if kerbzone is 1.2m+, a tree line must be incorporated (see below)	1.2m (minimum)
PV+RG	Planted Verge + Raingarden - Tree Planting - SUDs/Landscaping A three species mix of large and/or medium sized trees must be planted at 8-12m centres on both sides of the street, 0.6m back from the kerb face and within a raingarden/soft verge which is at least 1.2m wide.	Included in KZ/FZ zone
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)

293

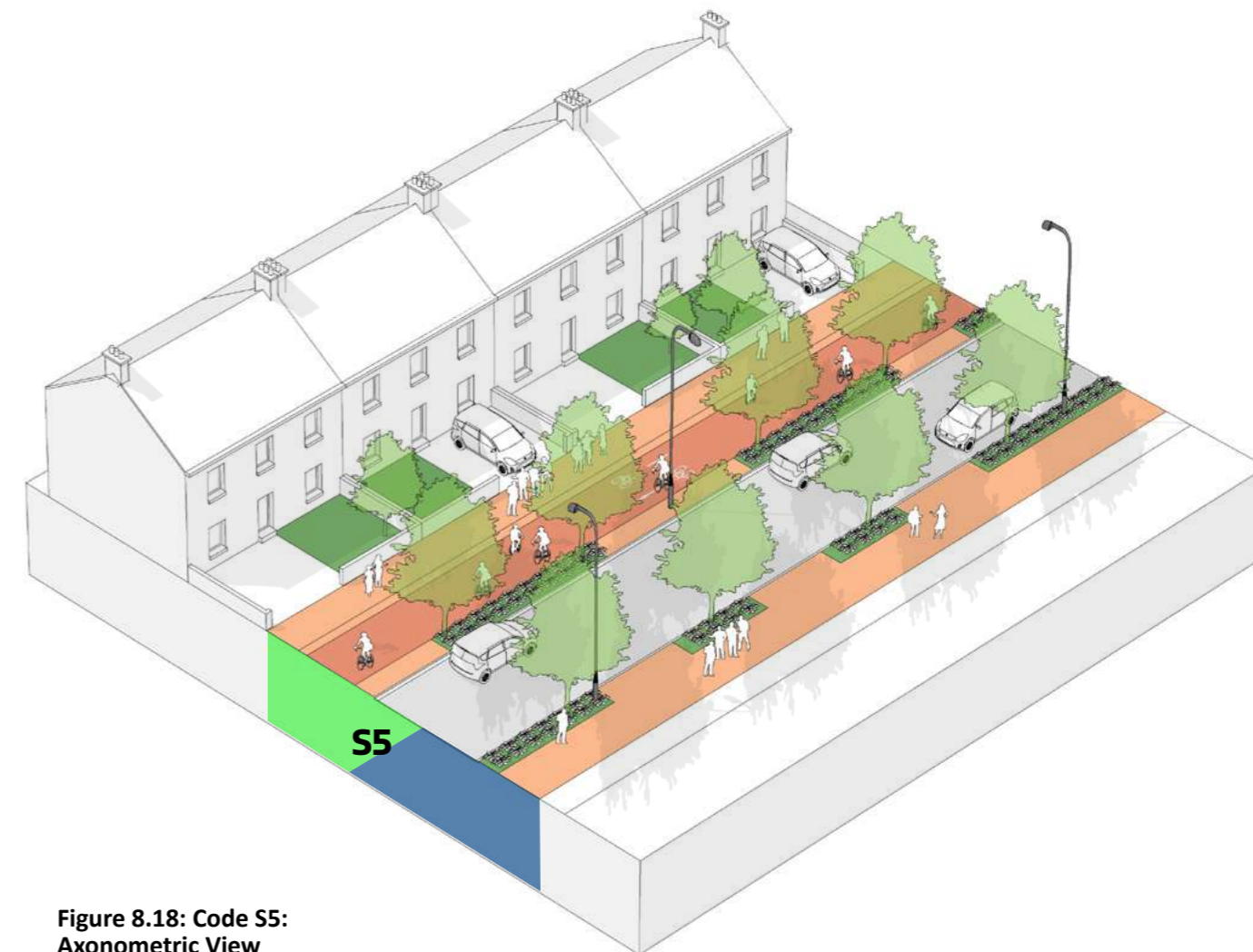


Figure 8.18: Code S5: Axonometric View

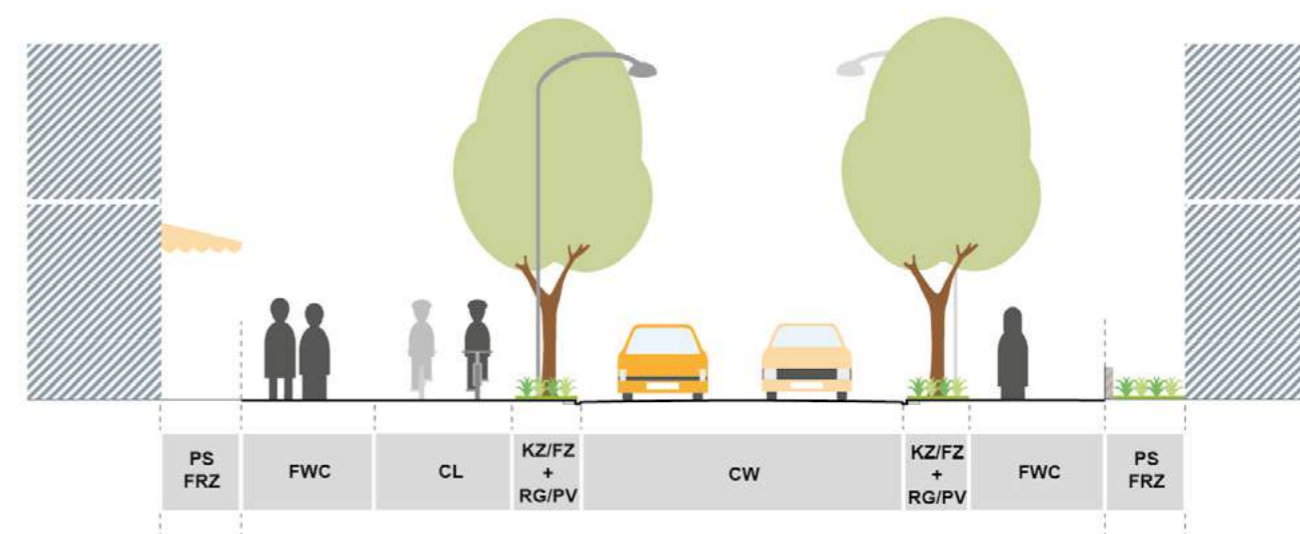


Figure 8.19: Code S5: Cross Section

CODE S6 – STREET WITH ON-STREET PARKING

Code S6 applies in areas where the width of the corridor is **between 15.4 to 16.9m**. These areas are designated in **blue** in Figures 8.5 to 8.8.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
CL	Dedicated bi-directional cycle lane (See Code M3 - Bi-directional Cycle Route)	2.5m (minimum) - 3.0m
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
KZ/FZ	Furniture Zone + Kerbzone - Lighting - Bins and other furniture -if kerbzone is 0.9m-<1.2m a planted verge must be incorporated -if kerbzone is 1.2m+, a tree line must be incorporated (see requirements below)	0.5m (minimum)
KZ/FZ/PP	Kerb Zone + Furniture Zone + Parking Pad - Parking and loading bays should be at footway level - Parking should be on opposite side from cycle track, unless need on same side is justified - Seating - Lighting - Bins and other furniture - Cycle stands	2m
PV/RG	Planted Verge/ Rain Garden - Tree Planting (every 3 parking bays) - SUDs/Landscaping If KZ/FZ is 1.2m+, trees must be planted. A three species mix of large and/or medium sized trees must be planted at 8-12m on the cycle track side of the street only, 0.6m back from the kerb face and within a raingarden/soft verge. A three species mix of large spreading trees must be planted at 20m centres where there is parking and at 8-12m centres in other areas on one side of the street only and 1m back from the kerb face.	Included in KZ/FZ zone & KZ/FZ/PP zone
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)



Figure 8.20: Code S6: Axonometric View

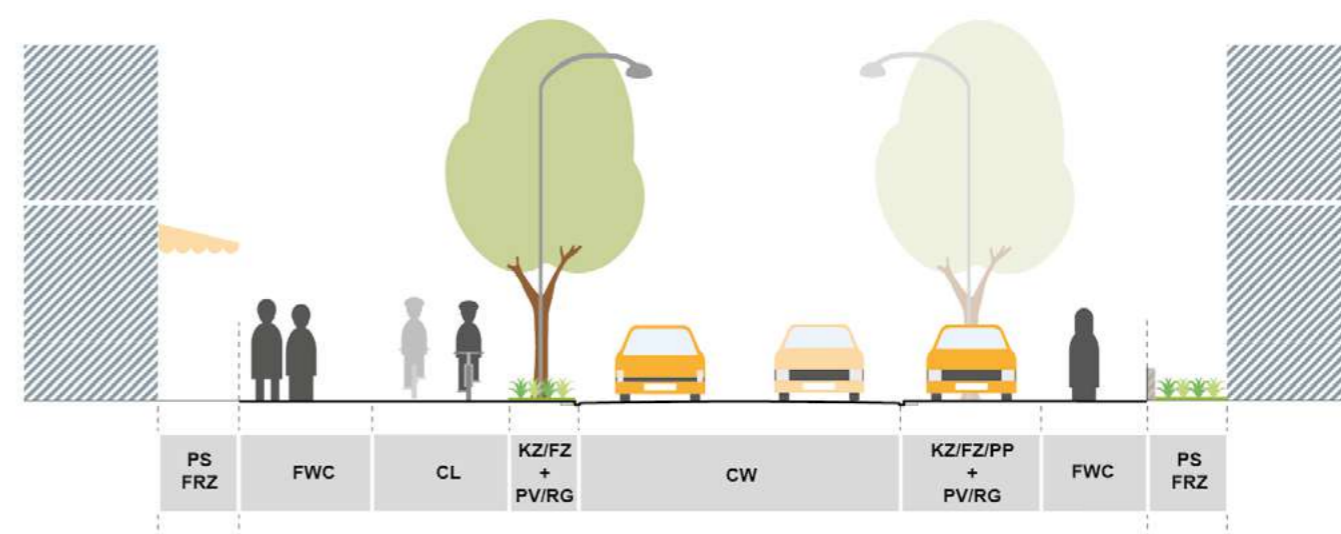


Figure 8.21: Code S6: Cross Section

CODE S7 – WIDE STREET WITH ON-STREET PARKING

Code S7 applies in areas where the width of the corridor is **between 16.9m and the maximum corridor width**. This width range falls within the areas designated in **blue** and **purple** in Figures 8.5 to 8.8.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
CL	Dedicated bi-directional cycle lane (See Code M3 - Bi-directional Cycle Route)	2.5m (minimum) - 3.0m
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
KZ/FZ/PP	Kerb Zone + Furniture Zone + Parking Pad - Parking and loading bays should be at footway level - Seating - Lighting - Bins and other furniture - Cycle stands	2m
PV/RG	Planted Verge/ Rain Garden - Tree Planting (every 3 parking bays) - SUDs/Landscaping A three species mix of large spreading trees must planted at 20m centres where there is parking and at 8-12m centres in other areas on one side of the street only and 1m back from the kerb face.	Included in KZ/FZ/PP zone
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)

295



Figure 8.22: Code S7: Axonometric View

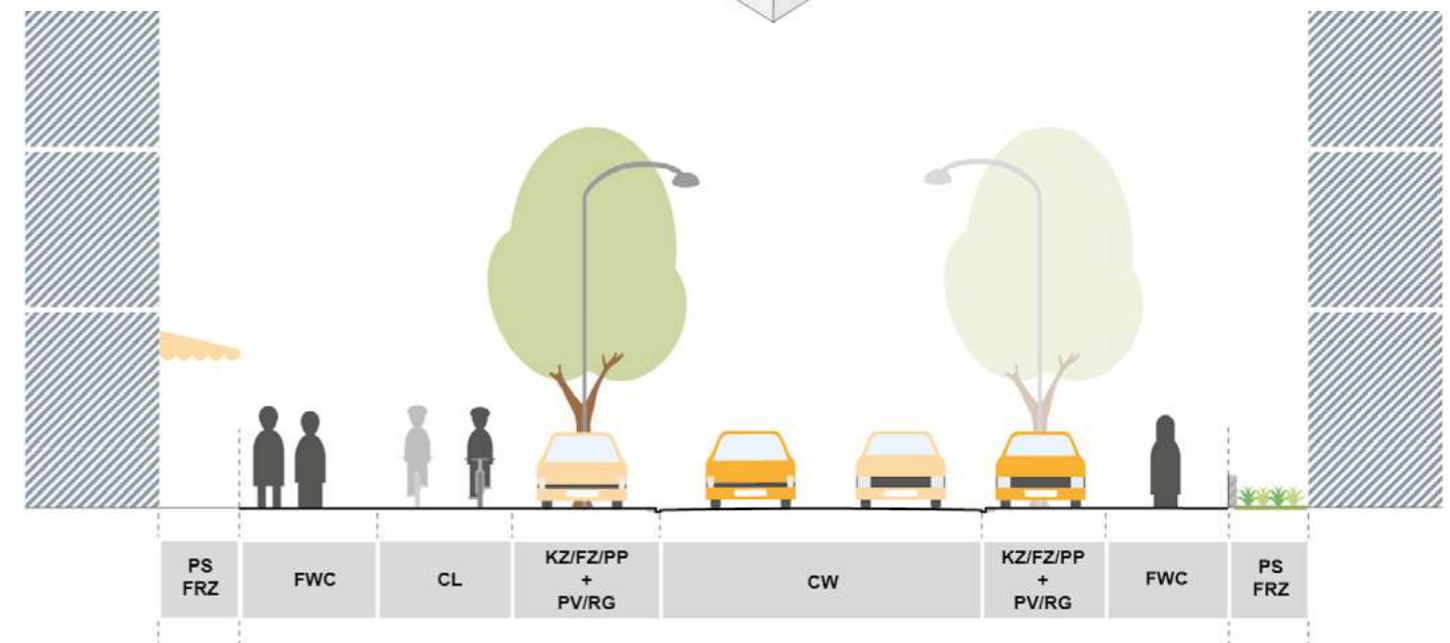


Figure 8.23: Code S7: Cross Section

CODE S8 – STREET WITH DEDICATED BUS LANE

Code S8 applies in areas where the width of the corridor is between 17.8m and the maximum corridor width. This width range falls within the areas designated in blue and purple in Figures 8.5 to 8.8.

If a dedicated bus lane is mandatory in areas where there is less width, there is an option to consider a 3.5m shared footway as an alternative to the dedicated footway and cycle track. This is not a preferred option and should only be considered where all other options have been explored. This would enable a dedicated bus lane to be implemented in corridor widths >16.6m which also falls within the areas designated in blue.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
BL	Bus Lane (See Code M10 - Bus Provision, Stops and Waiting Facilities)	3.2m
CL	Dedicated bi-directional cycle lane (See Code M3 - Bi-directional Cycle Route)	2.5m (minimum) - 3.0m
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
FWC	Footway Clear Zone	2m (minimum)
FZ+KZ	Furniture Zone + Kerbzone - Seating - Lighting - Bins and other furniture - Cycle stands	1.2m+ (minimum)
PV+RG	Planted Verge + Raingarden - Tree Planting - SUDs/Landscaping A three species mix of large and/or medium sized trees must be planted at 8-12m centres on the cycle track side of the street only, 0.6m back from the kerb face and within a raingarden/soft verge which is at least 1.2m wide.	Included in FZ+KZ zone
FZ+KZ	Furniture Zone + Kerbzone - Lighting - Bins and other furniture	0.5m (minimum)
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)

