

COUNCIL
12 April 2018

Reigate & Banstead Borough Council Boundary Review Submission

Agenda Item: 10 Annex 1

Local Government Boundary Review

Ward Boundaries Submission

Reigate & Banstead Borough Council

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Introduction

The Local Government Boundary Commission for England (LGBCE) has initiated a review of Reigate & Banstead Borough Council's electoral arrangements, with a view to addressing the electoral variance across the Borough within the existing warding pattern.

The last review was undertaken in 1997/1998, since when there have been significant developments and changes in population.

Council Size

In January 2018 the LGBCE announced that it is minded to recommend that Reigate & Banstead Borough Council should have 45 councillors in the future and launched the first period of consultation for a pattern of wards on this basis.

Ward Pattern Criteria

In drawing up a pattern of electoral wards, the LGBCE seeks to balance three statutory criteria:

- Delivering electoral equality for local voters: ensuring that each local councillor represents roughly the same number of people so that the value of a vote is the same regardless of where an elector lives in the local authority area.
- Reflecting the interests and identities of local communities: establishing electoral arrangements which, as far as possible, maintain local ties and where boundaries are easily identifiable.
- Promoting effective and convenient local government: ensuring that the new wards can be represented effectively by their elected representative(s) and that the new electoral arrangements as a whole allow the local authority to conduct its business effectively.

Where it is not possible to produce a ward pattern that meets all the criteria, the LGBCE has discretion based on the quality of evidence provided to it.

The Council will continue to be elected by thirds. As a result, the LGBCE seek to produce a consistent ward boundary pattern of three Councillors per ward, to support the electoral equality criteria and ensure that residents have an equal opportunity to vote. Therefore, proposals should seek to deliver 15 wards across the borough.

Seeking Electoral Equality

In support of the boundary review, the Council provided electorate forecasts in accordance with the LGBCE technical guidance. The electorate is forecast to increase to 116,820 by 2023.

This creates a target of **7,799 electors per ward**.

Whilst also meeting the other criteria, this proposal seeks to minimise the variance between wards.

Developing a Boundary Proposal

The Council established a cross-party Member Working Group to support the boundary review. To support the Working Group in developing and testing potential boundary patterns, the Council worked with a software supplier to develop an online mapping system. This system plotted electorate numbers across the borough and enabled the working group to move boundaries and consider the impact on elector numbers.

Reigate & Banstead Borough Characteristics

Reigate & Banstead is a great place to live and work. The borough is accessible, with good transport links to central London and the wider South East.

The M23 / A23 and the A217 are strong transport corridors running north-south through the borough, with communities developed along these routes. The M25 and A25 create a strong east-west transport corridor in the centre of the borough.

The borough has a variety of natural landscapes, from the North Downs on the edge of outer London (largely included within the Surrey Hills Area of Outstanding Natural Beauty) to the Low Weald in the south bordering West Sussex. Within this varied landscape sit the borough's four main settlements – Reigate, Redhill (in the centre of the borough), Banstead (to the north) and Horley (to the south), and a range of smaller settlements. Each has very different characters and histories.

The map below shows the borough context, setting out the key urban areas, transport links, shopping centres, employment areas and countryside designations

In seeking to establish new ward boundaries, this proposal has used major roads and railway lines as 'hard boundaries' wherever possible, unless there has been historic ribbon development around a road. Individual communities have been retained within single wards. In the more urban area in the centre of the borough, where separation between areas is not as clear, boundary patterns have been proposed that seek to maintain neighbourhood areas within a single ward.

Map: Borough Context

Key Diagram

- Motorway
- A Roads
- Railway Lines
- South East Plan Regional Boundaries:
- London Fringe
- Gatwick Area
- Redhill TCAAP
- Town Centres
- Primary Town Centre
- Regeneration Areas
- Urban Areas
- Redhill Area Boundary
- AONB
- SAC
- AGLV
- Employment Areas
- Green Belt
- Rural Surrounds of Horley
- Major Housing Sites
- Council Leisure Facilities
- Area of Constraint - Flood Plain

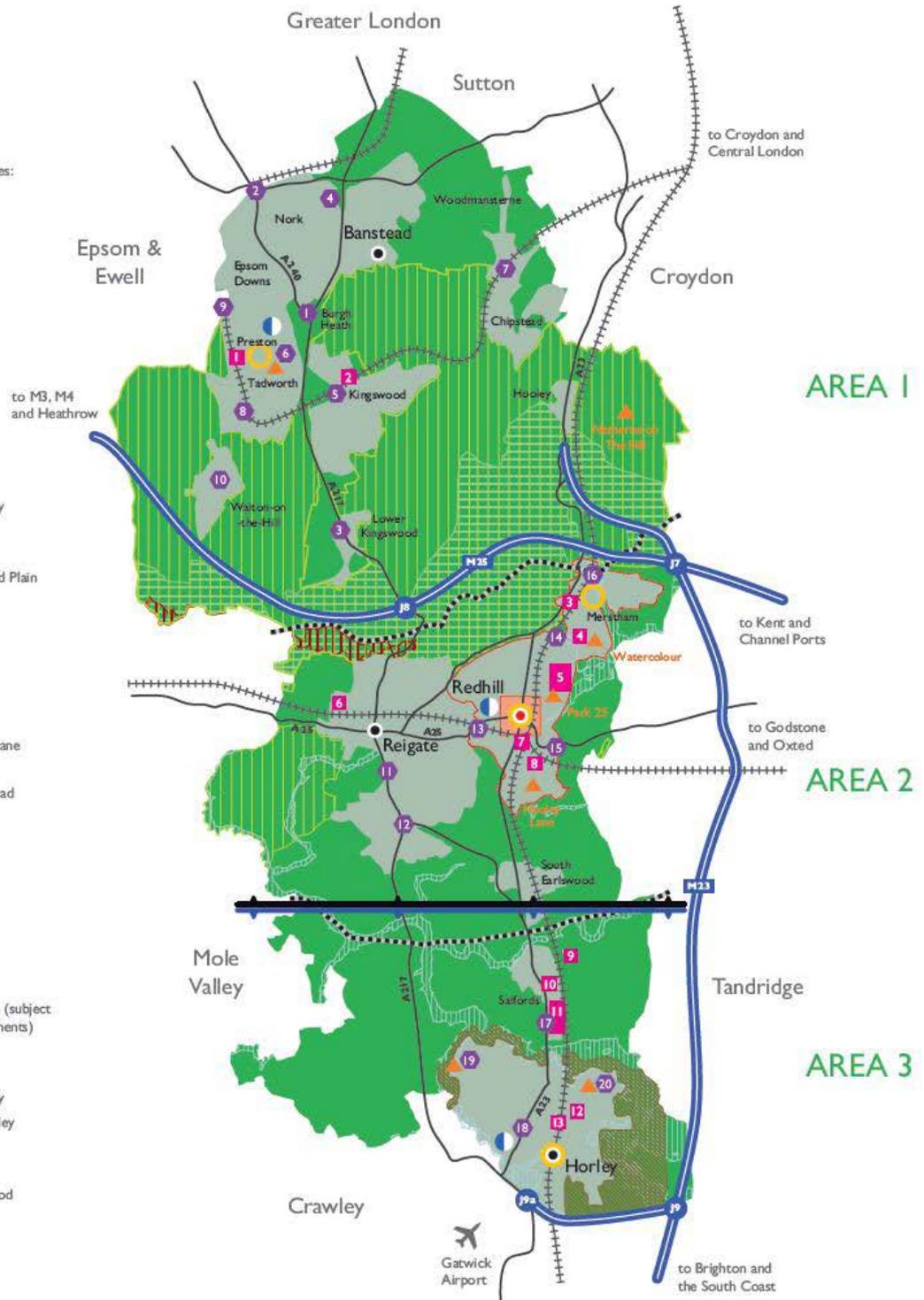
Area Boundary

Local Shopping Centres

- 1 Burgh Heath
- 2 Drift Bridge
- 3 Lower Kingswood
- 4 Nork Way
- 5 Kingswood Waterhouse Lane
- 6 Shelters Way
- 7 Station Approach, Chipstead
- 8 Tadworth
- 9 Tattenham Corner
- 10 Walton-on-the-Hill
- 11 Lesbourne Road
- 12 Woodhatch
- 13 Linkfield Corner
- 14 Mersham Village
- 15 Nutfield Road
- 16 Portland Drive, Mersham (subject to regeneration improvements)
- 17 Brighton Road, Salfords
- 18 Brighton Road, Horley
- 19 Meath Green Lane, Horley
- 20 Langshott/Lake Lane, Horley

Employment Areas

- 1 Pittwood Park, Tadworth
- 2 Waterfield Lane, Kingswood
- 3 Wells place
- 4 Quarry works site
- 5 Holmthorpe
- 6 Albert Road North
- 7 Reading Arch Road
- 8 Kingsfield Business Centre
- 9 Perrywood Business Park
- 10 Salford Industrial Estate Part 1
- 11 Salford Industrial Estate Part 2
- 12 Gatwick Metro Centre
- 13 Balcombe Road



1. Summary of Ward Proposals

It is proposed that 15 three-Member Wards be created as follows:

Proposed Ward Name	Area of the Borough	Electorate Forecast in 2023	Variation from Target Electorate
Banstead Village & Burgh Heath	North	7,903	+1.3%
Chipstead, Kingswood & Woodmansterne	North	7,987	+2.4%
Earlswood & Whitebushes	Central	7,788	-0.1%
Horley Central	South	7,940	+1.8%
Horley East & Salfords	South	7,817	+0.2%
Horley West	South	7,856	+0.7%
Merstham, Netherne & Hooley	North (Central)	7,991	+2.5%
Nork	North	7,902	+1.3%
Preston Park & Tattenham Corner	North	7,995	+2.5%
Redhill East	Central	7,439	-4.6%
Redhill West & Wray Common	Central	7,668	-1.7%
Reigate	Central	7,536	-3.4%
South Park, Woodhatch & Sidlow	Central (South)	7,680	-1.5%
St Mary's & St John's	Central	7,507	-3.7%
Tadworth, Walton & Lower Kingswood	North	7,973	+2.2%

A map showing the proposed ward boundary pattern across the borough is set out in Annex 1.

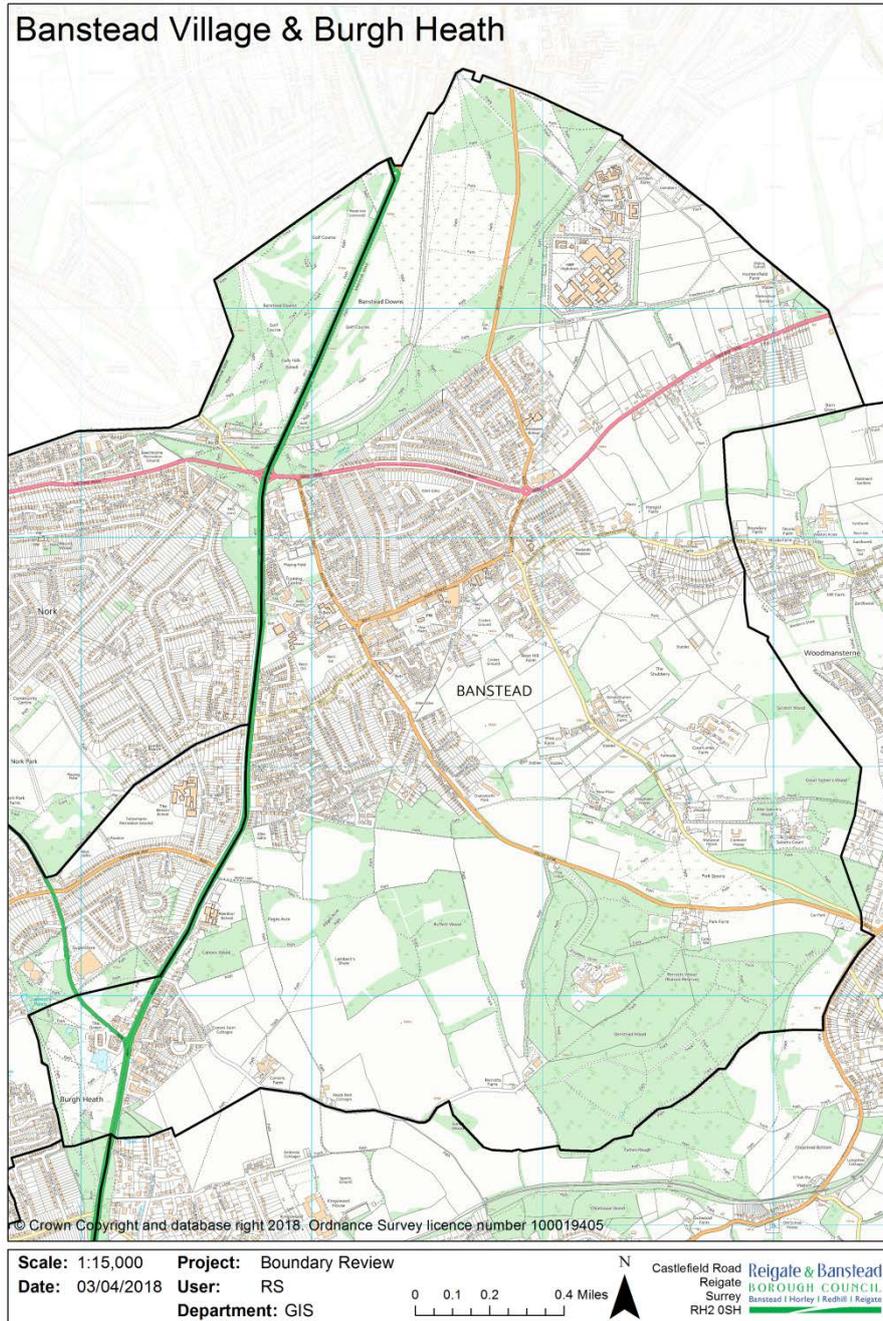
The following section provides more detail on the proposed boundaries, on a ward by ward basis, together with the rationale used to reach the proposal. In order to assist the reader understand the boundaries between neighbouring wards, the proposals are split into sections within the borough, to assist: North, Central, South (as set out in the table above).