296

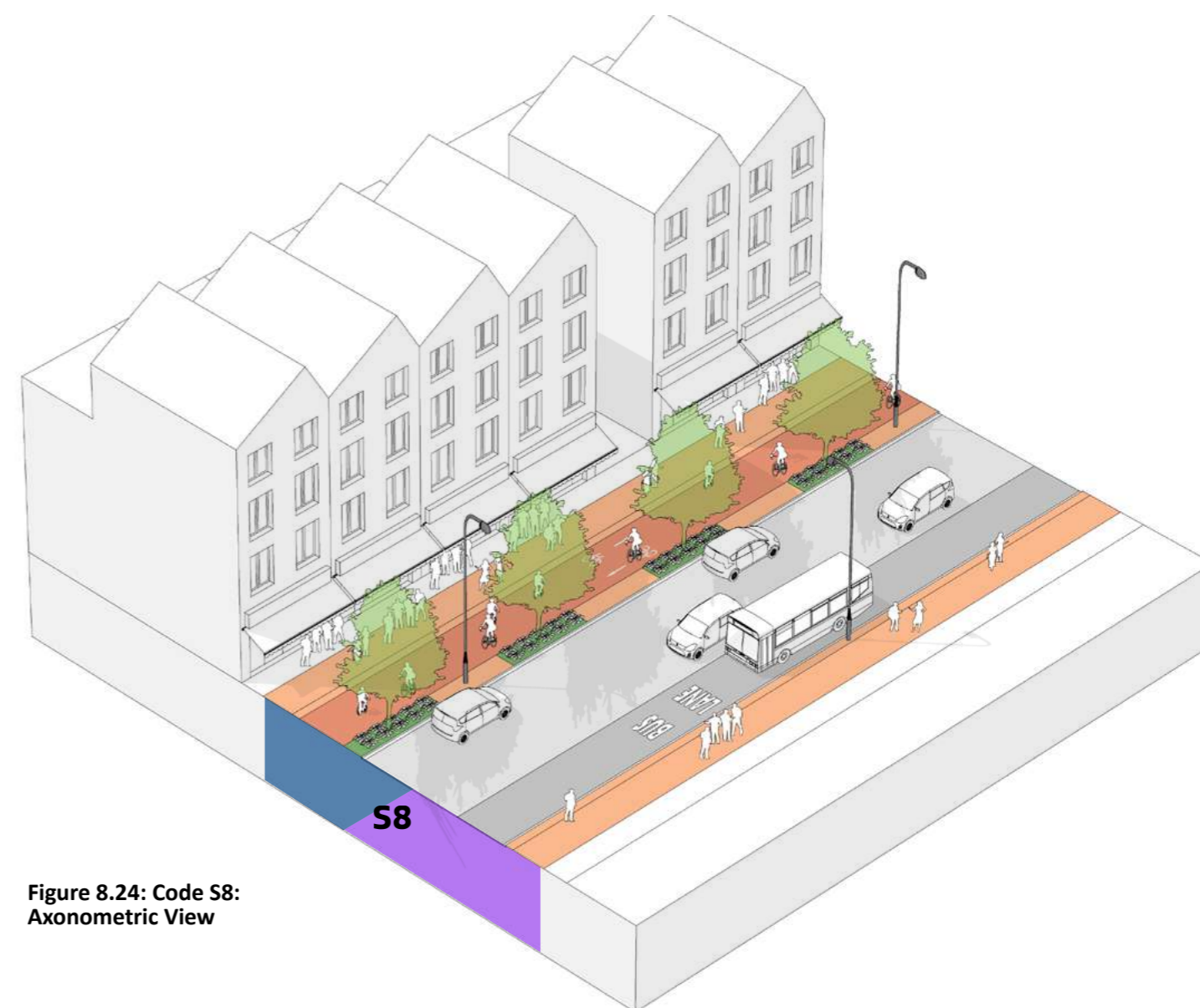


Figure 8.24: Code S8: Axonometric View

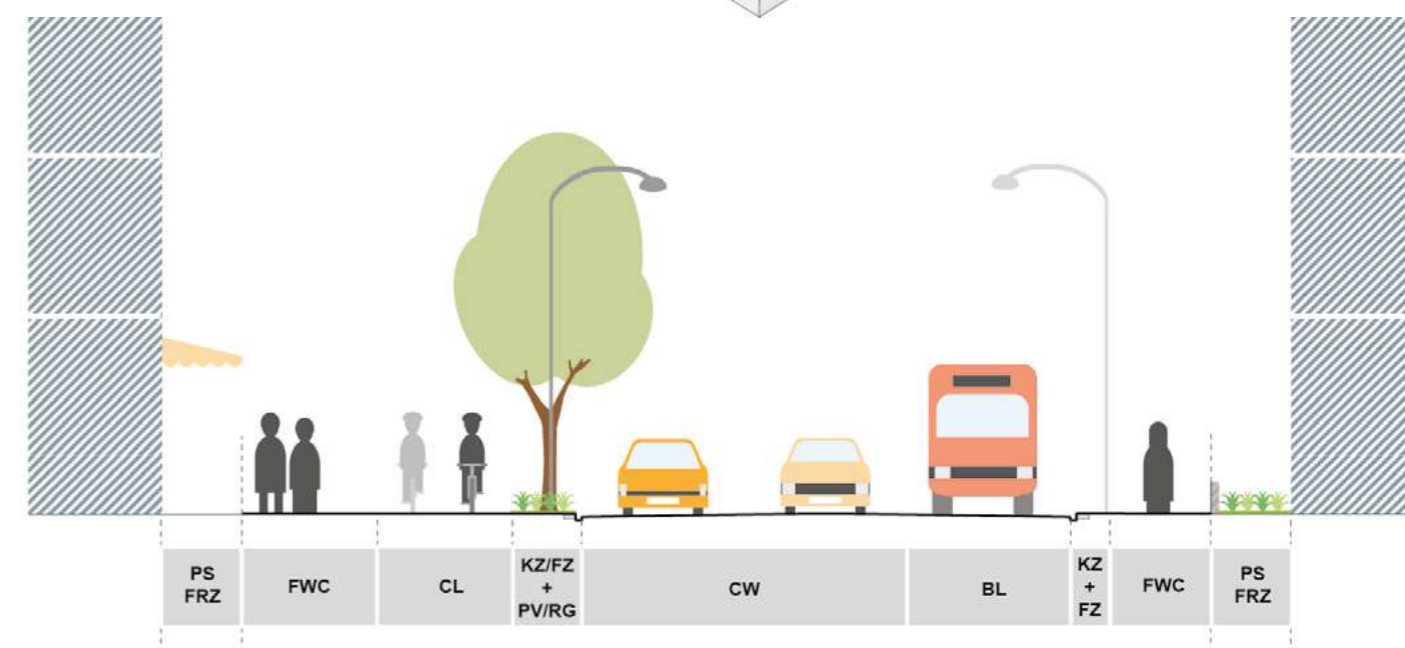


Figure 8.25: Code S8: Cross Section

CODE S9 – STREET AROUND REDHILL TOWN CENTRE

Code S9 shows an exceptional situation along the corridor where the street passes around Redhill Town Centre and is a dual lane carriageway.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
CL	Dedicated bi-directional cycle lane (See Code M3 - Bi-directional Cycle Route)	2.5m (minimum) - 3.0m
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
FZ	Furniture Zone - Lighting - Bins and other furniture	0.5m (minimum)
KZ	Kerbzone -if kerbzone is 1.2m+, a tree line should be incorporated	1.2m+ (minimum)
FZ+KZ	Furniture Zone + Kerbzone - Seating - Lighting - Bins and other furniture - Cycle stands	1.2m+ (minimum)
PV+RG	Planted Verge + Raingarden - Tree Planting - SUDs/Landscaping A three species mix of large spreading trees must planted at 8-12m centres on both sides of the street only and 0.6m back from the kerb face and within a raingarden/soft verge which is at least 1.2m wide.	Included in FZ+KZ zone
PS	Privacy Strip outside residential ground floor (See Code BF5 – Privacy, Interface and Plot Boundary) - front garden - defensible space	1.5m (minimum)
FRZ	Frontage Zone (See Code BF1 – Street Enclosure and Frontage) - Extended footway outside active ground floors, entrances, - Footway seating (where permitted) - Furniture for public use - Landscaping/SUDS - front garden/forecourt	1.5m (minimum)

297



Figure 8.26: Code S9: Axonometric View

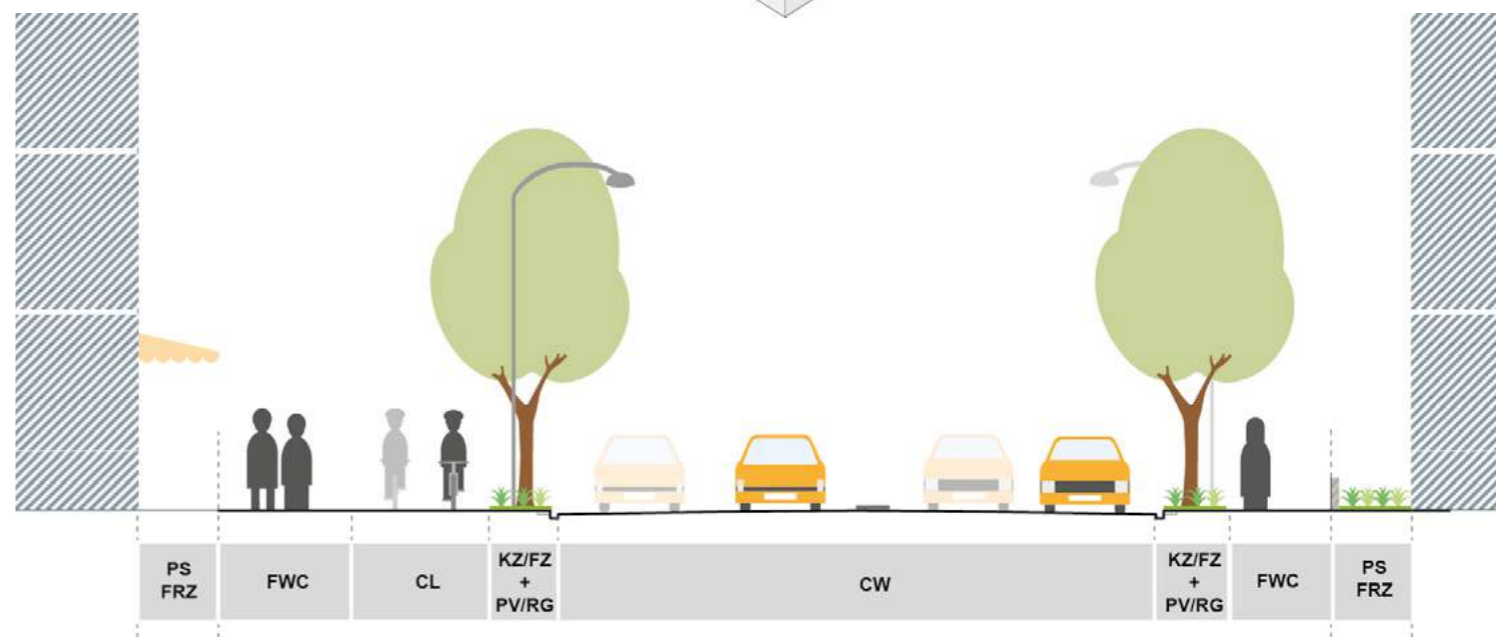


Figure 8.27: Code S9: Cross Section

CODE S10 – STREET THROUGH EARLSWOOD

Code S10 shows an exceptional situation along the corridor where the street passes through Earlswood.

Reference	Description	Recommended Dimension
CW	Carriageway (See Code M5 - Carriageway Design, Surfacing, Signage and Markings)	6.4m
CL	Dedicated bi-directional cycle lane (See Code M3 - Bi-directional Cycle Route)	2.5m (minimum) - 3.0m
FWC	Footway Clear Zone (See Code M2 - Footway Design)	2m (minimum)
KZ	Kerbzone	0.5m
FZ	Furniture Zone - Seating - Lighting - Bins and other furniture	0.6m (minimum)
VZ	Vegetation Zone (See Code N2 – Protecting Existing Trees & Hedgerows on page 55 & Code N5 - Provision of Street Trees) A three species mix of large spreading trees must planted at 6-10m centres on both sides of the street only and 0.6m back from the kerb face and within a raingarden/soft separator verge between which is at least 1.2m wide.	Widths vary to maximise the retention of existing trees and vegetation

298

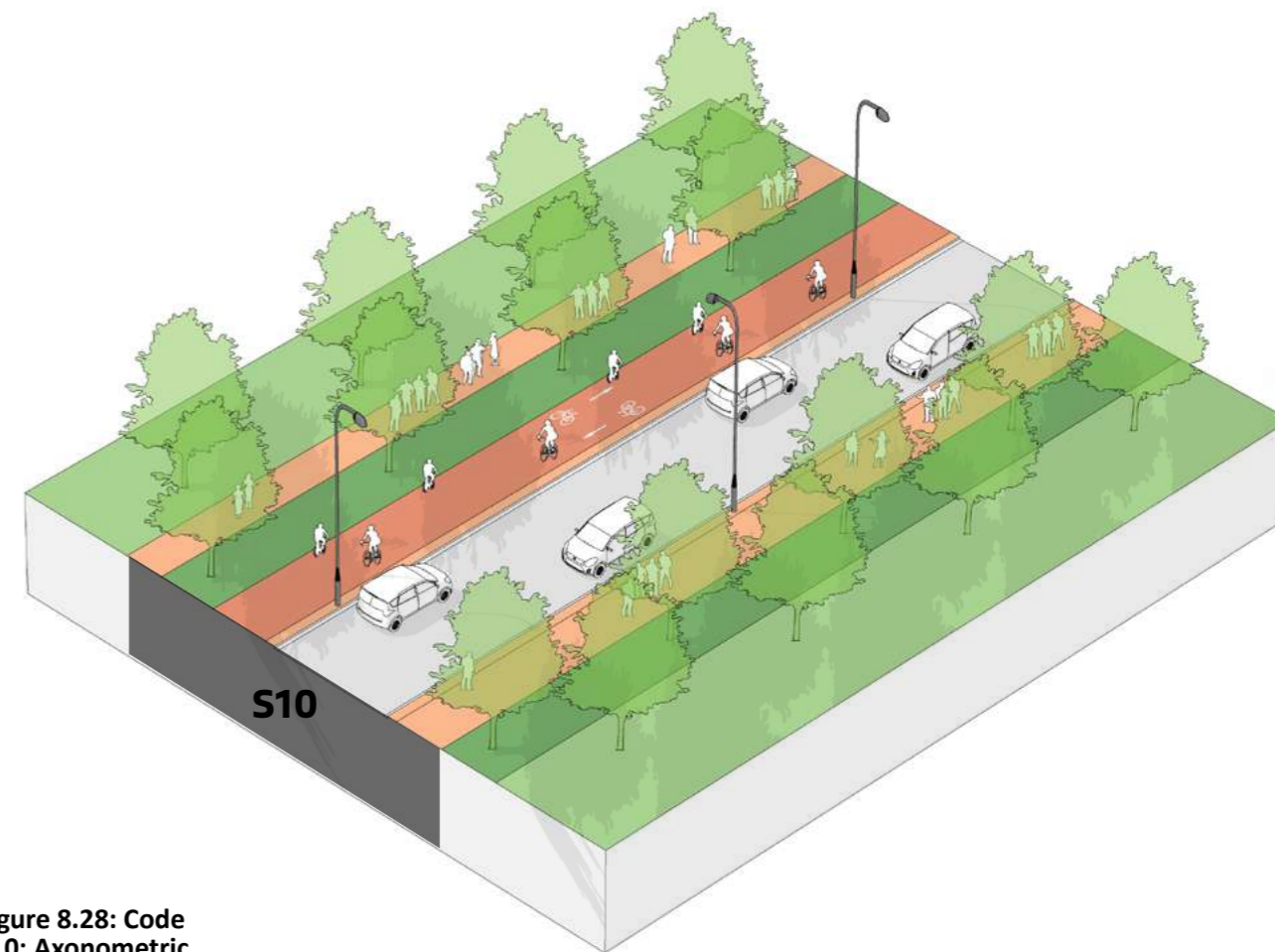


Figure 8.28: Code S10: Axonometric View

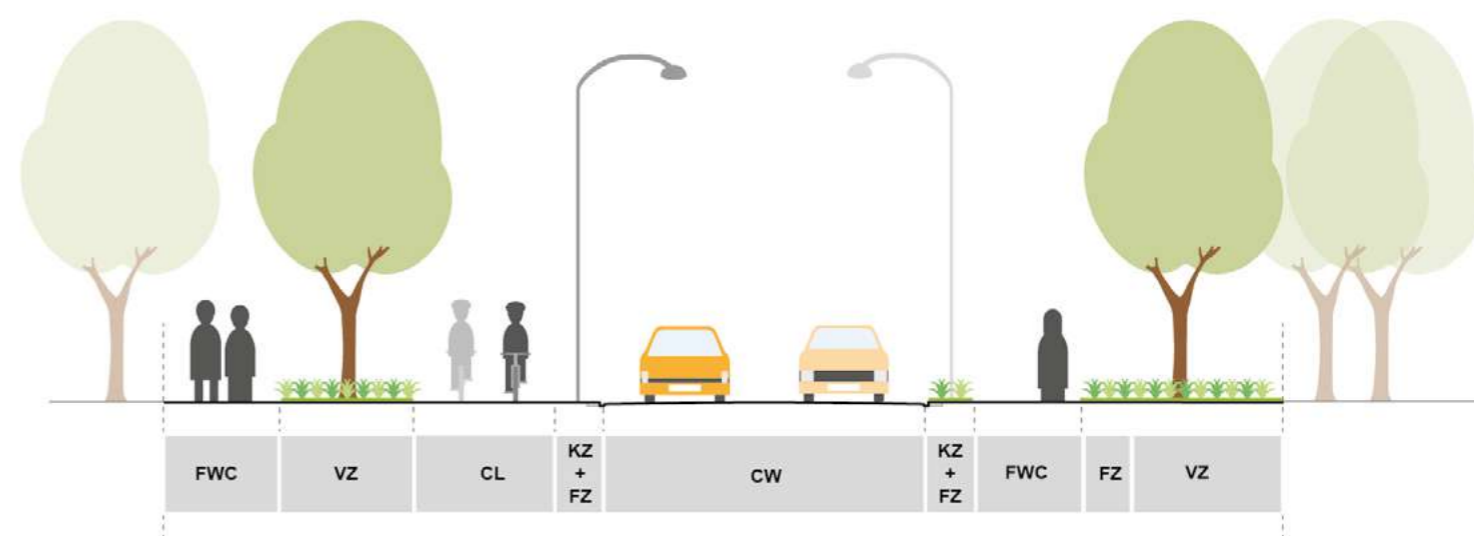


Figure 8.29: Code S10: Cross Section



A23 Great Street Design Code Supplementary Planning Document

Initial Consultation Statement

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

November 2023

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



This document is available in large print
or
another language on request

Ten dokument jest dostępny w języku polskim na życzenie.

Este documento está disponível em português a pedido.

Ce document est disponible en français sur demande.

Ang tekstong ito ay magagamit sa Filipino kapag hiniling.

Este documento está disponible en español bajo pedido.

Phone **01737 276 178**

SMS **07834 626468** if you are deaf or hard of hearing

Email LDF@reigate-banstead.gov.uk

Contents

1. Introduction.....	1
2. Preparing the SPD.....	3
3. Next Steps.....	35
APPENDIX 1 – Commonplace respondents.....	36

List of Tables and Figures

Table 1 A23 Great Street Design Code SPD project schedule	2
Table 2 Stage 1 Engagement Redhill Respondents.....	4
Table 3 Stage 1 Engagement Horley Respondents	6
Table 4 Stage 1 Engagement Salfords Respondents	9
Table 5 Summary of general comments received from Officers and how it is addressed in the Design Code.....	34
Figure 1 Summary of page visits, respondents, contributions, and subscribers	18
Figure 2 Timeline of page visits, respondents, contributions, and subscribers	18
Figure 3 Respondents usual method of travel in the area.....	19
Figure 4 Respondents age group	19
Figure 5 Respondents employment status	20
Figure 6 Respondents connection to the area.....	20
Figure 7 Sentiment of contributions.....	21
Figure 8 Map of Redhill contributions (18/11/2022).....	21
Figure 9 Map of Salfords contributions (18/11/2022)	22
Figure 10 Map of Horley contributions (18/11/2022)	22
Figure 11 Map of contributions (18/11/2022).....	23
Figure 12 Contribution location.....	23
Figure 13 Contribution focus on Design Code themes.....	24
Figure 14 Contribution based on what participants liked about the place they were commenting on.....	24
Figure 15 Contribution based on what participants thought should change in the place they were commenting on.....	25
Figure 16 Contribution based on why participants were interesting in the place they were commenting on.....	25
Figure 17 Sentiment of contributions – Overall Vision Statements	26
Figure 18 Ranked priority of vision statements	26
Figure 19 Sentiment of contributions – Redhill Indicative Scenario	27
Figure 20 Sentiment of contributions – Salfords Indicative Scenario	27
Figure 21 Sentiment of contributions – Overall Ambition Statements	28
Figure 22 Importance of ‘Identity’ ambitions.....	28
Figure 23: Importance of ‘Movement’ ambitions.....	29
Figure 24 Importance of ‘Streets and Public Spaces’ ambitions	29
Figure 25 Importance of ‘Built Form’ ambitions	30

1. Introduction

- 1.1. The A23 Great Street Design Code is part of the Pathfinder programme¹ set up by the government, Department of Levelling Up, Housing and Communities (DLUHC). The Pathfinder programme was established to help “*empower communities to have their say on the development of new homes, buildings and amenities, such as shops and workspace, in their area and help restore people’s pride in the places they live*”. The Council received support through the programme with allocated funding to help the process of developing the Design Code. The programme came to an end at the end of May 2023 and since then Reigate and Banstead Borough Council (RBBC) has been working on creating a SPD for consultation.
- 1.2. The Council’s Planning Policy Service is preparing the A23 Great Street Design Code Supplementary Planning Document (SPD) in accordance with all relevant legal requirements, in particular the requirements of the Planning and Compulsory Purchase Act 2004 (as amended), and the related Town and Country Planning (Local Development) (England) Regulations 2012 (as amended) (SI No 767, 2012), hereafter referred to as the “Local Planning Regulations”.
- 1.3. With regards to consultation and involvement of relevant organisations and the public in the preparation of the draft SPD for formal consultation and subsequently the finalising of the SPD for adoption, we are also following the requirements set out in the Council’s “Statement of Community Involvement in Planning” (SCI) April 2019, available on the Council’s website at: [View the Council’s 2019 Statement of Community Involvement in Planning](#)
- 1.4. The SCI summarises how the Council will engage its communities in its planning functions, including in the preparation of SPDs. The process, along with the timeline for this SPD is summarised in Table 1 below.