2. Boundary Proposals: Northern Area

Proposed Ward Name	Area of the Borough	Electorate Forecast in 2023	Variation from Target Electorate
Banstead Village & Burgh Heath	North	7,903	+1.3%
Chipstead, Kingswood & Woodmansterne	North	7,987	+2.4%
Nork	North	7,902	+1.3%
Preston Park & Tattenham Corner	North	7,995	+2.5%
Tadworth, Walton & Lower Kingswood	North	7,973	+2.2%
Merstham, Netherne & Hooley	North (Central)	7,991	+2.5%

Ward proposal: Banstead Village & Burgh Heath

Electorate Forecast in 2023	7,903
Variation from Target Electorate	+1.3%



Banstead Village is the largest community in the north of the borough. It is the largest shopping centre in this part of the borough, with residents from nearby villages travelling to Banstead for retail and community facilities. Banstead is centred around a traditional high street, with supermarkets and independent stores. To the west there are community facilities including schools, library and youth centre. To the south and east, there are large areas of green space separating the village from other areas. There are a number of community groups centred around Banstead Village, including a residents association and church groups.

Banstead Village alone does not provide sufficient electors to meet the target population. In order to support the criteria for electorate equality, it is proposed that the nearby community of Burgh Heath be included within this ward. Burgh Heath is an historic development on all three sides of the junction of the A217 and A240. Although it is also difficult to cross the A217 at this location, the houses on the Western side which are few in number are part of the community based around the local shopping parade.

The A217 acts as the connector from Burgh Heath to Banstead Village.

It is proposed that the western boundary of this ward follow the A217, incorporating Burgh Heath in its entirety. This is a major, dual carriageway road, running north-south. It is not an easy road to cross and acts as a key boundary.

The Eastern Boundary is proposed to follow the historical Banstead Village boundary. The three small communities off Croydon Road, Woodmansterne Lane and Park Road have an affinity with Banstead Village which is their main social and commercial hub, with the highway connections leading into the village. In particular, the residents of Park Road, when they were removed from Banstead Village (in the last Boundary Review), felt so strongly that they were part of Banstead that they set up their own Residents Association to retain links with Banstead and separation from Chipstead.

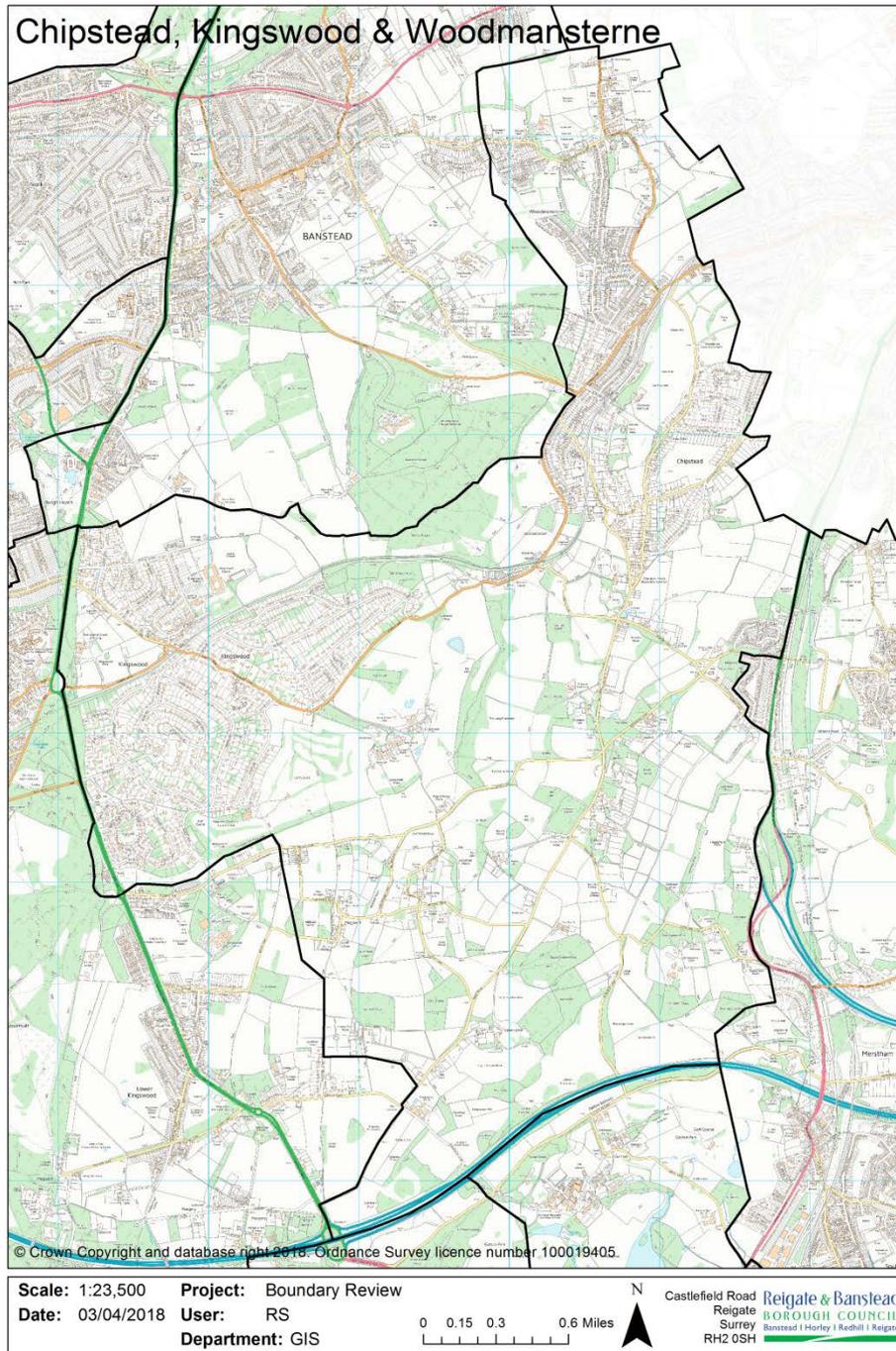
The Southern Boundary is proposed to extend southwards to include the residential conversion of the Queen Elizabeth hospital, which only has an access drive leading to Banstead, and is considered an anomaly in the existing ward boundaries.

It is proposed that the ward extend to the northern borough boundary.

The proposed boundary follows the polling district boundaries, incorporating Burgh Heath as well.

Ward proposal: Chipstead, Kingswood & Woodmansterne

Electorate Forecast in 2023	7,987
Variation from Target Electorate	+2.4%



Chipstead, Kingswood and Woodmansterne are three distinct communities in the more rural surrounds to the south and east of Banstead. Each has community facilities, such as community halls, pubs and small shopping parades. Each community has its own residents association and other community groups.

It is proposed that the eastern boundary follow the Borough boundary, until it reaches the A23, which is a major trunk road leading into London. The proposed boundary then follows the A23 southwards, until it reaches the historic settlement of Hooley.

Hooley is a small village straddling a major road. In order to support the electoral equality criteria it is proposed that the residential areas south of Star Lane, east of the A23, and along Church Lane Avenue are excluded from this ward.

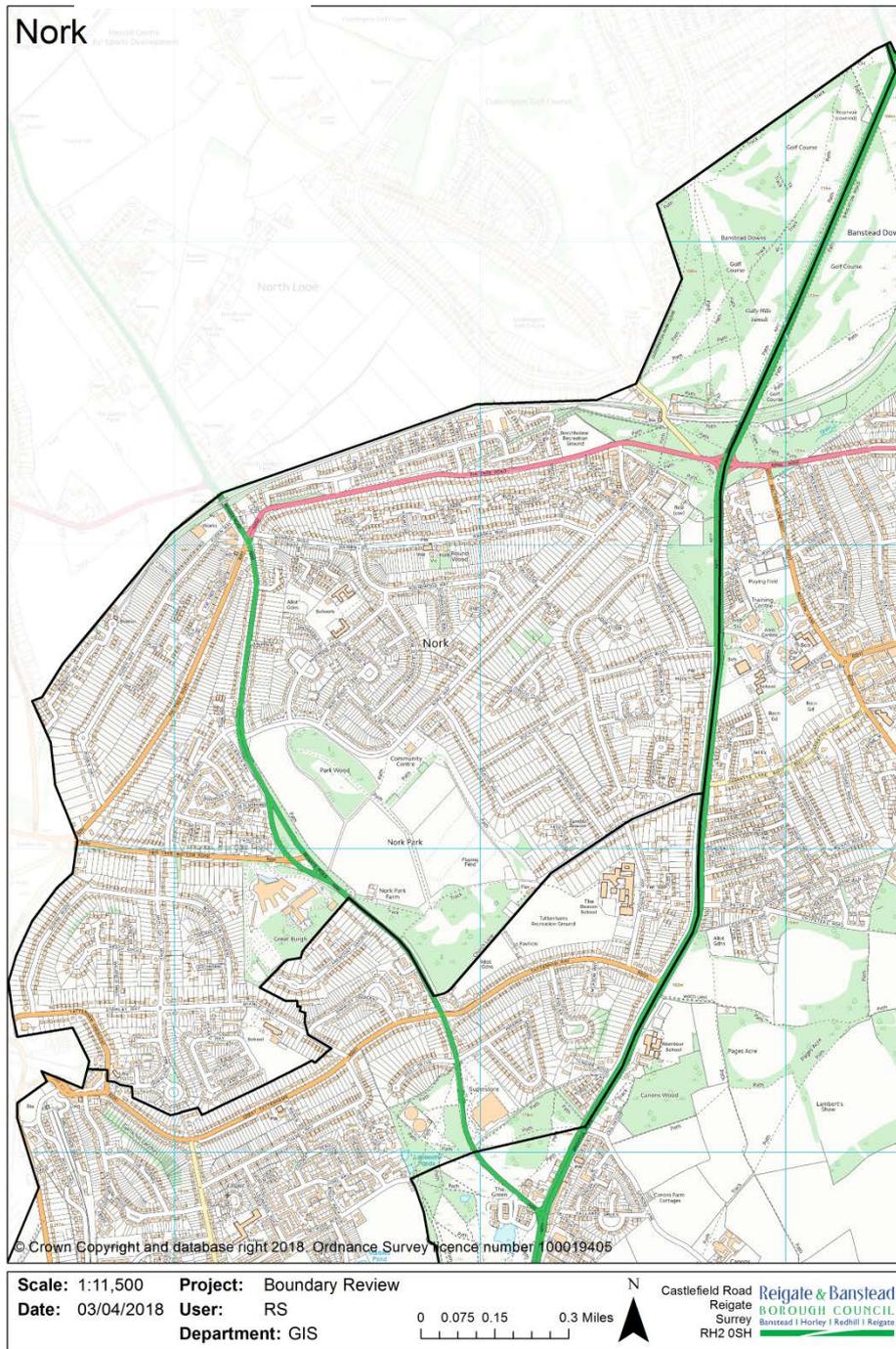
The Boundary then continues down the A23, which becomes dual carriageway again, until it reaches the historic settlement of Merstham, which is also excluded from this ward.

The M25 forms the Southern Boundary.

Whilst this ward is more rural and covers a larger geographical area, there are many connecting roads that run across the ward, connecting the communities within it: Rectory Lane, High Road, White Hill, Hogscross Lane, How Lane, and Waterhouse Lane.

Ward proposal: Nork

Electorate Forecast in 2023	7,902
Variation from Target Electorate	+1.3%



In the north west of the Borough, there are two main transport corridors. The A217 runs north to south. The A240 branches west from the A217 and connects with Epsom.

This part of the borough sits between Banstead and Epsom, and there are strong connections to both. A number of addresses in this area have a KT postcode, which does create a different local identify to other areas with an SM or RH postcode.

The existing Nork and Tattenham wards combine to form a single county council division (“Nork and Tattenham”), and are in the Epsom & Ewell parliamentary constituency, unlike the other wards in the north of the borough which are part of the Reigate constituency.

There are two shopping parades, Drift Bridge and Nork Way, with the local church providing community facilities and activities. Nork Park is a key local amenity, popular with local residents. It also hosts a number of community events

In this area of the borough, the public transport links travel east – west, connecting Nork and Epsom Downs with Banstead and Epsom.