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

Table 1 A23 Great Street Design Code SPD project schedule

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

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

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

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

2. Preparing the SPD

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

Table 2 Stage 1 Engagement Redhill Respondents

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

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

Table 3 Stage 1 Engagement Horley Respondents

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

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

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

Table 4 Stage 1 Engagement Salfords Respondents

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

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

Stage 2 Engagement Discussion Themes

Employment

- Relationship of the high street and changing employment patterns

Demographics

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

Air quality

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

Accessibility/ Walkability/ Active Travel

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

Aging population and social mobility

- access to facilities and public transport/ public realm

Design Quality

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

greenery

- In Salfords additional height could promote development of better quality

Tall Buildings/ Building heights

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

Density

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

Trees and landscape/ Biodiversity

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

Flooding

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

Location of facilities

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

Designing flexibility into community uses Vehicular

Movement

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

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

Vehicle speeds

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

Compromise of space to fit all the requirements and desired facilities

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

Safety

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

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

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

The design code can set rules

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

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

Stage 3 Engagement Comments Received

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

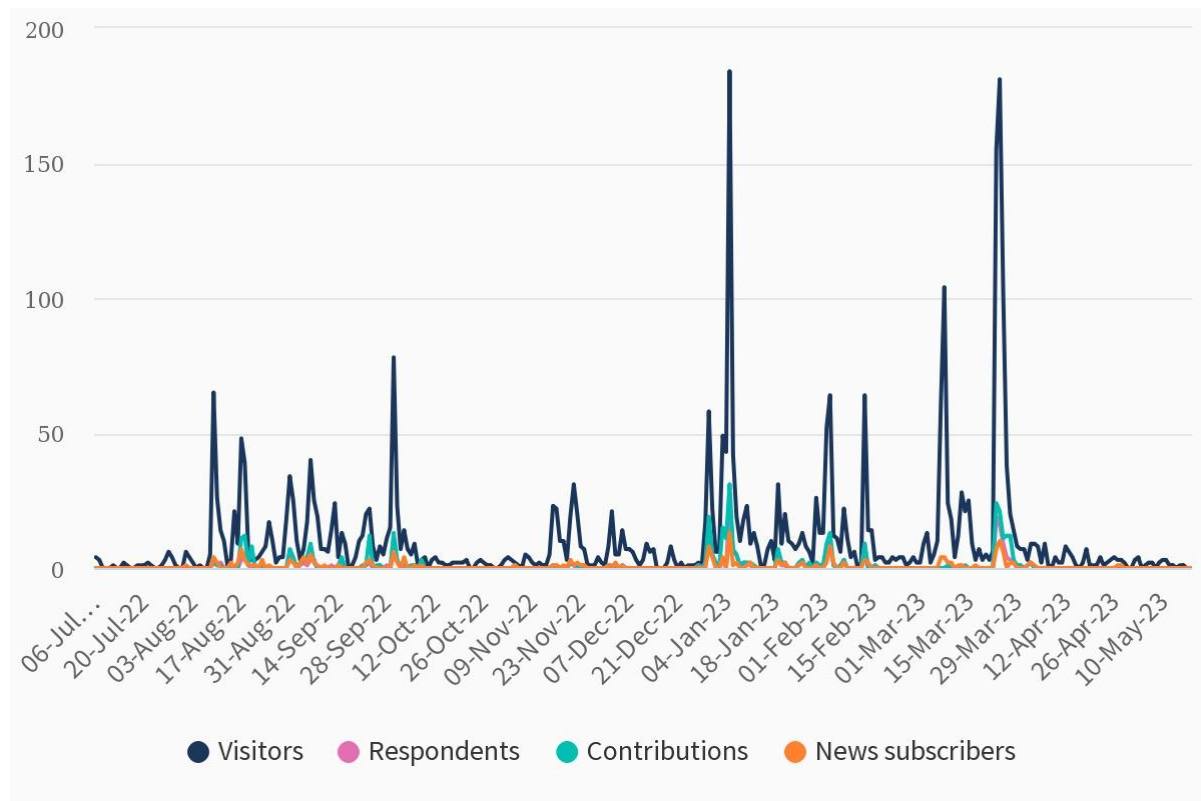


Figure 3 Respondents usual method of travel in the area

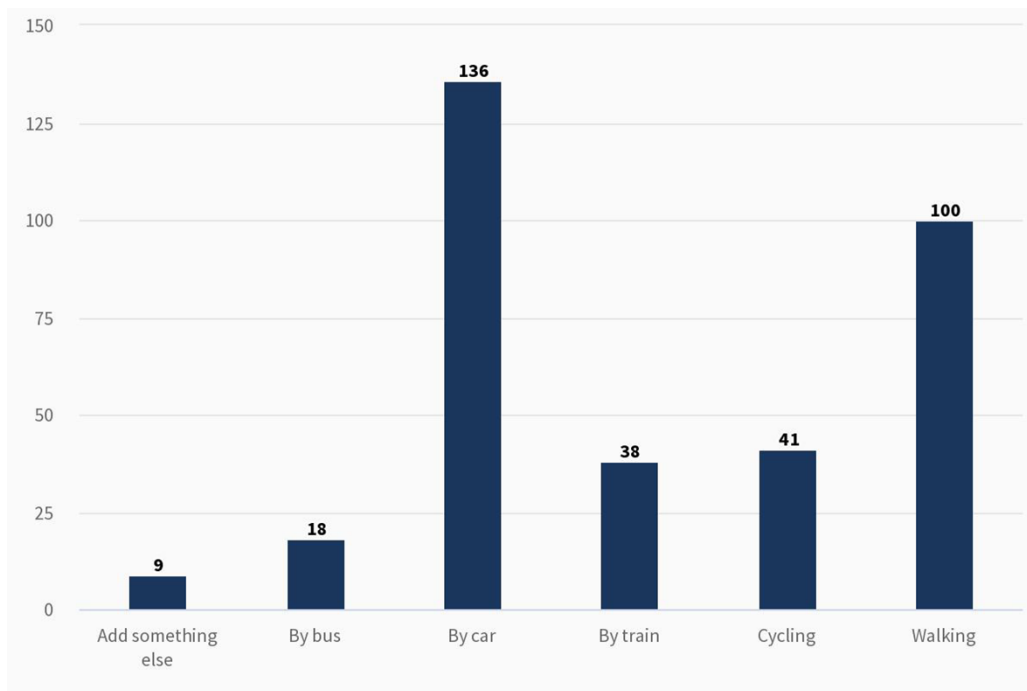


Figure 4 Respondents age group

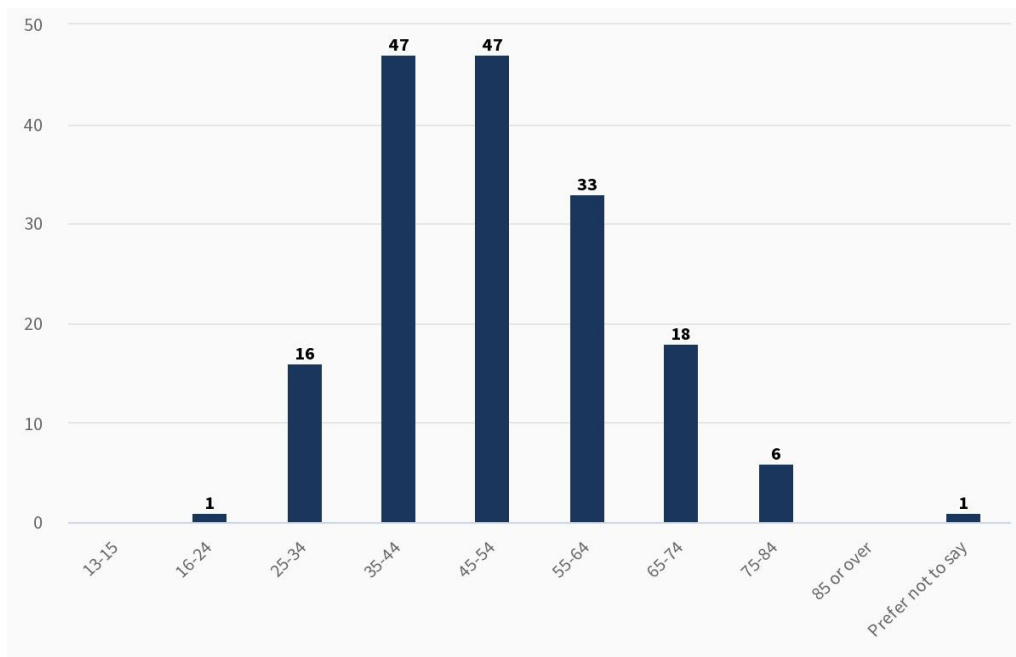


Figure 5 Respondents employment status

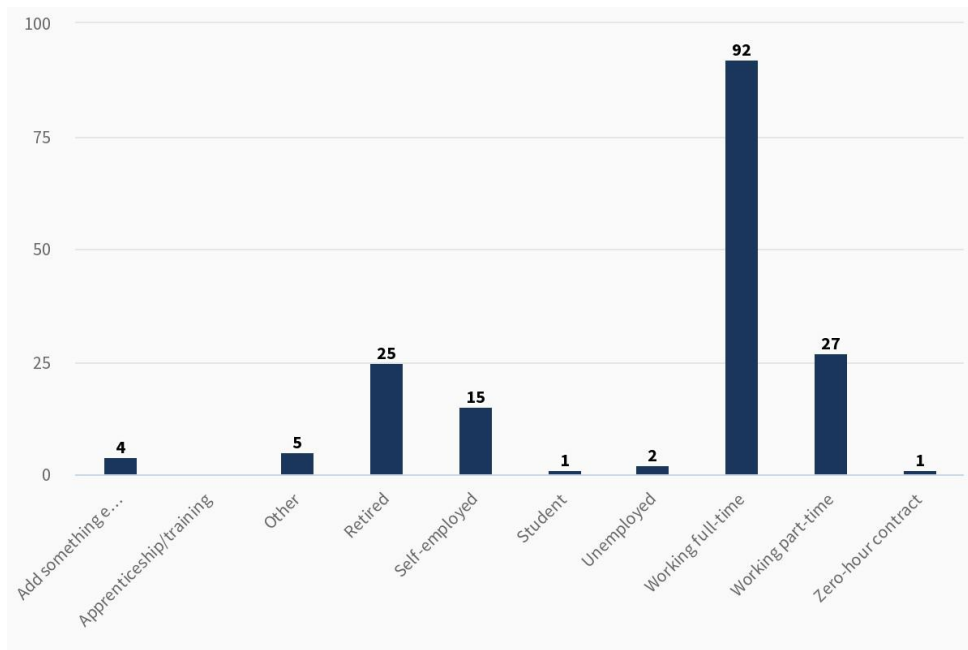
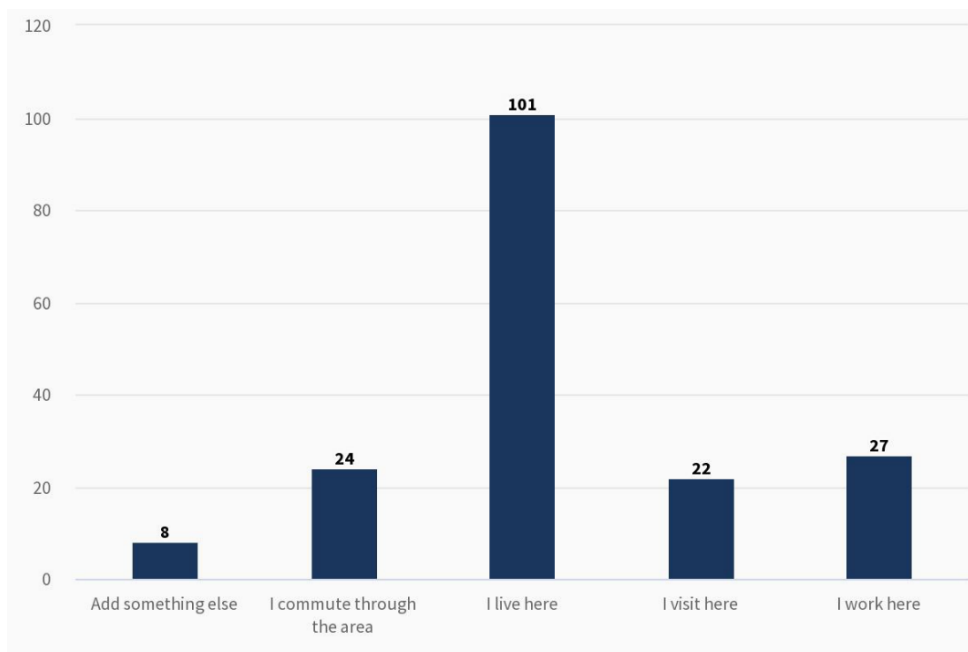


Figure 6 Respondents connection to the area



Stage 1 Engagement Consultation Contributions

Figure 7 Sentiment of contributions

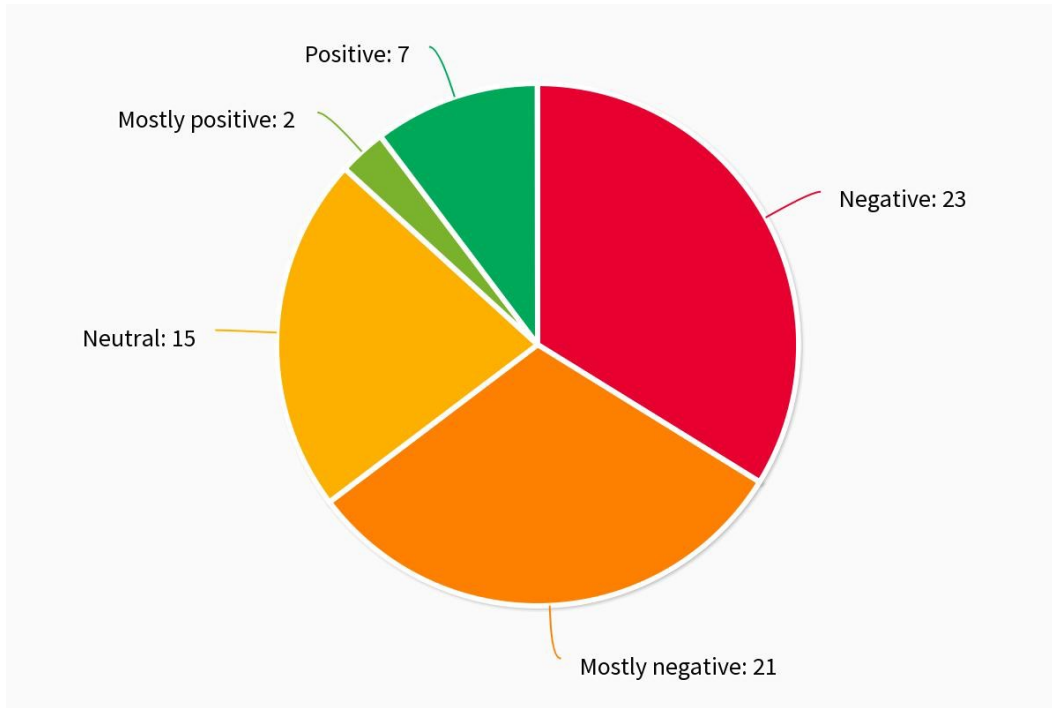


Figure 8 Map of Redhill contributions (18/11/2022)

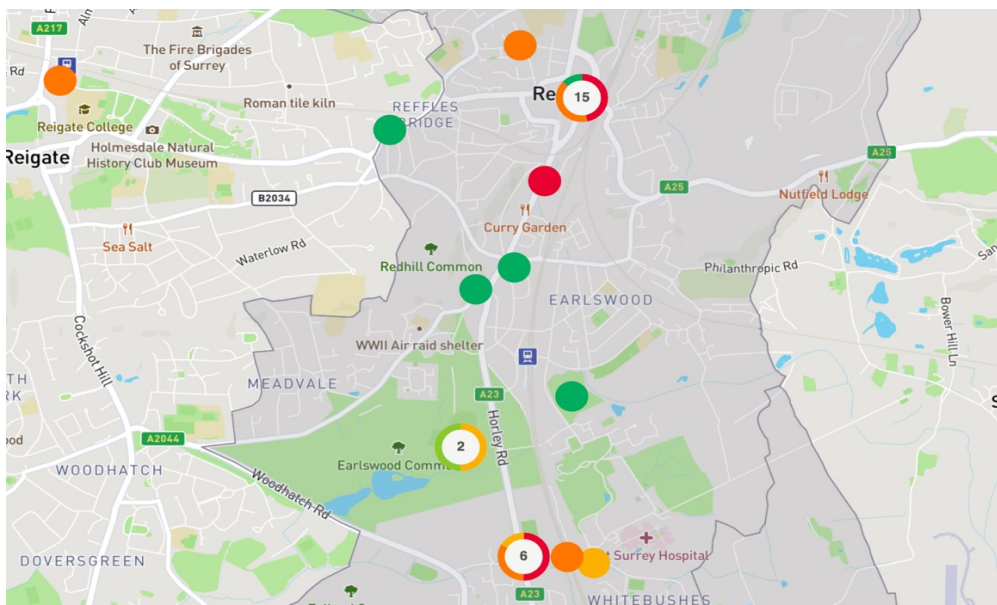


Figure 9 Map of Salfords contributions (18/11/2022)