There are strong boundaries in this part of the Borough. The A217 is a large dual carriageway road which is difficult to cross. For this reason, it is the clear boundary between wards. It is proposed that the boundary run along the A217, with properties to the west included within the Nork ward.

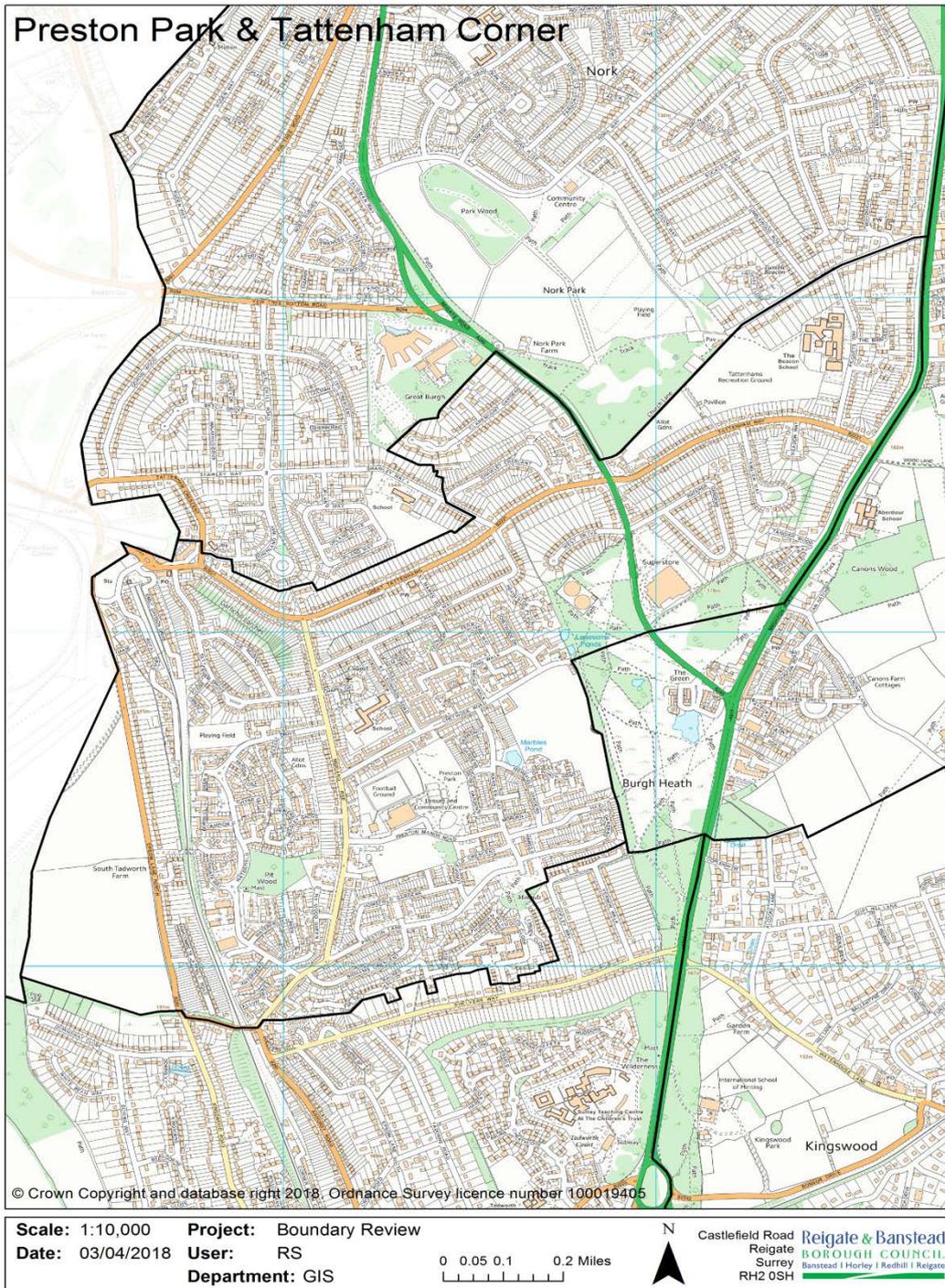
The western boundary is the Borough boundary.

In terms of a southern boundary, the community around Tattenham Way / Great Tattenhams, which leads off the A217 and crosses the A240 to Tattenham Corner railway station, relate more to the community and retail facilities around Tattenham Corner than Nork. As a result, the proposed boundary is drawn just north of Tattenham Way and Great Tattenhams.

In order to support electoral equality, Shawley Crescent, Home Farm Close and Claremont Gardens / Claremont Close have been excluded from Nork. These roads have been selected as they have direct access onto the A240 or Great Tattenhams, which links it to the Tattenham Corner ward below.

Ward proposal: Preston Park & Tattenham Corner

Electorate Forecast in 2023	7,995
Variation from Target Electorate	+2.5%



Development in Tattenhams started later than Nork in the 1930's, and the houses are generally built more densely in smaller plots. As a consequence, only 3 cul-de-sac developments have been created in the last 15 years.

The Preston Estate is a former London Council estate built in the 1950's and 60's. It retains a higher than average level of social housing compared to neighbouring areas. Preston has two major housing developments in progress – 229 homes being built on the playing fields of the former de Burgh secondary school and 69 on recreation land released by the Council. When complete there will be no significant vacant plots of land.

As a result, there are clear differences between the two communities. However, their proximity means that residents in this area travel to similar community, retail and transport facilities.

Tattenham Corner village centre at the western Borough boundary provides the largest shopping parade in the area, with post office, medical centre, library and railway station. This station provides services to London, via East Croydon.

The modern Leisure Centre in Preston Park with swimming pool, gym and both indoor and outdoor sports facilities, community hall and youth centre lies at the centre of Preston.

Both communities are within the Parish of the United Church of St Mark, located in Great Tattenhams. Merland Rise Church is a strong evangelical church in the heart of Preston. Both churches have extensive community facilities and activities.

The area benefits from bus routes that run north to Epsom and Sutton, and south to Reigate and Redhill.

The Borough boundary forms the western boundary of this proposed ward.

To the east, it is proposed that the ward boundary continue south down the A217, which is a dual carriageway and difficult to cross, only moving from this key boundary to avoid splitting the community of Burgh Heath at the junction of the A217 / A240 (which is included in the Banstead & Burgh Heath ward proposal)..

The southern boundary is drawn just north of Shelveys Way. Shelveys Way is predominantly larger houses in a similar style to those in Tadworth to the south. Properties along Shelveys Way have therefore been included in the Tadworth ward rather than this ward proposal. Corrections are also proposed to incorporate infill development at Copley Way and Vernon Walk that has occurred since the last boundary review.

This also recognises the identity of the shopping parade at Shelveys Hill as a key junction between communities.

Ward proposal: Tadworth, Walton & Lower Kingswood

Electorate Forecast in 2023	7,973
Variation from Target Electorate	+2.2%



Tadworth, Walton and Lower Kingswood are three distinct communities along and to the west of the A217, in the north of the Borough. The A217 is the main transport corridor at this point, with regular bus services operating between Reigate and Banstead / Epsom / Sutton.

They are relatively close to each other but have their own unique community identity. Each has a local shopping parade. There are distinct greenbelt divisions between each community, helping to retain their separate identities.

Lower Kingswood is located along the A217, which runs through the centre of it and is a strong barrier due to difficulties crossing the road here. However, the residential areas either side of the road both recognise themselves as Lower Kingswood and use the Kingswood Village Hall for community groups and events.

Tadworth and Walton are located to the north of Lower Kingswood. Each has a thriving local shopping centre, with small independent retailers and services. Business groups are established to support and represent the retailers in Tadworth and Walton.

Each community has a separate residents association, which is particularly active in Tadworth and Walton. There are also a number of churches in each community, with a network of community groups operating from their facilities.

Tadworth is also home to the nearest railway station, providing regular services to London. The shopping parade is built around the station and includes a local post office.

It is proposed that the western boundary for this ward is the borough boundary. The eastern boundary follows the existing ward boundary along the A217 until the junction with Chipstead Lane, as this is a hard boundary with different communities either side at this point.

At this point, the proposed ward boundary moves eastwards the area becomes more rural, with no obvious hard boundaries. Our proposal has been developed to ensure that the communities of Lower Kingswood and Mogador and surrounding smaller developments are retained within a single ward, without straying too far to the east as the natural geography at this location is north-south due to the A217.

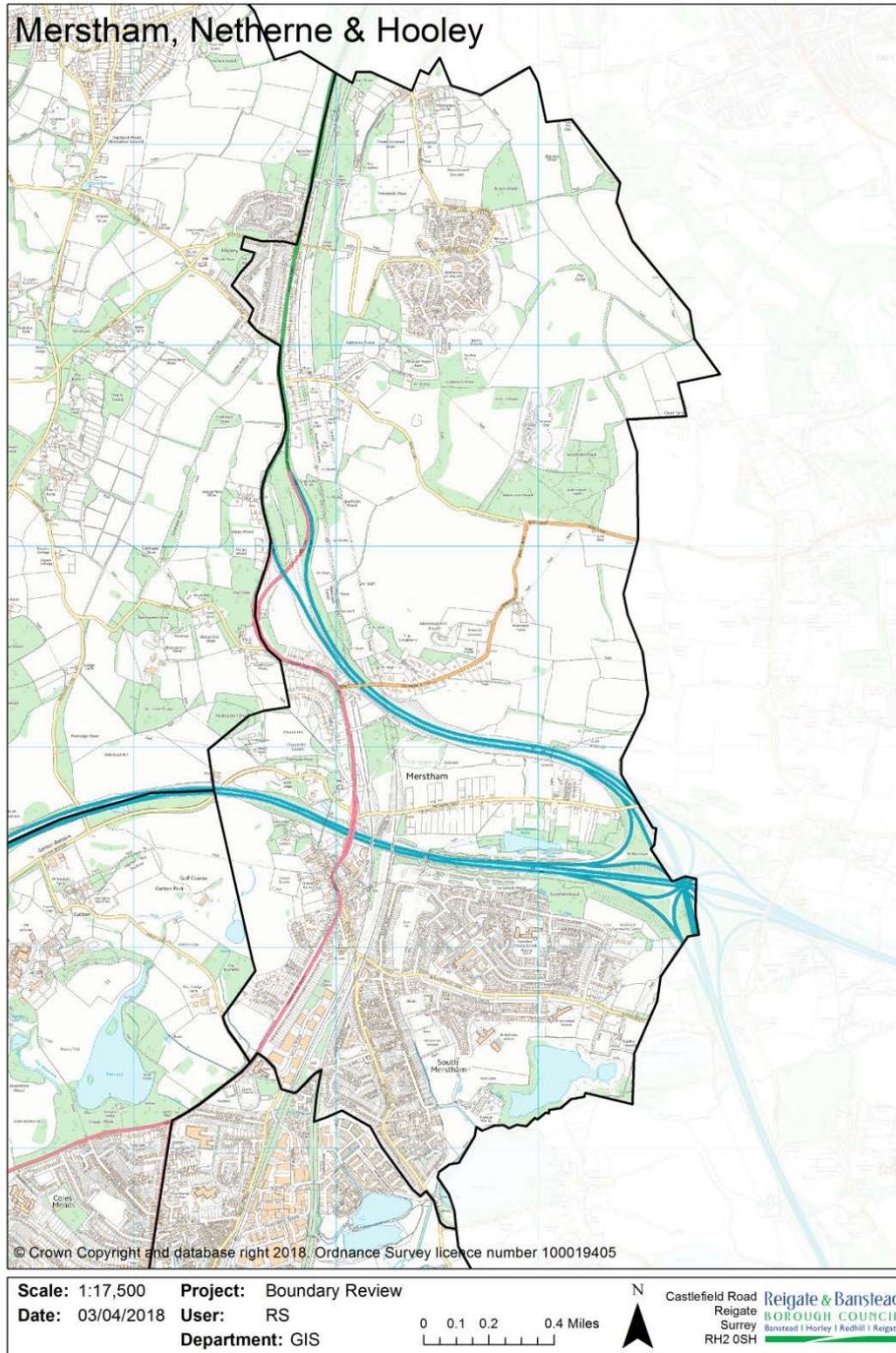
The northern boundary is drawn just north of Shelveys Way. Shelveys Way is predominantly larger houses in a similar style to those in Tadworth to the south. Properties along Shelveys Way have therefore been included in this ward. Corrections are also proposed to incorporate infill development at Copley Way and Vernon Walk that has occurred since the last boundary review.

This also recognises the identity of the shopping parade at Shelveys Hill as a key junction between communities.

The southern boundary is predominantly the M25, which is a hard divide within the borough. However, a small number of properties to the south of the M25 have been included within this ward, as the access to them comes from the north of the M25 running under it.

Ward proposal: Merstham, Netherne & Hooley

Electorate Forecast in 2023	7,991
Variation from Target Electorate	+2.5%



The Merstham, Netherne & Hooley ward follows the A23, which is a major road running north-south through the eastern side of the Borough. The road switches between dual carriageway and single carriageway as it travels between the communities within this ward. It is also a major route for public transport, with bus services running along the A23 and the London-Brighton main line running through the ward at this point.