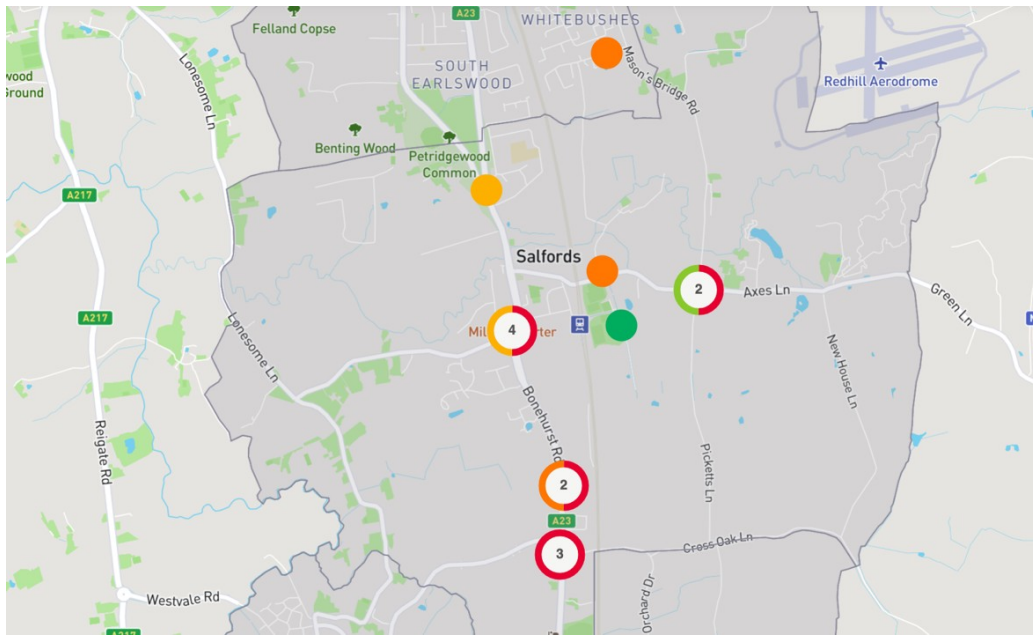


Figure 10 Map of Horley contributions (18/11/2022)

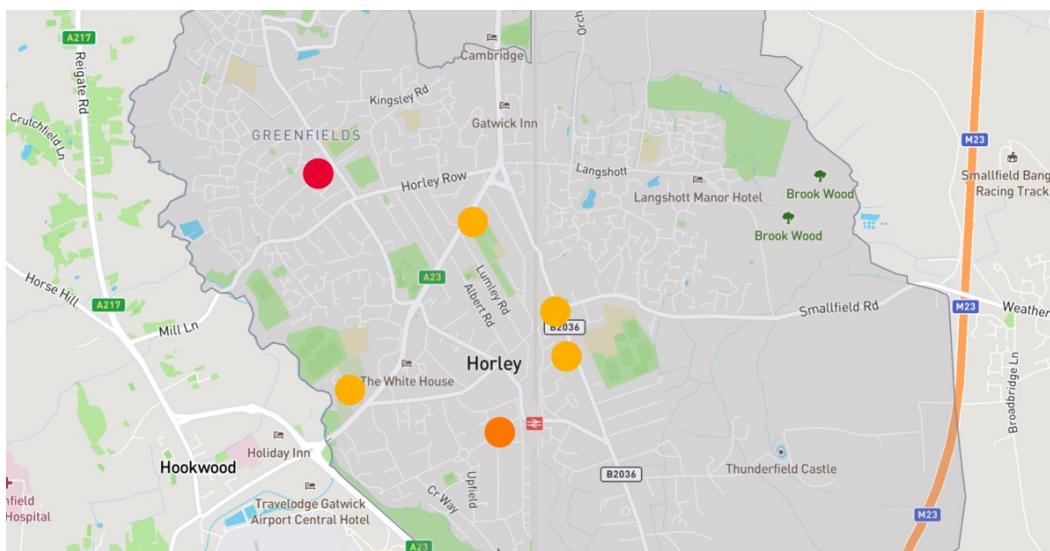


Figure 11 Map of contributions (18/11/2022)

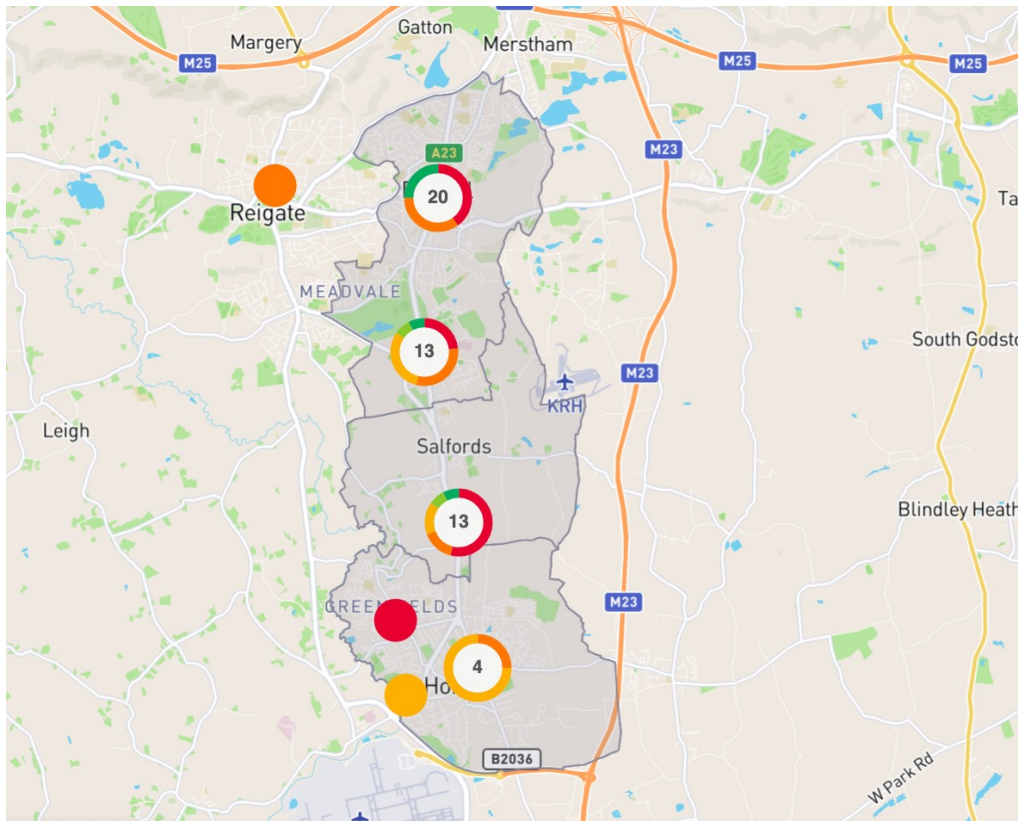


Figure 12 Contribution location

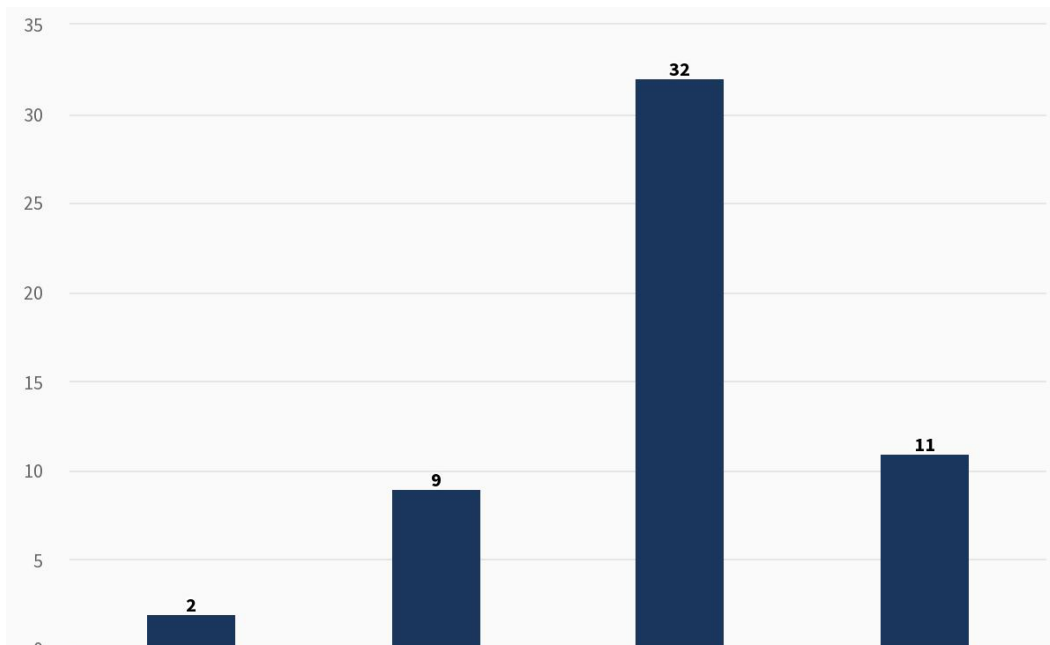


Figure 13 Contribution focus on Design Code themes

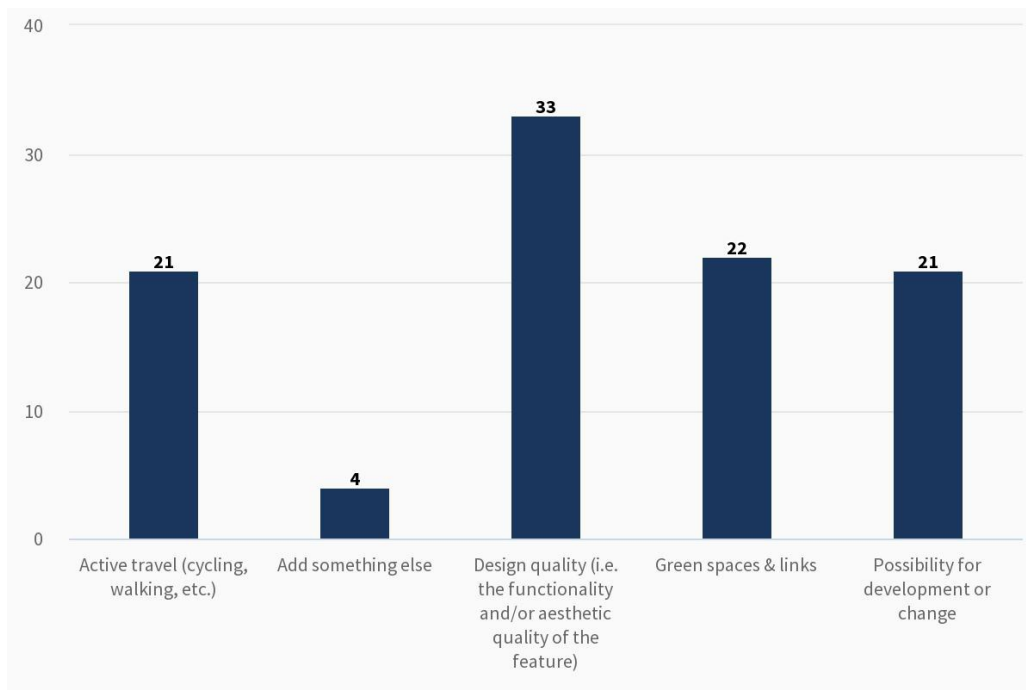


Figure 14 Contribution based on what participants liked about the place they were commenting on

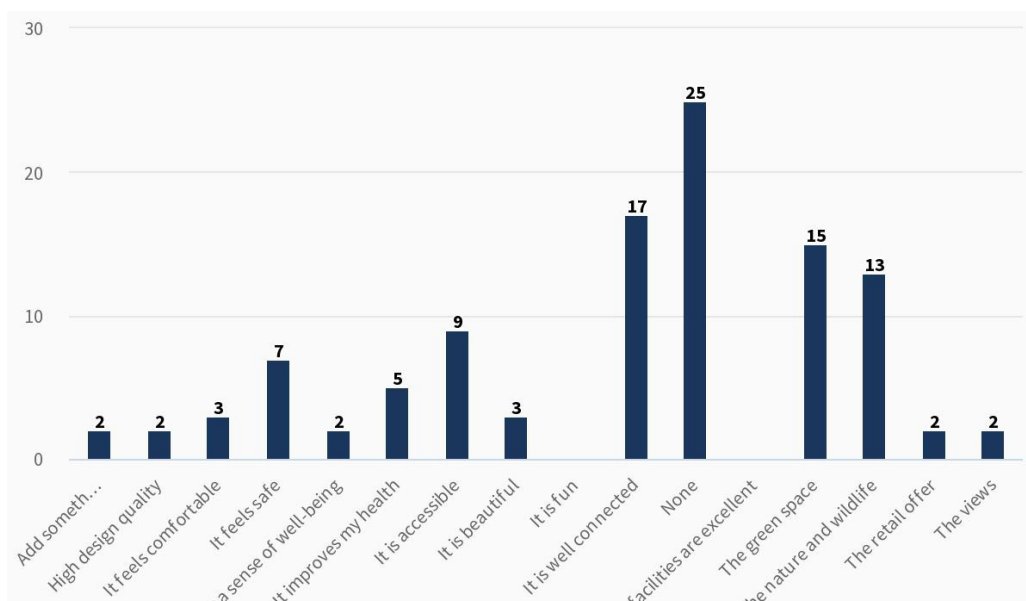


Figure 15 Contribution based on what participants thought should change in the place they were commenting on

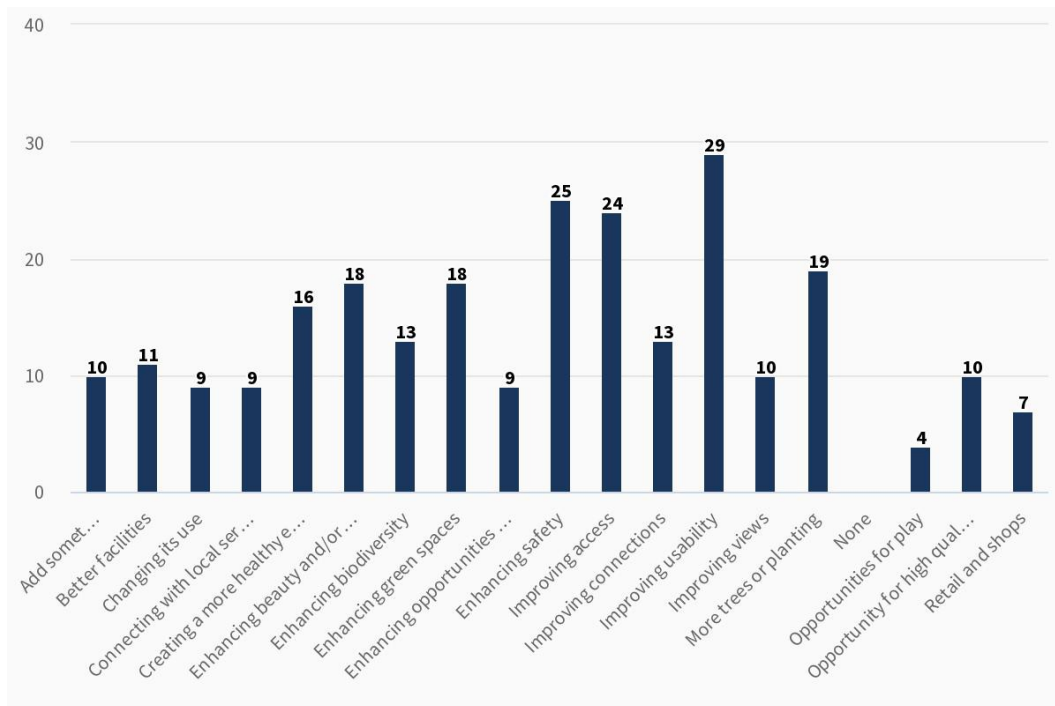
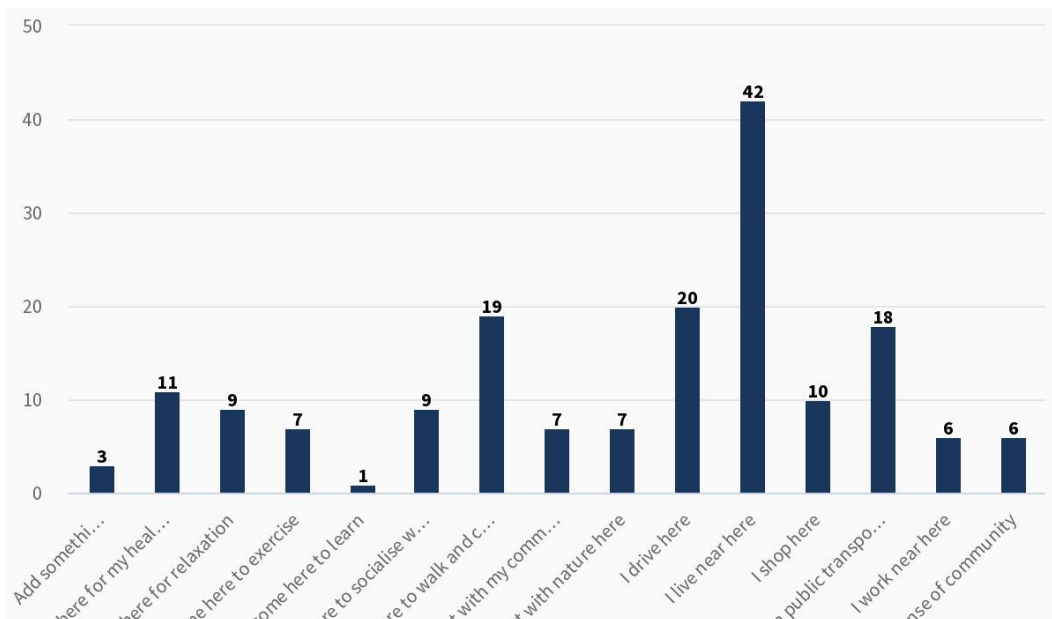


Figure 16 Contribution based on why participants were interesting in the place they were commenting on



Stage 2 Engagement Consultation Contributions

Figure 17 Sentiment of contributions – Overall Vision Statements

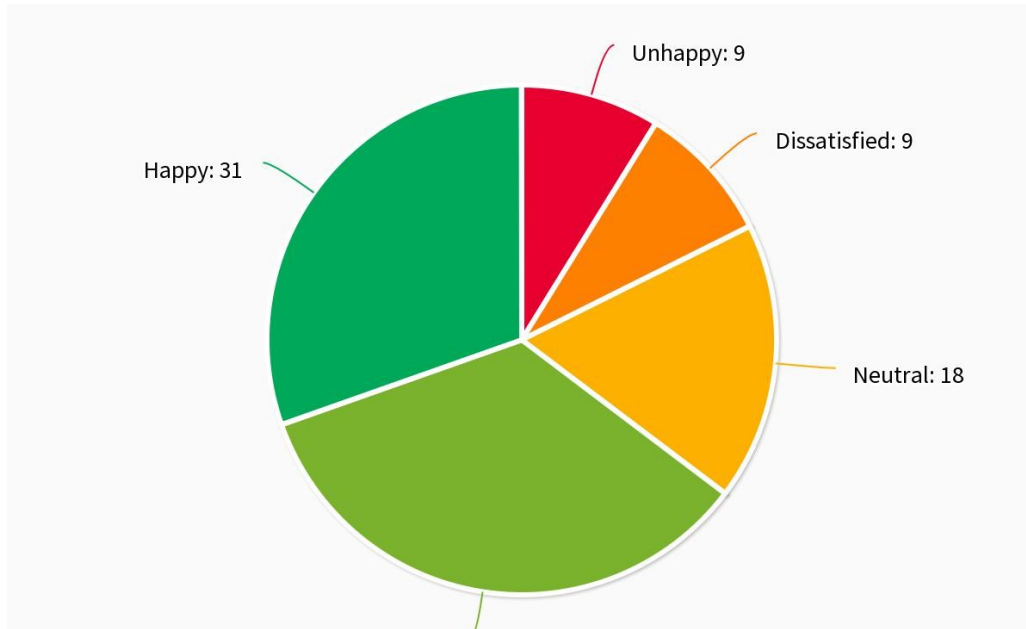


Figure 18 Ranked priority of vision statements

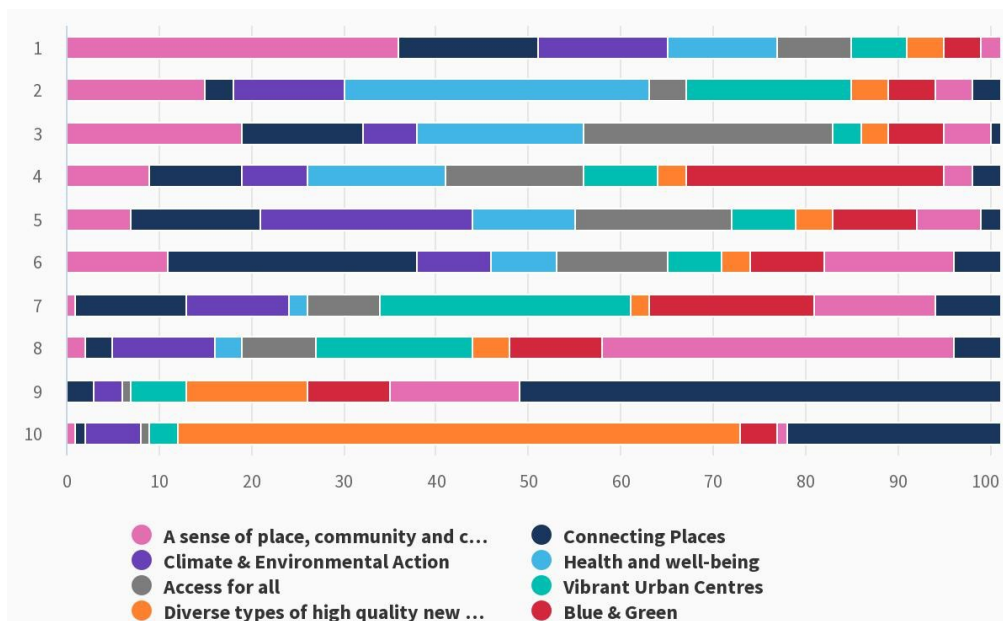


Figure 19 Sentiment of contributions – Redhill Indicative Scenario

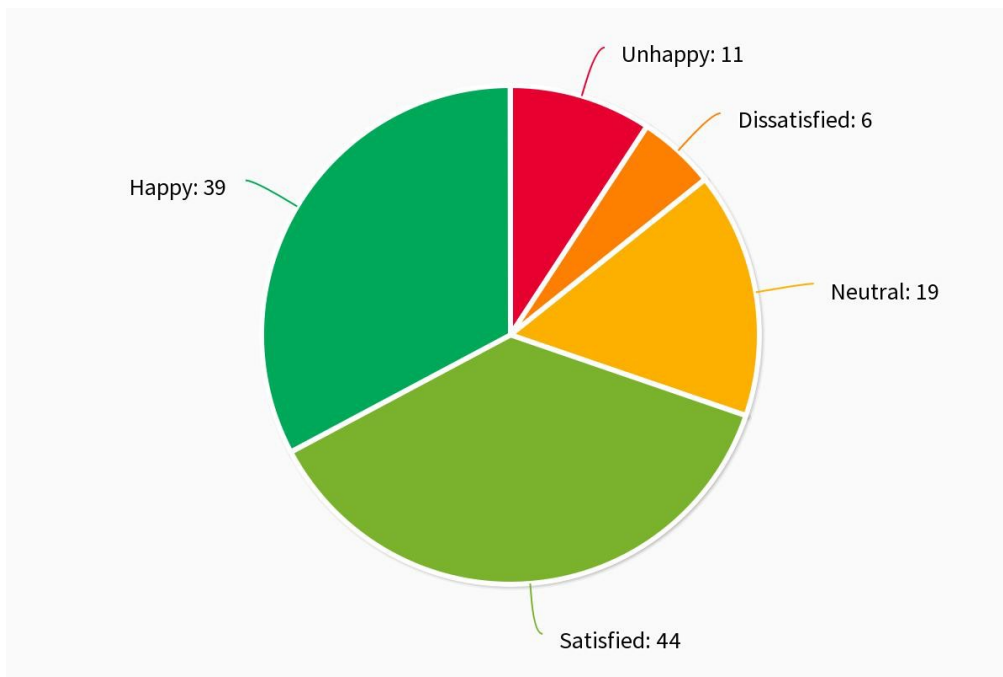
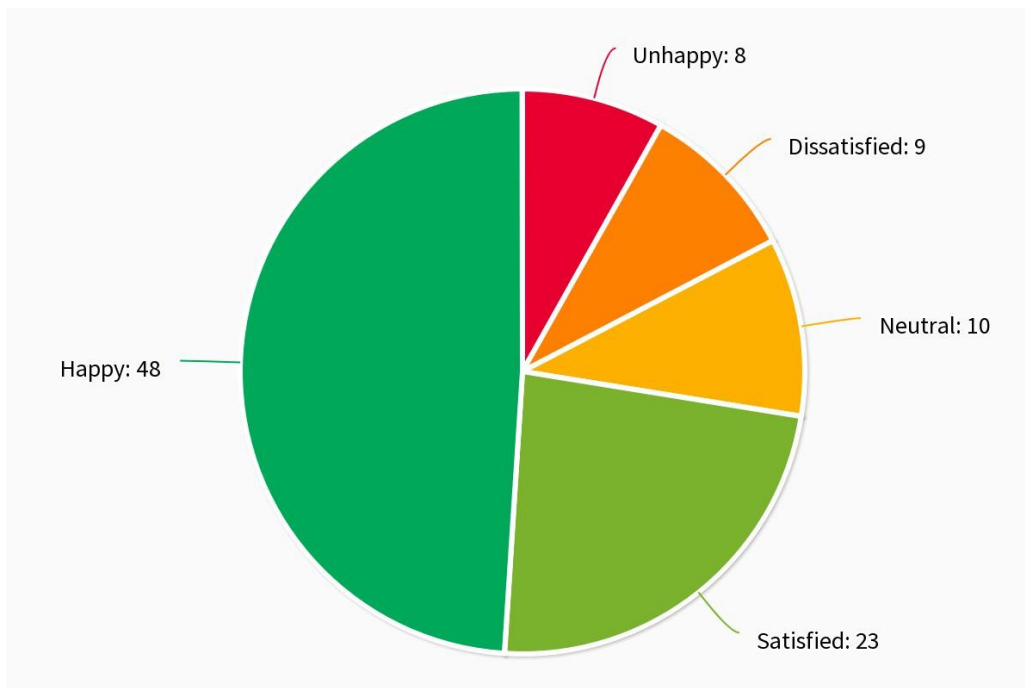


Figure 20 Sentiment of contributions – Salfords Indicative Scenario



Stage 3 Engagement Consultation Contributions

Figure 21 Sentiment of contributions – Overall Ambition Statements

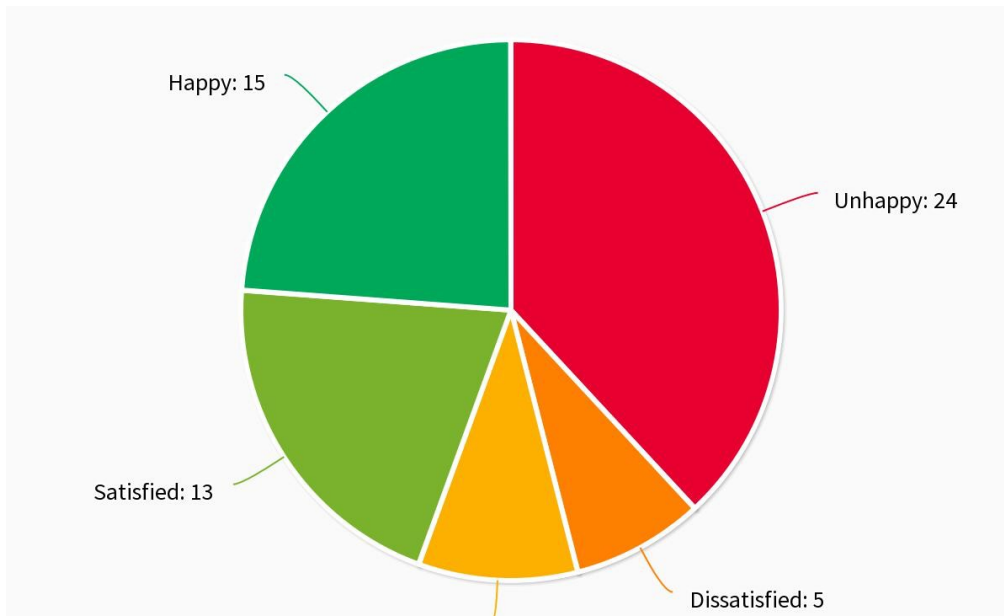


Figure 22 Importance of 'Identity' ambitions

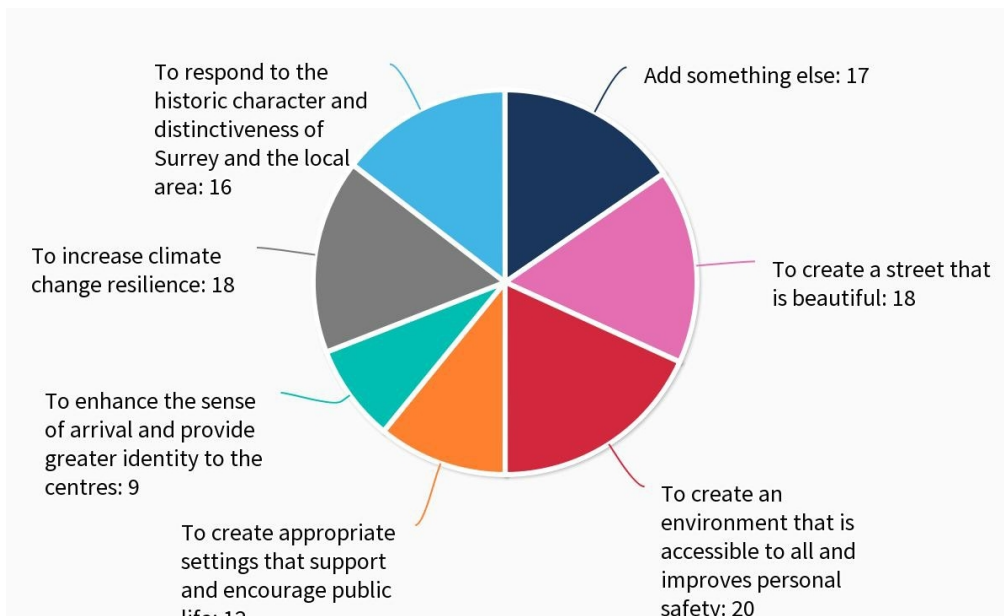


Figure 23: Importance of 'Movement' ambitions

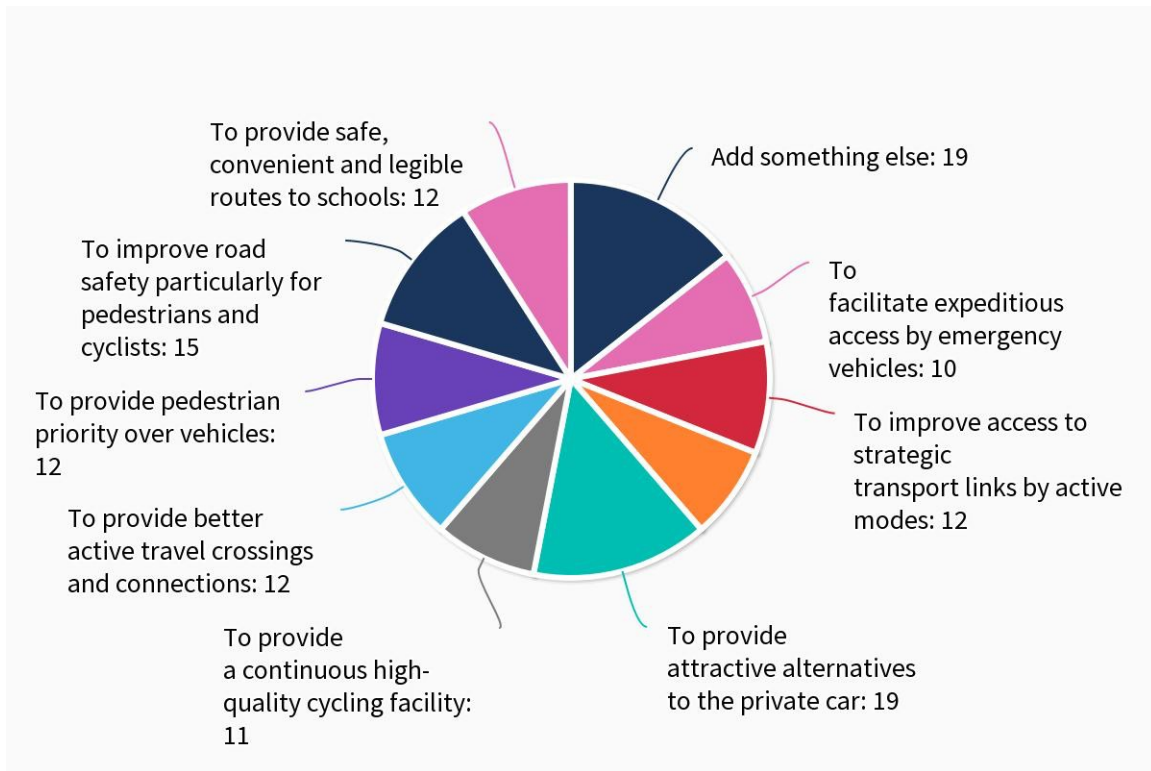


Figure 24 Importance of 'Streets and Public Spaces' ambitions

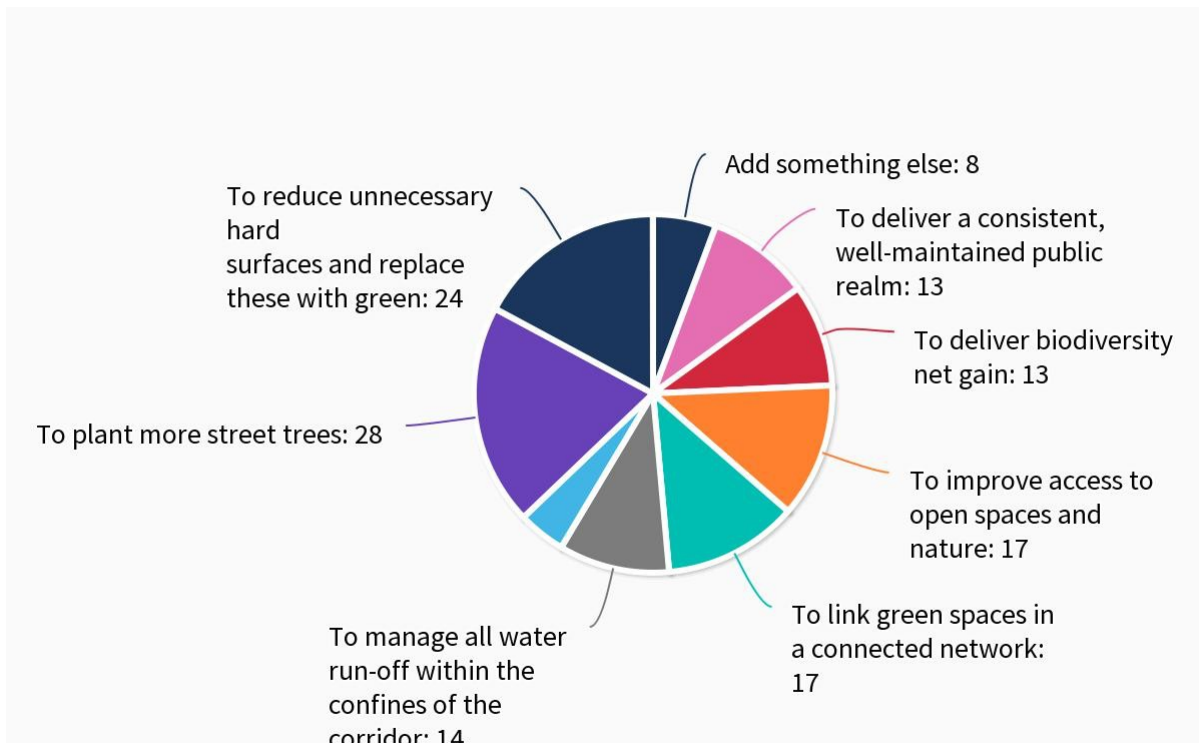
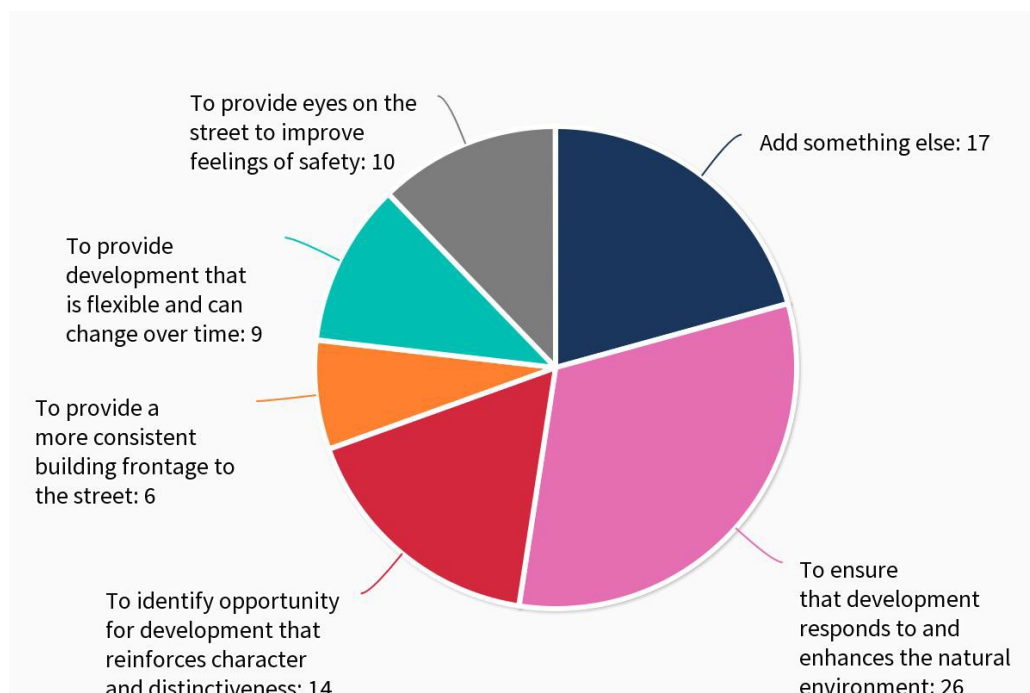