Netherne and Hooley are two smaller communities in the northern part of this proposed ward. These are unique communities that have developed along the historic A23 trunk road. Each has local retail provision and community facilities. The more recent development of Netherne on the Hill, which has been developed from a former hospital site, is a 'self-contained' community that is also included within this proposed ward.

In this area, whilst the A23 is a major road, as it travels northwards there are large rural areas within the borough which are Green Belt designation to provide a buffer from the urban areas of outer London.

It is proposed that the western boundary follow the A23 south from the Borough boundary, until it reaches the historic settlement of Hooley. At this point the A23 stops being a dual carriageway, and the community straddles both sides of the road. The community identifies as Hooley. In order to support the electoral equality criteria it is proposed that the residential areas south of Star Lane, east of the A23, and along Church Lane Avenue are included within this ward and the proposed boundary has been drawn to reflect this.

The proposed boundary continues down the A23, which becomes dual carriageway again after Hooley, until it reaches the historic settlement of Merstham. At this point, in order to retain Merstham within a single ward, the proposed border travels south from the A23 and across the M25.

Merstham is a large village to the north of Redhill, with a railway station providing frequent service to London, Redhill and Brighton. It is made up of a mixture of different communities that form one town. There is a former London Council estate to the east, with a vibrant community centre and local shopping parade. The estate is accessed from the Bletchingley Road in Merstham Village, where the older village developed along the A23. Merstham Village also benefits from a local shopping parade. Merstham also has connections to communities to the south, which are included in this proposed ward.

Since the last boundary review, a new access road has been constructed under the railway at Battlebridge Lane. This allows access for residential development of the former Holmethorpe industrial estate and has shifted the local identify in this area close to Redhill due to the easier access.

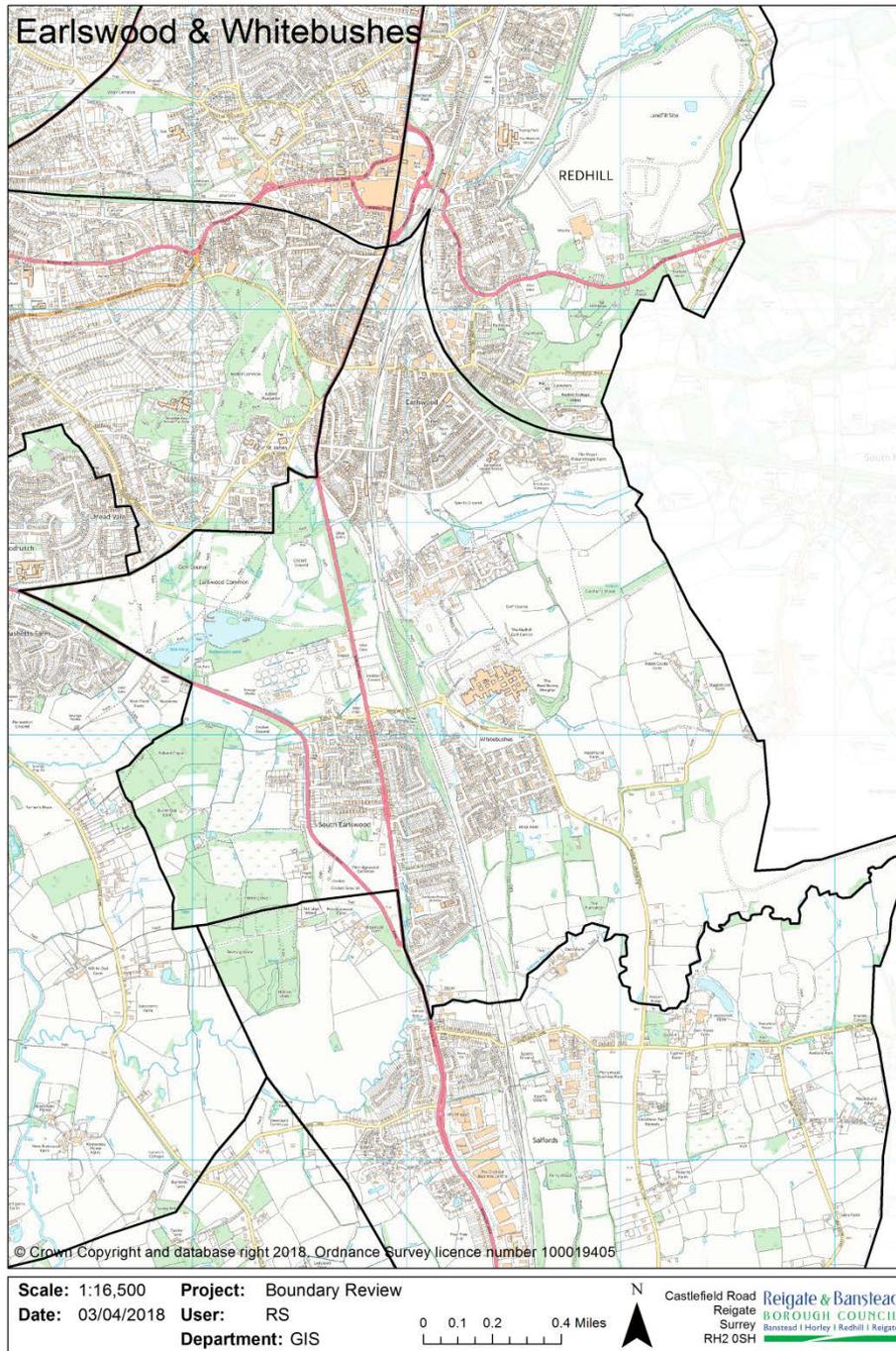
The proposed boundary for this ward re-joins the A23 south of Merstham. At this point along the A23 you enter an area with continuous development to Redhill. The rest of the proposed southern boundary has therefore been drawn to separate the new community of Holmethorpe from Merstham, ensuring that the community of Merstham remains in a single ward.

3. Boundary Proposals: Central Area

Proposed Ward Name	Area of the Borough	Electorate Forecast in 2023	Variation from Target Electorate
Earlswood & Whitebushes	Central	7,788	-0.1%
Redhill East	Central	7,439	-4.6%
Redhill West & Wray Common	Central	7,668	-1.7%
Reigate	Central	7,536	-3.4%
South Park, Woodhatch & Sidlow	Central (South)	7,680	-1.5%
St Mary's & St John's	Central	7,507	-3.7%

Ward proposal: Earlswood & Whitebushes

Electorate Forecast in 2023	7,788
Variation from Target Electorate	-0.1%



Earlswood and Whitebushes are two distinct communities to the south of Redhill.

The A23 is the main transport corridor, running north-south and connecting the communities to the major town of Redhill in the north, which provides leisure, retail and employment opportunities, and Horley/Gatwick to the south.