Figure 25 Importance of 'Built Form' ambitions



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

Design Code Pathfinder Visit

Surrey County Council and Reigate and Banstead Borough Council

23 September 2022

Attendees

Surrey County Council (SCC)

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

Reigate and Banstead Borough Council (RBBC)

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

DLUHC/ Office for Place

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

Meeting key notes:

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

Design Code Movement/Transport Meeting
Surrey County Council and Reigate and Banstead Borough Council
31 January 2023

Attendees

Surrey County Council (SCC)

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

Reigate and Banstead Borough Council (RBBC)

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

Meeting key notes:

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

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

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

18th May 2023

Attendees

Development Management Team

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

Meeting key notes:

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

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

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

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

3. Next Steps

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

APPENDIX 1 – Commonplace respondents

Commonplace responses received on Map-based survey between the dates of 09/08/2022 - 18/11/2022

date	agreements	latitude	longitude	Postcode	Road	Ward/Suburb	District/Town	How does this place make you feel?	What is the name of the place or feature you are commenting on?	Is this located in one of the following areas?	Why is this place or feature of interest to you?	(If applicable) How do you usually travel around this area?	Which overarching Design Code theme does your comment relate to?	What aspects do you like about this place (if any)?	"This feature or place needs to change"	What would make this a better place?	Would you like to share any images of this place or feature?	Any other comments? - (62ea31e183ed440012de12d2) - Leave a comment on our map	How do you usually travel around the area?	What is your age group?	What is your connection to the area?	What is your employment status?	Agreements made	Agreements received	
2022-08-09T08:32:37.281Z	1	51.19448159	-0.164043814	-	-	-	-	Unhappy	Balcombe Road	Horley	I drive here	By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected	Strongly agree	Improving usability		The comment is about Balcombe Road in its entirety. The road is the only North-South connection between Redhill all the way down to Horley (on this map only, in reality it continues South). This road has been continuously loaded with cars from new developments on each side of the road throughout its length on the map. It's a vital connection line and it's massively overloaded with no alternative road parallel to it. It's also the main access line to East Surry Hospital. No matter how nice and beautiful and functional the "corridor" will be access to it will continue to be a disaster if the road is not enlarged, or doubled. I would focus my full attention on ACCESS to this corridor as a priority rather than on any other aspect.	By car	55-64	-	Retired		0	1
2022-08-09T08:43:09.675Z	1	51.218002	-0.168066311	RH1 5GT	Three Arch Road	Whitebushes	Redhill	Dissatisfied	Train station	Redhill	I come here for my health and wellbeing	Cycling, By car, By train	Active travel (cycling, walking, etc.)	None	Strongly agree	Improving access		There should be a train station here to provide access to the hospital by train. This would significantly reduce the amount of motor vehicle traffic and the need for so much parking for these vehicles. It would also benefit staff working at the hospital.	Cycling, By car, By train	55-64	I commute through the area, I visit here	Working full-time		0	4
2022-08-09T08:50:02.887Z	3	51.17418862	-0.159315611	RH6 9HW	Station Road	Meath Green	Horley	Neutral	Cycling infrastructure	Horley	I come here to walk and cycle	Cycling	Active travel (cycling, walking, etc.)	None	Agree	Improving usability, Improving access, Enhancing safety, Enhancing opportunities for health and wellbeing		NCN 21 which (in this area) connects Redhill and Gatwick Airport/Crawley has a serious gap through the centre of Horley. There is no safe route through the town.	Cycling, By car, By train	55-64	I commute through the area, I visit here	Working full-time		0	4
2022-08-10T14:40:07.999Z	1	51.21591889	-0.319763986	RH5 4TH	Lake View	-	-	Unhappy	Flint Hill	Dorking	I live near here	Walking, Cycling, By car, By bus	Active travel (cycling, walking, etc.)	It is well connected	Strongly agree	Improving usability, Enhancing safety, Traffic calming			-	-	-	-		0	1
2022-08-17T18:19:51.518Z	1	51.23912425	-0.166734231	RH1 4BW	Fenton Close	Earlswood	Redhill	Happy	Recent housing developments	Redhill	I travel on public transport through the area, I live near here	Walking, By car	Possibility for development or change	High design quality	Neutral	Opportunity for high quality development, More trees or planting		Recent housing developments around Redhill station are an excellent example of how flats can be beneficial to local areas. In order to help with the housing crisis, and the exceptionally high cost of housing, more developments such as this should be planned.	Walking, By car	16-24	-	Student		0	1
2022-08-17T18:34:49.824Z	1	51.2233371	-0.175632477	RH1 6HB	Horley Road	Earlswood	Redhill	Satisfied	Earlswood Common	Redhill	I live near here, I come here for my health and wellbeing, I connect with nature here	Walking	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is accessible, The green space, The nature and wildlife, It feels safe, It improves my health	Agree	Enhancing green spaces, Enhancing biodiversity, Enhancing beauty and/or design quality, More trees or planting		Earlswood and Redhill Commons are steeped in history, however the information boards are quite limited on the history. The information boards do not fit with the character, bring green and metallic for a municipal park rather than Nature Reserve. Transition from golf course to a great green space is very slow. Careful tree planting, to break up the golf course required. New picnic area and tables and a cafe that blends properly. There should be a Friends Of group.	Walking, By car	45-54	I live here, I commute through the area, I visit here	Working full-time		0	3
2022-08-17T18:50:54.281Z	0	51.23961642	-0.16681603	RH1 1FG	Marketfield Way	Earlswood	Redhill	Dissatisfied											Walking, By car	45-54	I live here, I commute through the area, I visit here	Working full-time		0	3
2022-08-17T18:58:04.575Z	2	51.21754124	-0.171113041	RH1 5GS	Three Arch Road	South Earlswood	-	Dissatisfied	Three Arch Road junction.	Salfords	I live near here, I come here to walk and cycle, I drive here	Cycling, By car	Active travel (cycling, walking, etc.), Green spaces & links	None	Strongly agree	Improving access, Improving connections, Improving usability, The cycle path seems to disappear when cycling from Earlswood Common to the hospital and Royal Earlswood			Walking, By car	45-54	I live here, I commute through the area, I visit here	Working full-time		0	3
2022-08-17T20:20:07.244Z	1	51.19140629	-0.163670288	RH1 5EX	unnamed road	Salfords and Sidlow	-	Unhappy	Poor road layout	Salfords	I travel on public transport through the area, I drive here	By car, By bus	Design quality (i.e. the functionality and/or aesthetic quality of the feature), Possibility for development or change, Green spaces & links, Active travel (cycling, walking, etc.), Failure of current layout to promote good traffic flow thus reducing pollution	None	Strongly agree	Improving access, Improving usability, Creating a more healthy environment, Reduced congestion and environmental improvements		The current layout for Lawsons and the proposed supermarket is hindering good traffic flow this should be accommodated from the new Westvale access road potentially also incorporating a much improved waste and recycling facility	By bus, By car	45-54	I commute through the area	Working full-time		5	2
2022-08-17T20:27:05.806Z		51.20268201	-0.166725357	RH1 5GR	Napier Close	Salfords and Sidlow	-	Unhappy	Bus lanes required	Salfords	I travel on public transport through the area	By bus	Improving public transport journey times	None	Strongly agree	Improving access, Improving usability, Better facilities, Adding a bus lane would aid more reliable bus services at peak times		The dual carriageway section should be converted to include a bus lane to improve journey times and encourage switch to public transport.	By bus, By car	45-54	I commute through the area	Working full-time		5	2
2022-08-18T13:49:49.564Z	0	51.2394356	-0.168098224	RH1 1RD	Marketfield Road	Earlswood	Redhill	Happy	The Rise, Marketfield Way	Redhill	I live near here	Walking	Possibility for development or change	It is well connected, It is accessible, The retail offer				I am excited to see if the new Marketfield Way development acts as a catalyst for further improvements in the area.	Walking	45-54	I live here, I work here	Self-employed		2	0
2022-08-18T13:58:25.347Z		51.23205343	-0.171816624	RH1 6ET	Hooley Lane	Earlswood	Redhill	Happy	Woodlands Green	Redhill	I live near here, I come here for my health and wellbeing, I come here to exercise	Walking	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	The green space, The nature and wildlife	Neutral	Better facilities, Enhancing beauty and/or design quality	https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1660832077/projects/62c5532f0952645839ce80dc/respondent-upload/csbkg8nisyrbp8_h7jw6.jpg , https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1660832078/projects/62c5532f0952645839ce80dc/respondent-upload/g02thpxzbszku_soi6hw.jpg	Walking	45-54	I live here, I work here	Self-employed		2	0	

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

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

2022-08-20T09:41:28.943Z		51.24110183	-0.204150544	RH2 0QG	Rushworth Road	-	Reigate	Dissatisfied	Bus interchange improvements - Reigate BR	Redhill	I work near here, I travel on public transport through the area	Walking, By car	Active travel (cycling, walking, etc.), Design quality (i.e. the functionality and/or aesthetic quality of the feature), Green spaces & links	None	Strongly agree	Improving connections, Improving access, Improving usability, Enhancing biodiversity, Enhancing safety, Creating a more healthy environment, Connecting with local services	Can we reroute buses 430/435 down Rushworth Road to accommodate easier transition from rail to bus.	By bus, By car	45-54	I commute through the area	Working full-time	5	2
2022-08-23T20:29:54.606Z		51.17202665	-0.15846634	RH6 9HG	Rosemary Lane	Meath Green	Horley	Neutral										By car	35-44	I live here	Working full-time	0	0
2022-08-31T16:18:49.747Z		51.23929578	-0.167349196	RH1 1EU	Marketfield Way	Earlswood	Redhill	Unhappy	Flat developments	Redhill	I live near here, I work near here, I come here to walk and cycle, I shop here	Walking, By car, Cycling	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving views, Enhancing beauty and/or design quality	The proliferation of high-rise development has very negatively changed the appearance of the town centre. It now feels like a mini-Croydon made of modern, miserabilist flat blocks of no architectural merit. It's now simply another town to get through as quickly as possible but I'm now stuck with it until I move. The change of all the offices to residential flats has also had a hugely negative impact as the population density has increased hugely along with the associated issues that it creates. In all, the current scale of development is basically disastrous and has destroyed what used to be a tolerable townscape. Just awful.	Cycling, By car	45-54	I live here, I work here	Working full-time	0	0
2022-08-31T17:51:44.810Z		51.22578808	-0.167745825	RH1 6TN	Princes Road	Earlswood	Redhill	Happy	Brambletyne park road - open space	Redhill	I live near here, I come here for relaxation, I come here for my health and wellbeing, I connect with nature here, I come here to walk and cycle, I come here to exercise	Walking	Green spaces & links	The green space, The nature and wildlife, It is beautiful	Strongly Disagree	Enhancing biodiversity		-	-	-	-	0	0
2022-08-31T21:10:02.448Z		51.20176364	-0.159226309	RH1 5HN	Dunraven Avenue	Salfords and Sidlow	-	Happy		Salfords		Walking	Design quality (i.e. the functionality and/or aesthetic quality of the feature), Green spaces & links	The green space, The nature and wildlife, It feels safe, It feels comfortable, The views, It improves my health, It gives me a sense of well-being	Strongly Disagree	Creating a more healthy environment	https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1661980596/projects/62c5532f0952645839ce80dc/respondent-upload/6tdad19evkxrg_uomm7.jpg , https://res.cloudinary.com/commonplace-digital-limited/image/upload/v1661980598/projects/62c5532f0952645839ce80dc/respondent-upload/hwoxsshskdccc8vuqqa.jpg	Walking	55-64	-	Working full-time	0	0
2022-08-31T21:21:49.113Z	0	51.20151349	-0.167313831	RH1 5BZ	Brighton Road	Salfords and Sidlow	-	Neutral	Dual carriageway	Salfords	I live near here	Walking, By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Agree	Enhancing beauty and/or design quality, Enhancing safety	I cross this road every morning to go for my walk as do many local residents who are not going to walk to the crossing. Which the timing for pedestrians is terrible. I understand this is a junction to the industrial estate but the speed of some cars due to the dual carriageway makes it dangerous for those who cross including children going to the station to get the train to school	Walking	55-64	-	Working full-time	0	0
2022-09-01T07:23:24.939Z		51.23430772	-0.171144962	RH1 6QT	Brighton Road	Earlswood	Redhill	Dissatisfied	Retail Shops	Redhill	I live near here, I work near here, The sense of community, I shop here	Walking, By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving connections, Improving access, Improving usability, Enhancing safety	Shops here have minimal chance due to poor access. Having to cross a busy street to get to them and poor footfall opportunity due to distance from Redhill centre means these shops have little opportunity to survive and prosper.						
2022-09-01T12:16:28.310Z	0	51.24282854	-0.171415613	RH1 1EQ	North Street	Earlswood	Redhill	Dissatisfied	Road	Redhill	I live near here, I come here to socialise with friends and family	Walking, By car	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature), Possibility for development or change	The green space	Strongly agree	Enhancing green spaces, Enhancing safety, Changing its use, More trees or planting, Creating a more healthy environment	North Street is a cut through from the town centre for vehicles who often drive at excessive speed making it dangerous for pedestrians. The Area would be suitable to become a LTN by blocking off North Street before the junction with Park road, creating a no traffic area with separate paths for Cycles and pedestrians by the existing green space which could also be extended. If Gloucester Road and Warwick Road were also made into a one-way circle then some of the Road could be taken to create segregated cycle path.	Walking, By car, By bus, By train	55-64	I live here	Unemployed	0	0
2022-09-01T15:54:40.816Z	2	51.1911338	-0.163756007	RH1 5EX	unnamed road	Salfords and Sidlow	-	Unhappy			I live near here, I travel on public transport through the area	By car, By bus	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving traffic flow	With two sets of traffic lights within 100 metres of each other, and with apparent priority to traffic joining Bonehurst Road, early morning congestion is a regular and unnecessary occurrence. Why and how two sets of independent lights were approved in the first instance is a mystery.	-	-	-	-	0	2
2022-09-01T18:25:25.783Z	0	51.2398702	-0.167040102	RH1 1UF	Marketfield Way	Earlswood	Redhill	Dissatisfied	Marketfield Way	Redhill	I drive here, I shop here	By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving usability, Enhancing safety	Marketfield Way going from the Reading Arch into the Station roundabout, is currently very poorly lit and when it is dark and rainy, visibility is very poor. I am hoping that there will be streetlighting on the left hand side of the road, as currently it is non-existent. My other comment is that there is far too much development in the area, with no provision being made for extra water resources, ie reservoirs etc, the local infrastructure is already overloaded and unable to cope. Please stop any more development along this corridor. Thank you	By car	-	I live here	Retired	0	0
2022-09-03T19:59:25.157Z	1	51.18082986	-0.177623745	RH6 8HA	Parkhurst Road	Greenfields	Horley	Unhappy	Cycle Paths	Salfords	I come here to walk and cycle	Cycling	Active travel (cycling, walking, etc.)	It is dangerous. Cyclists have no right of way and cars are allowed to park on the cycle path	Strongly agree	Improving usability		Cycling	65-74	-	Working part-time	0	1
2022-09-04T08:41:44.335Z		51.23865885	-0.167740752	RH1 1SH	Marketfield Way	Earlswood	Redhill	Unhappy	Walkability and design in the area	Redhill	I live near here, I connect with nature here, I come here to walk and cycle, I come here to exercise, I connect with my community here, I travel on public transport through the area, I drive here, I shop here, The sense of community, I come here for relaxation, I come here to socialise with friends and family, I come here for my health and wellbeing	Walking, By car, By train	Active travel (cycling, walking, etc.), Green spaces & links, Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected, The green space, The nature and wildlife, It feels comfortable	Strongly agree	Improving usability, Improving access, Enhancing green spaces, Opportunity for high quality development, Retail and shops, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment, Enhancing opportunities for health and wellbeing, Connecting with local services							

2022-09-04T08:49:39.891Z	3	51.23876782	-0.167546956	RH1 1EU	Marketfield Way	Earlswood	Redhill	Unhappy	Walkability and design in the area		I live near here, I come here for relaxation, I come here to socialise with friends and family, I come here for my health and wellbeing, I connect with nature here, I come here to walk and cycle, I come here to exercise, I connect with my community here, I travel on public transport through the area, I shop here, I drive here, The sense of community	Walking, By car, By train	Active travel (cycling, walking, etc.), Green spaces & links, Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected, The green space, The nature and wildlife	Strongly agree	Improving access, Improving usability, Enhancing green spaces, Better facilities, Enhancing safety, Improving views, Opportunity for high quality development, Retail and shops, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment, Enhancing opportunities for health and wellbeing, Connecting with local services	- extremely poor walkability: the area is mainly designed for car traffic with poor pedestrian connections from one place to another, narrow pavements or no pavements at all in many cases making roads unavailable to pedestrians. Life happens with a constant background of heavy car traffic and pollution, joggers running near cars, strollers pushed near cars, going for a walk with the constant noise of cars. We need roads that have less traffic or no traffic, connecting towns, villages, parks and points of interest on foot, are pedestrian focused, are not crowded. Pavements should be a bit larger and more pavements should be added to make further areas walkable. - poor design in some cases: I have no issue with having new developments as long as the design is integrated properly and is of actual high quality. The facade of the new cinema is poor quality in terms of materials used for the brown tiles, the design/colour is not properly integrated. The Water Colour development was created in a beautiful area but design is low quality and it's a pity given the surroundings and potential. We need proper high quality design. - more new shops (hopefully other than chain) and service businesses needed in the Redhill area. It looks a bit run down as it is and in need of a refresh. - also want to thank you for this open consultation and for working to fix the parts that need attention. The area can be developed in a great way, looking forward to see it grow to its potential	Walking, By car, By train	35-44	I work here, I live here	Working full-time			3							
2022-09-04T08:51:38.027Z		51.20342258	-0.152979829	RH1 5JT	Axes Lane	Salfords and Sidlow	-	Satisfied										By car	35-44	I live here, I visit here	Working full-time			1	0						
2022-09-05T10:53:21.147Z		51.1909851	-0.163583305	RH1 5EX	Bonehurst Road	Salfords and Sidlow	-	Unhappy	Traffic lights	Horley	I live near here, I travel on public transport through the area, I drive here	By car, By bus	Possibility for development or change	None	Strongly agree	Improving usability	These traffic lights cause regular traffic jams back to the Chequers roundabout and along Brighton Road (where Tesco local is sited). Once you have driven through the lights the traffic moves well, so the congestion must be solely caused by the incorrect or unsuitable phasing of these lights.	By car, Walking, By bus	45-54	I work here, I commute through the area, I live here	Working full-time			1	1						
2022-09-05T11:13:10.600Z	1	51.19433803	-0.163478963	RH1 5EQ	Bonehurst Road	Salfords and Sidlow	-	Dissatisfied	A23 Industrial area	Salfords	I live near here, I travel on public transport through the area, I drive here	By car, By bus	Possibility for development or change	None	Strongly agree	Improving access, Enhancing safety	There are frequently large lorries stopped on the road here, waiting to access the industrial sites or garages, and with bollards/traffic islands they can be tricky to negotiate. Also, vehicles pulling out from these premises sometimes do so indiscriminantly and at speed.	By car, Walking, By bus	45-54	I work here, I commute through the area, I live here	Working full-time			1	1						
2022-09-05T11:29:21.493Z	0	51.20093489	-0.167032499	RH1 5GL	Bonehurst Road	Salfords and Sidlow	-	Neutral	Verges in Salfords	Salfords	I drive here, I travel on public transport through the area	By car, By bus	Green spaces & links	The green space	Agree	Enhancing green spaces, Enhancing biodiversity, More trees or planting	There is lots of green space here (verges, central reservations). They could be planted with wildflowers and managed in a way that assists biodiversity and provides a nicer visual aspect.	By car, Walking, By bus	45-54	I work here, I commute through the area, I live here	Working full-time			1	1						
2022-09-06T14:17:18.414Z		51.24023114	-0.166722311	RH1 1PA	The Stations Roundabout	Earlswood	Redhill	Unhappy	The ugliest Gateway to Redhill	Redhill	I live near here, I drive here, I shop here, I travel on public transport through the area, The Front Door to Redhill	Walking, Cycling	Active travel (cycling, walking, etc.), Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected, None	Strongly agree	Enhancing biodiversity, Improving connections, Improving access, Enhancing safety, Improving views, Opportunity for high quality development, Enhancing beauty and/or design quality, More trees or planting, Connecting with local services, Big opportunity to put people first, reduce the dominance of vehicles and create an attractive welcoming (possibly partly green) gateway to Redhill. This is Redhill, it's front door and it currently says 'you are not welcome! A complete redesign would be welcome to reorganise the station, bus station, pedestrian access to the high street															
2022-09-06T20:27:50.544Z	0	51.220308079	-0.183771494	RH1 6LD	Pendleton Road	Meadvale	Reigate	Neutral	Earlswood common	Redhill	I come here to walk and cycle, I come here to socialise with friends and family, I come here for my health and wellbeing, I come here to exercise	Walking	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature), Active travel (cycling, walking, etc.)	The green space, The nature and wildlife	Agree	Improving usability, Enhancing green spaces, Enhancing biodiversity, Better facilities, Opportunities for play, Enhancing beauty and/or design quality, More trees or planting, Enhancing opportunities for health and wellbeing, Creating a more healthy environment	The grounds were meant to be transitioned from a golf course to an area to help it's biodiversity ecosystem. I think design needs to be taken to improve the use of the land, such as a play area for children than crossing the Pendleton road, picnic areas, walk ways more plants, trees, flowers than leaving the land to grow. Adding a better car park and access for all around the land such as disabled routes and cycle paths etc to use the land to its full potential inviting people and wildlife.														
2022-09-06T20:39:35.943Z		51.22024889	-0.185444108	RH2 7QH	Woodhatch Road	Meadvale	Reigate	Neutral	Woodhatch road path to Felland way		I come here to socialise with friends and family, I come here to walk and cycle	Walking	Possibility for development or change	None	Strongly agree	Improving connections	A crossing would be helpful to provide safer crossing. Many use the bus stops and the road is fast. Since the bus layby has been taken away has caused the road to be more chaotic if a bus stops heading towards Salford's. A crossing upon this rise of the road would help to provide a easier way for the elderly and children to cross														
2022-09-06T20:44:49.508Z		51.18934626	-0.195665737	RH6 0HL	Westvale Road	Salfords and Sidlow	-	Dissatisfied	Westvale roundabout	Horley	I live near here	By car	Possibility for development or change	It is well connected, It is accessible, The nature and wildlife	Strongly agree	Improving connections, Improving access, Improving usability, Enhancing safety	The round about needs better definition of the directions each lane is used for also lines in the round about to keep all traffic in the right place. Many near misses have been seen where people use the wrong lane to cross the road about or cars cutting into the lane of another														
2022-09-06T20:50:49.419Z		51.18246314	-0.187650408	RH6 8GU	unnamed road	Greenfields	Horley	Dissatisfied	Path and playground	Horley	I live near here, I come here for relaxation, I come here to socialise with friends and family, I come here for my health and wellbeing, I connect with nature here, I come here to walk and cycle, I come here to exercise, I connect with my community here	Walking	Green spaces & links, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It feels safe, The nature and wildlife, The green space	Strongly agree	Improving connections, Improving access, Improving usability	The path is not finished and does not connect to the road or style or if required to be extended to the other part of the estate to connect through the other fields along the front. The grass land here has not been seeded but when ploughed it seeded weeds were added which needs addressing. The playground here has also not been completed and is not being over grown by weeds.														

2022-09-07T15:14:48.549Z	0	51.20080739	-0.167135614	RH1 5GL	Salbrook Road	Salfords and Sidlow	-	Unhappy	Dangerous junction	Salfords	I live near here	Walking, By car, By train	Design quality (i.e. the functionality and/or aesthetic quality of the feature)		This junction is poorly designed and dangerous. It should be replaced by a roundabout.	Improving usability, Enhancing safety, This dangerous junction has been the scene of many accidents because it is poorly designed. There is space for a roundabout, which is what should be built.	I have attended three serious accidents here over the past couple of years	-	-	-	-	-	-	0	0
2022-09-14T06:33:10.759Z		51.23099894	-0.174586919	RH1 6QY	Pendleton Close	Earlswood	Redhill	Happy	cycle lanes	Redhill	I come here to walk and cycle	Cycling, Walking, By car	Active travel (cycling, walking, etc.)	The green space, The nature and wildlife	Strongly agree	Improving access, Enhancing green spaces, More trees or planting		Walking	35-44	I work here, I visit here, I commute through the area, I live here	Working full-time		0	0	
2022-09-15T18:24:32.920Z	1	51.2398776	-0.165527773	RH1 1RB	Redstone Hill	Earlswood	Redhill	Unhappy	Redhill railway tunnel	Redhill	I live near here	Walking, Cycling, By car, By train	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Enhancing beauty and/or design quality	The tunnel is sooo dull and traffic dominated. Surely an opportunity to create an attractive/distinctive gateway to Redhill. Needs to be carefully considered but perhaps some quality art/sculptural lighting/green walls/signage could make this a gateway to be proud of	Walking, Cycling	35-44	I live here, I visit here	Working part-time	2	2		
2022-09-23T15:34:07.501Z		51.24516113	-0.152650135	RH1 1TF	Yoxall Mews	-	Redhill	Neutral																	
2022-09-23T15:39:48.675Z		51.24539806	-0.151695821	RH1 2PE	The Moors	-	-	Neutral																	
2022-09-23T22:45:12.587Z		51.20350238	-0.167281098	RH1 5BX	Brighton Road	Salfords and Sidlow	-	Neutral																	
2022-09-25T16:50:16.657Z		51.23873215	-0.180676261	RH1 6AL	Hatchlands Road	Meadvale	Redhill	Happy	Frontage of Redhill Baptist Church	Redhill	I drive here	By car	Design quality (i.e. the functionality and/or aesthetic quality of the feature), Green spaces & links	It is beautiful, High design quality	Strongly Disagree		This is an amazing area of planting, with seating. There should be more areas like this.	By car, Walking, By bus	45-54	I work here, I commute through the area, I live here	Working full-time	1	1		
2022-09-26T07:43:38.055Z		51.19141001	-0.160866817	RH1 5EX	Cross Oak Lane	Salfords and Sidlow	-	Dissatisfied	Train bridge		I come here to walk and cycle	Walking	Active travel (cycling, walking, etc.)	The green space, The nature and wildlife	Strongly agree	Enhancing safety, Improving access, Improving usability	There is a small section of road that does not have a footpath from the train bridge until the Acres junction. Its unsafe walking on the road.	-	-	-	-	-	0	0	
2022-09-30T06:24:38.657Z	1	51.23622741	-0.169666121	RH1 6QL	Reading Arch Road	Earlswood	Redhill	Unhappy	Brighton road corridor and reading arch rd	Redhill	I live near here	Walking, Cycling, By car	Active travel (cycling, walking, etc.), Green spaces & links, Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected, It is accessible, The retail offer	Agree	Enhancing green spaces, Enhancing biodiversity, Better facilities, Enhancing safety, Improving views, Opportunity for high quality development, Changing its use, Opportunities for play, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment, Enhancing opportunities for health and wellbeing, Connecting with local services	Can we get our river back?? Redhill brook runs through this location, it would be great if it could become the focus of any new development/changes in the region. The Brighton road/a23 is a car dominant grey environment with hardly any greenery. Perhaps more people/cycle friendly spaces that follow the brook could go a long way in improving the area - and some trees on the a23!	Walking, Cycling	35-44	I live here, I visit here	Working part-time	2	2		
2022-09-30T06:35:37.025Z		51.24020487	-0.166718727	RH1 1PA	The Stations Roundabout	Earlswood	Redhill	Unhappy	Outside Redhill station	Redhill	I live near here, I travel on public transport through the area, I shop here	Walking, Cycling, By car, By train, By bus	Active travel (cycling, walking, etc.), Possibility for development or change, Design quality (i.e. the functionality and/or aesthetic quality of the feature)	It is well connected, It is accessible	Strongly agree	Improving usability, Enhancing green spaces, Enhancing biodiversity, Enhancing safety, Improving views, Opportunity for high quality development, Changing its use, Retail and shops, Enhancing beauty and/or design quality, More trees or planting, Creating a more healthy environment, Enhancing opportunities for health and wellbeing	The gateway to Redhill. It's currently not very welcoming. In particular trying to get from the station to the high street is tedious and the car dominates. How could this bustling intersection be made more attractive, potentially more green and more user friendly for all?	Walking, Cycling	35-44	I live here, I visit here	Working part-time	2	2		
2022-09-30T07:03:53.487Z		51.24043653	-0.168372491	RH1 1RJ	Station Road	Earlswood	Redhill	Dissatisfied	Redhill town centre	Redhill	I live near here	Walking, Cycling, By train	Design quality (i.e. the functionality and/or aesthetic quality of the feature), Possibility for development or change	It is well connected, It is accessible	Agree	Improving usability, Enhancing safety, Opportunity for high quality development, Retail and shops, Enhancing beauty and/or design quality	On a typical day Redhill centre is buzzing with good footfall and a fantastic market full of life. The public realm however seems tired and a number of the trees are struggling to survive. Would love to see an upgrade for the area with quality, hard wearing materials and trees designed to live for 100years! At night the centre struggles and can feel unsafe. Perhaps some thoughts to support the nighttime economy would be beneficial, I hope coming cinema can help this	Walking, Cycling	35-44	I live here, I visit here	Working part-time	2	2		
2022-09-30T12:11:56.366Z		51.16210515	-0.151822582	RH6 9EF	Balcombe Road	-	Horley	Unhappy	Balcombe Road RH6 9EA Footpath	Horley	I live near here	Wheelchair user	Active travel (cycling, walking, etc.)	None	Strongly agree	Improving access	Why are wheelchair users not given a heading? This is a health and safety issue especially with a cracked manhole.								
2022-09-30T15:42:01.073Z		51.2241014	-0.177822896	RH1 6HB	Horley Road	Earlswood	Redhill	Neutral	Earlswood Common	Redhill	I connect with nature here, I live near here, I come here for relaxation, I come here for my health and wellbeing, I come here to learn	Walking	Green spaces & links	It is well connected, It is accessible, The green space, The nature and wildlife, It is beautiful, It improves my health	Strongly agree	Enhancing green spaces, Enhancing biodiversity, More trees or planting, Creating a more healthy environment	At some point the building really needs to stop. We are the worst in the world for the state of our Wildlife. Before we lose it all we need to change this by protecting and NOT building	Walking	55-64	-	Other	0	0		
2022-09-30T16:43:18.673Z		51.20801777	-0.169201824	RH1 5BJ	Copseleigh Close	Salfords and Sidlow	-	Neutral	Poor junction - demand sensitive lights needed	Salfords	I come here for relaxation, I travel on public transport through the area, I drive here	By car, By bus	Design quality (i.e. the functionality and/or aesthetic quality of the feature)	None	Strongly agree	Improving access, Improving usability, Better facilities, Enhancing safety, Enhancing beauty and/or design quality	This junction is very popular yet turning right onto the A23 is a nightmare for the HGVs and other motorists heading into Salfords. A set of traffic lights at this junction with demand led sensors for traffic joining from Woodhatch/Earlswood Lakes area could improve safety for pedestrians and motorists alike whilst due to demand led sensors giving A23 priority and all other times have minimal impact on the A23 traffic. Potential to also incorporate traffic lights to improve pedestrian safety at the junction when accessing the green space.								

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

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

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

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

2023-02-03T13:51:31.752Z	Happy	A sense of place, community and culture, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Connecting Places, Vibrant Urban Centres, Civic Streets, Changing Employment Patterns, Diverse types of high quality new homes	-	Satisfied	-	Satisfied	-
--------------------------	-------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---	-----------	---	-----------	---

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

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

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

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

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

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

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

2023-01-05T13:15:00.169Z	Happy	A sense of place, community and culture, Vibrant Urban Centres, Civic Streets, Connecting Places, Health and well-being, Access for all, Blue & Green, Climate & Environmental Action, Changing Employment Patterns, Diverse types of high quality new homes	-	Happy	-	Happy	-
--------------------------	-------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---	-------	---	-------	---

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

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

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

		of high quality new homes					
--	--	---------------------------	--	--	--	--	--

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

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

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

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

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

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

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

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

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

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

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

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

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



A23 Great Street Design Code Supplementary Planning Document

**Strategic Environmental Assessment and
Habitats Regulations Assessment
Screening Statement**

November 2023

Summary

This Screening Statement considers whether a Strategic Environmental Assessment (SEA) and / or a Habitats Regulation Assessment (HRA) should be produced to inform the production of the A23 Great Street Design Code Supplementary Planning Document (SPD), as required under regulation 9 of the Environmental Assessment of Plans and Programmes Regulations 2004.

As set out later in this Statement, the screening for both SEA and HRA undertaken by Reigate & Banstead Borough Council (“the Council”) in accordance with the relevant legislation and guidance, concludes that **a SEA is not required** for the A23 Great Street Design Code SPD.

1. Introduction

1.1 Reigate & Banstead Borough Council is in the process of preparing a Supplementary Planning Document (SPD), to deliver a co-ordinated response to the design of development along the A23 corridor. The A23 Great Street Design Code aims to address the challenges we face as a society whilst also delivering public value. The Design Code aims to deliver four principal themes:

- To make the area work better for pedestrians and cyclists;
- To improve access to open spaces and parks;
- To identify opportunities for development; and
- To raise the quality of design.

1.2 The national Planning Practice Guidance (PPG)¹ sets out the difference between strategic environmental assessment (SEA) and other forms of assessment. It advises that strategic environmental assessment (SEA) is a tool used at the plan-making stage to assess the likely environmental effects of the plan when judged against reasonable alternatives.

1.3 A plan or project may also require an appropriate assessment, as set out in the Conservation of Habitats and Species Regulations 2017 (as amended) if it is considered likely to have significant effects on a protected habitats site.

1.4 The requirement for local planning authorities to carry out a Strategic Environmental Assessment (SEA) of relevant town and country planning or land

¹ PPG Strategic environmental assessment and sustainability appraisal (Paragraph: 003 Reference ID:11-003-20190722)

use plans and programmes before their adoption is a requirement of the [Environmental Assessment of Plans and Programmes Regulations 2004](#) (the “Strategic Environmental Assessment Regulations 2004”), Statutory Instrument 2004 No.1633, in certain situations.

- 1.5 The PPG advises² that *“supplementary planning documents do not require a sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already been assessed during the preparation of the relevant strategic policies”*.
- 1.6 It is the responsibility of the local planning authority to assess whether the plan is likely to have significant effects on the environment in accordance with the relevant legislation, and to make these conclusions public.
- 1.7 *“A strategic environmental assessment is unlikely to be required where a supplementary planning document deals only with a small area at a local level (see regulation 5(6) of the Environmental Assessment of Plans and Programmes Regulations 2004), unless it is considered that there are likely to be significant environmental effects.”*
- 1.8 *“Before deciding whether significant environment effects are likely, the local planning authority will need to take into account the criteria specified in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations 2004 and consult the consultation bodies. The consultation bodies are defined in Regulation 4 of the Environmental Assessment of Plans and Programmes 2004 as Historic England, Natural England, and the Environment Agency.”*
- 1.9 Article 6 of the *Conservation of Habitats and Species Regulations 2017* (“the Habitats Regulations 2017) requires an assessment of the implications of a plan, both individually and in combination with other plans or projects, on designated ‘Natura 2000’ sites. Such “Natural 2000” sites include Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar sites (which are treated as equivalent to Natura 2000 sites. If it is determined that a plan or

² PPG Strategic environmental assessment and sustainability appraisal (Paragraph: 008 Reference ID:11-008-20140306)

project is likely to have a significant effect on these protected sites, an Appropriate Assessment should be undertaken.

- 1.10 The Council has therefore prepared this Screening Statement to determine whether the SPD currently being prepared as a design code should be subject to a Strategic Environmental Assessment (SEA) and / or Habitats Regulations Assessment (HRA), also known as an “Appropriate Assessment”. This draft statement is sent to the three statutory consultation bodies for their comments on the Screening, and for their view as to whether they concur with its findings.
- 1.11 Reigate and Banstead Development Management Plan, its Inspector’s Report and the SA reports for the later stages of the DMP’s preparation can be accessed from the following weblink https://www.reigate-banstead.gov.uk/info/20088/planning_policy/1101/development_plan_2020/3
- 1.12 The various stages of Sustainability Appraisals and Habitats Regulation Assessments can be accessed from the following weblink https://www.reigate-banstead.gov.uk/info/20088/planning_policy/1109/evidence_2020/9

2. Scope of the A23 Great Street Design Code SPD being prepared

- 2.1 This section of the SEA and HRA Screening Statement sets out the purpose, scope and content of the A23 Great Street Design Code SPD, currently under preparation, and which is the subject of this screening.
- 2.2 The Design Code is part of the Council’s Development Management Plan which is the second part of the Council’s current adopted Local Plan covering the plan period 2012-2027, the first, strategic part being the Core Strategy (adopted in 2014 and reviewed and found to be up to date in July 2019). The DMP includes detailed policies to aid in determination of development applications and also include site allocation policies.
- 2.3 The Design Code includes requirements and considerations based on the National Model Design Code (NMDC), regarding movement, nature, built form, identity and streets and public space. Once adopted, the SPD will subsequently assist the Council by providing design principles and guidance to steer development.
- 2.4 Reigate and Banstead Borough Council successfully applied for the Pathfinder Design Code programme run by the Office for Place, as part of the Department of Levelling Up, Housing and Communities (DLUHC). Our Pathfinder programme started in the summer of 2022 when the procurement process started. Our consultants, Urban Initiatives Studio (UIS), along with Urban

Movement were appointed and have been engaged closely with planning policy officers to help develop the Design Code SPD as part of the Office for Place Pathfinder programme. The programme has since completed with a draft Design Code completed at the end of May 2023. We are now ready to take the draft Design Code through the planning process to adoption as an SPD

- 2.5 The Design Code Study Area covers the southeast corner of the borough, extending from Redhill down to Horley. The Code focuses on the A23 corridor which runs through the study area and passes a variety of different environments, including the urban town centre of Redhill, and the wooded areas of Earlswood Common. The corridor is an important focus as it provides important strategic movement for vehicles, pedestrians and cyclists and is a focus corridor in an area identified by the Local Plan to deliver opportunity for development. Just outside the study area boundary to the north is the Surrey Hills Area of Outstanding Natural Beauty (AONB), whilst to the south of the boundary, near Horley is Gatwick Airport.
- 2.6 The Design Code explores the number of challenges we face on a national level, which we call the 'grand challenges'. The challenges include, but not limited to: an aging population, climate change, air pollution, social isolation etc. This feeds into how we think about designing places and how we must respond to these challenges. Throughout the Design Code programme, we held three different engagement events with local communities and stakeholders. During the scoping stage, we presented the grand challenges at our engagement events and sought feedback with how people would prioritise and respond to these challenges. This was key to help us frame the ambitions for the Design Code, which presented local communities to be highly involved with the vision.
- 2.7 The SPD is being drafted and is programmed for public consultation for at least four weeks in December 2023. Adoption of the SPD is programmed for early 2024.
- 2.8 The SPD will not contain any new policies, proposals or site allocations. Nor will it influence or alter the scale or spatial distribution of development across the borough which is already established through the Core Strategy and Development Management Plan. The SPD will provide further guidance on the following adopted Core Strategy and DMP policies as set out in Table 1 below.

Table 1: Local Plan policies that the Design Code SPD provides further guidance on

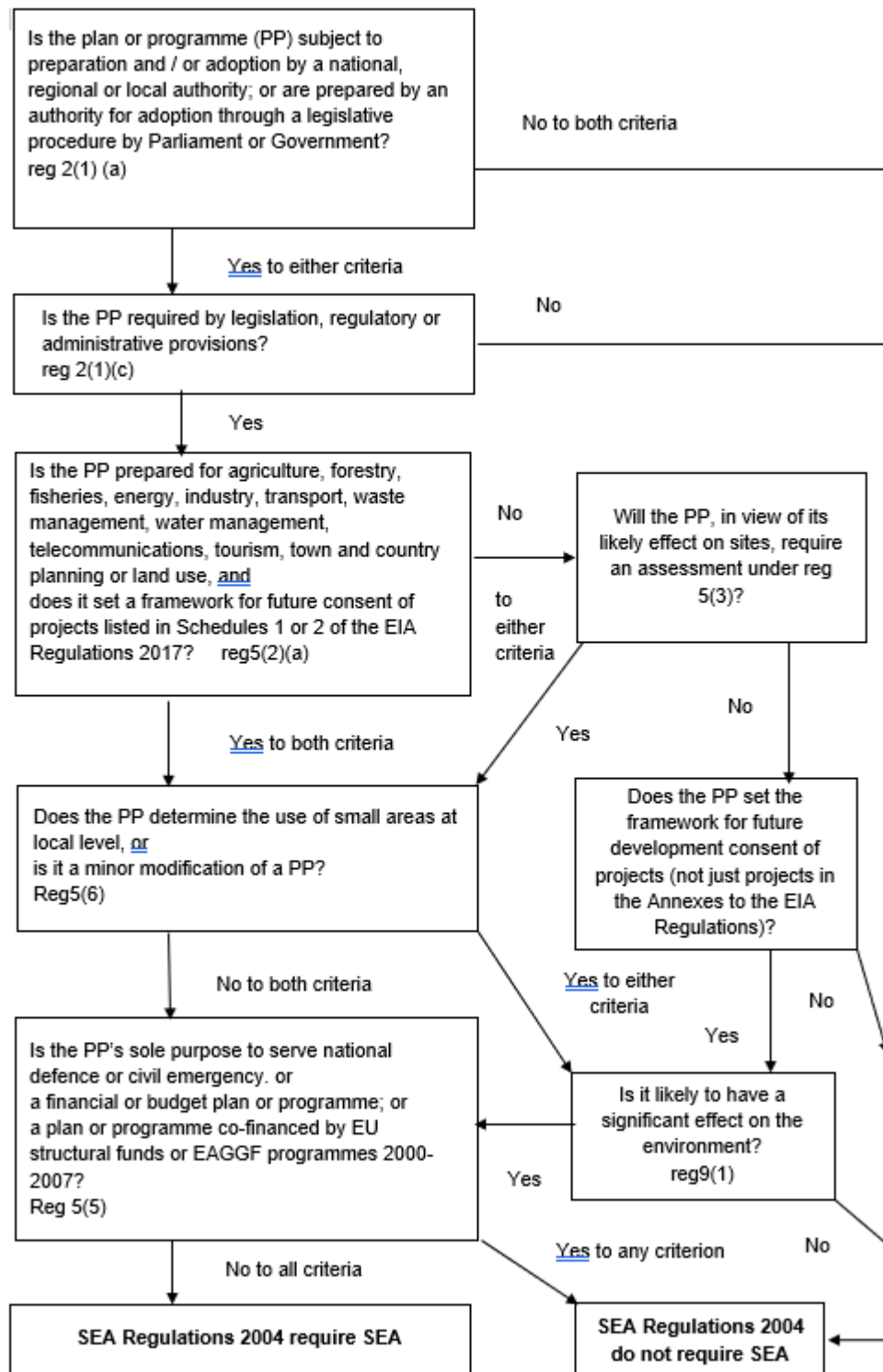
Core Strategy Policies	
CS1	Presumption in favour of sustainable development
CS2	Valued landscapes and the natural environment
CS4	Valued townscapes and the historic environment
CS5	Valued people and economic development
CS7	Town and local centres
CS10	Sustainable development
CS11	Sustainable construction
CS17	Travel options and accessibility
DMP Policies	
DES1	Design of new development
DES2	Residential garden land development
DES5	Delivering high quality homes
DES9	Pollution and contaminated land
OSR2	Open space in new developments
TAP1	Access, parking and servicing
CCF1	Climate change mitigation
NHE1	Landscape protection
NHE2	Protecting and enhancing biodiversity and areas of geological importance
NHE3	Protecting trees, woodland areas and natural habitats
NHE4	Green and blue infrastructure
NHE9	Heritage assets

3. Strategic Environmental Assessment (SEA) Screening

3.1 With regard to SPDs, the national Planning Practice Guidance indicates that SEA will normally only be required in exceptional circumstances. The flow chart at **Figure 1** summarises the process to follow to determine whether a town and country planning or land use plan or programme requires a SEA to be prepared. It is based on the European Directive, from which the Strategic Environmental Assessment Regulations 2004 were transposed for England. The process diagram is intended as a guide to the criteria for application of the Environmental

Assessment of Plans and Programmes Regulations 2004 (the “Strategic Environmental Assessment Regulations 2004”).

Figure 1: Application of the Environmental Assessment of Plans and Programmes Regulations 2004



- 3.2 As the “responsible authority”, the Council must therefore determine, whether SEA is required for the A23 Great Street Design Code SPD. The Council must initially determine whether the SPD is a “plan or programme” covered by regulation 5(2). If it determines that it is, then the Council must carry out a screening to establish whether SEA is required, based on its likelihood to have significant environmental effects. In deciding whether significant environmental effects are likely, the Council must take into account the criteria in Schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004.
- 3.3 The Council considers that the SPD being prepared is a plan under regulation 5(2) and has therefore produced its screening opinion under regulation 9(1), set out below in **Table 2**, to determine the likely significance of effects on the environment, and therefore whether a SEA is required.

Table 2: Consideration of emerging SPD against the criteria for determining potential for likely significant effects on the environment (from Schedule 1 to the Strategic Environmental Assessment Regulations 2004)

1. The characteristics of plans and programmes, having regard, in particular, to -	
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	<p>The emerging A23 Great Street Design Code SPD does not set the framework for any project or other activity.</p> <p>The “framework” for development for the SPD area is set in the adopted Development Management Plan (DMP) 2019.</p>
(b) the degree to which the plan or programme influences other plans and programmes	The emerging SPD will not influence other plans or programmes. It is influenced by the higher order plans, namely the Council’s

<p>including those in a hierarchy;</p>	<p>adopted development plan documents, the Core Strategy 2014 (Reviewed 2019 and found to be up to date) and the DMP, both of which have been subject to SEA, as well as the NPPF.</p> <p>It will assist in guiding the development of the study area, in accordance with the adopted DMP relevant policies but will not influence other plans or programmes. The SPD does not set new policies.</p>
<p>(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;</p>	<p>SPD will provide guidance for incorporating sustainable development considerations, the design of buildings, enhancing green infrastructure and in the promotion of active travel (improved pedestrian and cycle linkages) for the area with a focus on the A23 corridor.</p>
<p>(d) environmental problems relevant to the plan or programme; and</p>	<p>The SPD has design principles and codes set out to respond to environmental challenges and to enhance the natural environment. The Design Code is keen to create an enhanced environment that is accessible and safe for all as part of the framed ambitions.</p> <p>The Design code N4 for example is to improve the provision of new green infrastructure. This includes opportunities to introduce green walls, green roofs, climbing plants and roof gardens.</p> <p>Design code N1 is set to improve the access to nature, by providing connected green spaces and for new development to consider the connections and access to new and existing open spaces.</p>
<p>(e) the relevance of the plan or programme for the implementation of Community legislation on the environment (for example, plans and</p>	<p>The SPD is not directly relevant to the implementation of Community legislation on the environment.</p>

programmes linked to waste management or water protection)	
2. The characteristics of the effects and of the area likely to be affected, having regard, in particular, to -	
(a) the probability, duration, frequency and reversibility of the effects;	The SPD is not expected to have negative effects towards the environment, and its aim is to improve the quality of the environment along the A23. Moreover, the Local Plan SA/SEA expects overall positive impacts to arise from the Core Strategy and DMP Policies, which the SPD supports.
(b) the cumulative nature of the effects;	The SPD is not considered to have any cumulative effects.
(c) the transboundary nature of the effects;	The SPD will be local to the Design Code study area within the borough and only indirect effects are expected cross boundary.
(d) the risks to human health or the environment (for example due to accidents),	The SPD does not present any risks to human health or the environment; conversely, it will encourage improvements in these areas.
(e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),	The SPD will be applied to all relevant planning applications in the borough, although the effects of the SPD will be more likely felt at a more local scale relevant to the Design Code study area, with the focus around the A23.

<p>(f) the value and vulnerability of the area likely to be affected due to:</p> <p>(i) special natural characteristics or cultural heritage;</p> <p>(ii) exceeded environmental quality standards or limit values; or</p> <p>(iii) intensive land-use</p>	<p>The SPD itself will not be able to set policy related to specific land uses. However, the SPD only offers guidance to support implementation of policies which have already been subject to SA/SEA. It does not propose further or different types of development to those already contemplated through the Local Plan.</p>
<p>(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.</p>	<p>The SPD does not include any recognised national, community or international protection status, and is not likely to affect any such areas or landscapes. The only potential impact could be on the Surrey Hills AONB and Mole Gap to Reigate Escarpment SAC located close to the Design Code area boundary. Any applications for development will be required to satisfy the relevant policies for protection of the character of the area before permission is granted.</p>

3.4 The SPD is supplementary to the Council's Local Plan which has been subject to SA/SEA throughout the preparation of the DMP. All the SA/SEA Reports are available through the weblink https://www.reigate-banstead.gov.uk/downloads/download/2030/sustainability_appraisal_and_strategic_environmental_assessment_for_local_plan_policy.

3.5 The SPD will supplement and support the delivery of existing policies in the Council's Local Plan which themselves have been subject to SEA and SA. In particular, the appraisals for the Core Strategy and DMP policies set out in Table 1 conclude that there will be no significant environmental effects. The SPD will not introduce new policies or proposals, nor will it alter the overall development strategy (scale and distribution) which is established through the higher order Local Plan documents.

SEA Screening Conclusions

- 3.6 As stated at paragraph 3.6, the SPD currently being prepared will not include any new policy proposal or site allocation, but rather will set out further detail to assist in implementing the adopted Local Plan policies. These policies were subject of SA (incorporating SEA) throughout the process of its preparation within the now adopted DMP. This includes the SA/SEA of the Main Modifications to the DMP proposed by the Inspector during the DMP Examination.
- 3.7 Having assessed the emerging SPD against the relevant criteria and considerations in Schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004 (as set out in Table 1 above), the Council concludes that the A23 Great Street Design Code SPD will not give rise to significant environmental effects. **A Strategic Environmental Assessment is therefore not required for the SPD.**
- 3.8 The Council's conclusion regarding the SEA screening is confirmed by the consultation bodies. Their response can be found in appendix 1.

4. Habitat Regulation Assessment (HRA) Screening

- 4.1 *The Conservation of Habitats and Species Regulations 2017 (as amended)* is one of the pieces of English law that transposed the land and marine aspects of the European Habitats Directive (Council Directive 92/43/EEC) and certain elements of the Wild Birds Directive (Directive 2009/147/EC) (known as the Nature Directives) into English law. Changes have been made to the 2017 Regulations by the [*Conservation of Habitats and Species \(Amendment\) \(EU Exit\) Regulations 2019*](#) to make them operable from 1 January 2021 following the UK's departure from the European Union, in the field of biodiversity protection in England and Wales.
- 4.2 These regulations concern sites of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species. Most of these changes involved transferring functions from the European Commission to the appropriate authorities in England and Wales. All other processes or terms in the 2017 Regulations remain unchanged and existing guidance is still relevant. The obligations of a "competent authority" in the 2017 Regulations for the protection of sites or species do not change. A "competent authority" includes a public body such as Reigate & Banstead Borough Council.

- 4.3 The purpose of the HRA is to assess the implications of a plan, either individually, or in combination with other plans or projects, on the protected biodiversity sites.
- 4.4 The Habitats Directive applies the precautionary principle to all such designated sites. In normal circumstances, a land use plan can be brought into effect only after having ascertained that it will not adversely affect the integrity of a designated biodiversity site of national importance, either alone, or in combination with other plans.
- 4.5 The first stage in the process is to establish, through “screening” of the emerging SPD whether the plan is either directly connected with, or necessary to, the management of a protected biodiversity site. If not, a determination needs to be made as to whether the plan in itself or in combination with others is likely to have a significant effect on a protected national site.
- 4.6 Any plan or project not directly connected with, or necessary to, the management of a designated site, but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after consultation.
- 4.7 Comprehensive Habitats Regulation Assessment (HRA) / Appropriate Assessment was undertaken throughout the process of preparation of the DMP. This included assessing the emerging policies to consider whether those policies would have likely significant effects including in combination with other relevant plans. The conclusions of the HRAs at various stages in the preparation of the DMP are considered highly relevant to this screening assessment of the emerging A23 Great Street Design Code SPD. In particular [*the Proposed DMP Submission Habitats Regulations Assessment*](#) (published in October 2017 and updated in May 2018), which in relation to the key policies which the proposed SPD will implement (namely those listed in Table 1), the HRA for the DMP draws conclusions that the key policies have no direct HRA implications.
- 4.8 With regards to the HRA / AA of the DMP, the DMP Inspector’s Report concluded (at paragraph 218) that *“The Habitats Regulations / Appropriate Assessment Report published in September 2018 updates two interim Habitat Regulation Assessments. This concludes that subject to mitigation measures in the plan, no significant adverse effects on the integrity of European sites are likely. Natural England agrees with this finding.”*

HRA Screening conclusions

- 4.9 The DMP's HRA / AA prepared to inform the DMP, concluded that subject to mitigation, the DMP and its policies, would not be likely, either alone or in combination with other plans and projects, to result insignificant effects on protected biodiversity sites.
- 4.10 As the A23 Great Street Design Code SPD being prepared is intended to provide supplementary guidance on the implementation of DMP Policies, it is therefore concluded that **a full Appropriate Assessment under *the Conservation of Habitats and Species Regulations 2017 (as amended)* is not required for this emerging SPD.**
- 4.11 The Council's conclusion regarding the HRA screening is confirmed by the consultation bodies. Their response can be found in appendix 1.

Appendix 1: Responses from the three consultation bodies

creating a better place
for people and wildlife



Tomas Pugh-Cook
Reigate & Banstead Borough Council
Building & Development Services

Our ref: SL/2011/108875/SE-13/DS1-01

Sent via email

Date: 03 November 2023

Dear Tomas,

Consultation on Strategic Environmental Assessment and Habitats Regulations Assessment Screening Statement

- A23 Great Street Design Code Supplementary Planning Document (SPD)

Thank you for consulting the Environment Agency on the above consultation. We agree with your conclusion that the A23 Great Street Design Code SPD will not give rise to significant environmental effects and therefore a Strategic Environmental Assessment is not required for the proposed SPD.

We are aware that the proposed SPD is intended to provide further guidance on several Core Strategy and DMP policies and will not introduce policies, proposals or site allocations, therefore will not give rise to significant effects on the environment.

Please do not hesitate to contact me should you wish to discuss this further.

Yours sincerely,

Mr Ajit Gill
Planning Specialist

Direct e-mail Ajit.Gill@environment-agency.gov.uk

customer service line 03708 506 506
gov.uk/environment-agency



Historic England

Planning Policy Team
Reigate and Banstead Borough Council
Town Hall
Castlefield Road
Reigate RH2 0SH

Our ref: PL00794155
Your ref:
Telephone 020 7973 3700
Email e-seast@historicengland.org.uk

By email only to LDF@reigate-banstead.gov.uk

Date 6 November 2023

Dear Sir or Madam

**Reigate and Banstead Borough Council-A23 Great Street Design Code SPD
Sustainability Appraisal/Strategic Environmental Appraisal Screening Opinion**

Thank you for your email dated 5 October 2023 consulting Historic England on your intention of carrying out a SEA/SA for the above plan.

In light of the Environmental Assessment of Plans and Programmes Regulations 2004, our view is that a SEA is not required in this instance for the reason set out in paragraph 3.7 of the Screening Statement (Reigate and Banstead Borough Council, October 2023).

Yours sincerely

Alan Byrne
Historic Environment Planning Adviser



Historic England, 4th Floor, The Atrium, Cannon Bridge House, 25 Dowgate Hill, London EC4R 2YA

Telephone 020 7973 3700 HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.

Correspondence or information which you send us may therefore become publicly available.

Pending response from Natural England

This page is intentionally left blank