Earlswood is centred between the railway line and the A23, with key community groups including the YMCA and uniformed youth groups. Earlswood has a station on the London-Brighton mainline, with regular services to London. There is a small shopping parade around the station, including a local post office.

Whitebushes is further south, with the community developed around the A23, predominantly between Maple Road and Woodhatch Road. Whitebushes has expanded with the development of the Royal Earlswood housing estate to the east of the A23. Whitebushes has a small number of convenience shops within the community. East Surrey hospital is a major landmark, providing health services to the sub region.

It is proposed that the northern boundary follow the Railway line to the north, a clear barrier separating the area from Redhill town centre. The proposed border then travels south, along the A23 which separates Earlswood from St John's to the west.

The proposed border then turns west to encompass Earlswood Common with the Earlswood & Whitebushes ward. The common is a popular green space used by local residents and given the name, it is recommended that it be included with the Earlswood ward.

To the south, the Salfords stream provides a natural boundary between Whitebushes and Salfords village. Salfords is a unique village itself, with a parish council. It is therefore recommended that the ward boundary follow this natural feature and Salfords be included in a separate ward.

The Eastern Boundary is the Borough boundary.

Redhill is the largest town in the borough, and a major retail and employment site for the borough.

The town centres around the A25 and A23, which meet at Redhill. The town also benefits from the best railway service in the borough, with a major station on the London-Brighton mainline.

The town is too large to be contained within a single ward. Therefore, the major borders of the A23 and railway lines are used as boundaries for ward patterns in this area. The town is currently divided east / west into 2 wards and it is proposed to retain this distinction. The western side of Redhill has a combination of historic development and mid twentieth century housing. The eastern side of Redhill has a combination of historic development (to the south) and modern turn of the twentieth century housing estates (to the north). These differences also support an east-west split generally following the A23.

In the case of the proposed Redhill East ward, it is recommended that the western boundary follow the A23, incorporating all areas to the east of this major trunk road, including the relatively new communities of Park 25 and Watercolour, and the Holmesdale Road industrial employment area.

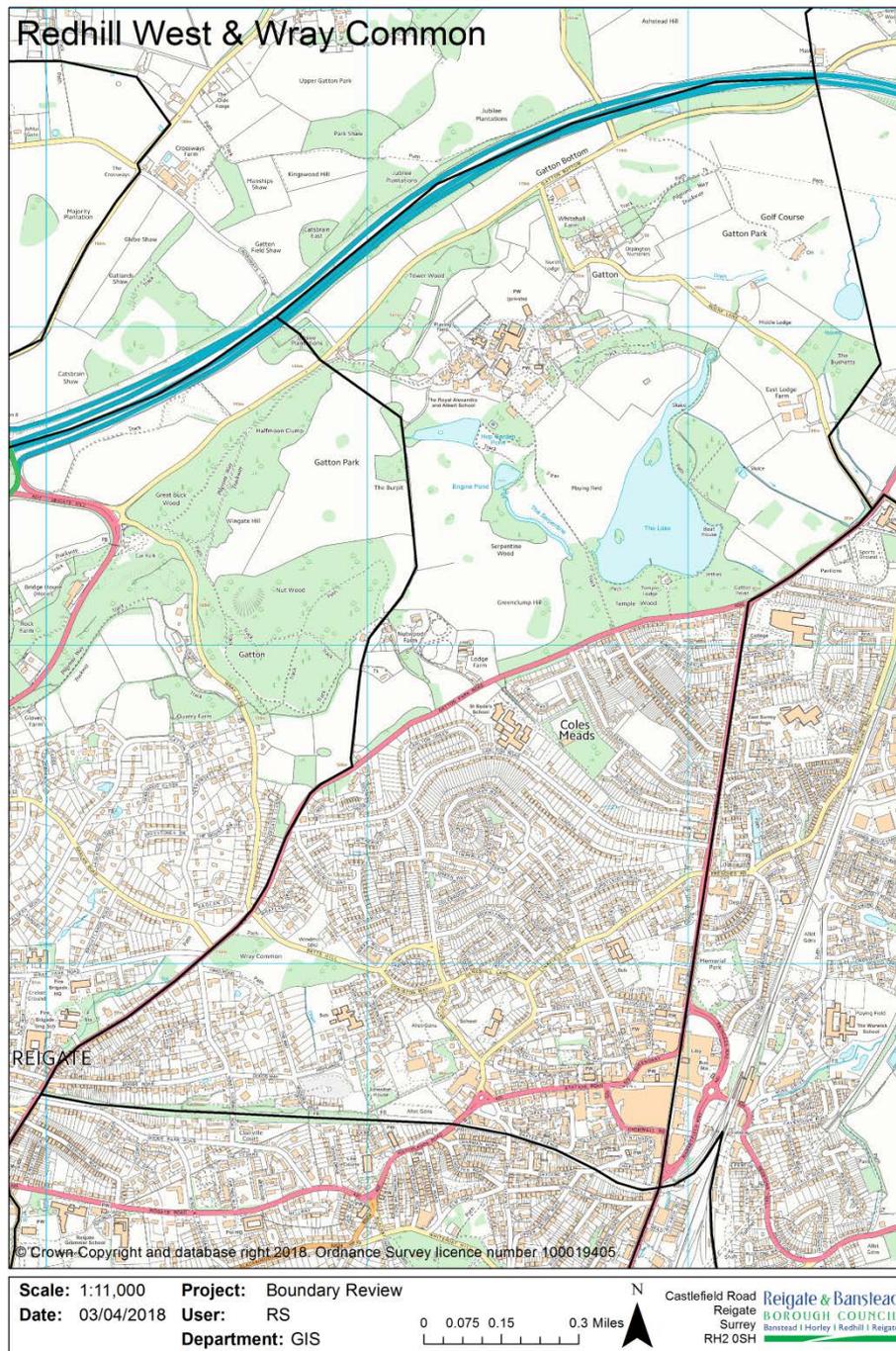
To the south, it is recommended that the boundary follow the railway lines to the south of Redhill. These are hard boundaries and developments to the south of the railway line are better aligned with Earlswood and St John's.

To the north, the urban areas between Redhill and Merstham have become harder to define following recent developments. A proposed boundary has been drawn between those communities associated with Redhill and those considered to be part of South Merstham to the north.

The ward continues to the east until the borough boundary.

Ward proposal: Redhill West & Wray Common

Electorate Forecast in 2023	7,668
Variation from Target Electorate	-1.7%



Redhill is the largest town in the borough, and a major retail and employment site for the borough.

The town centres around the A25 and A23, which meet at Redhill. The town also benefits from the best railway service in the borough, with a major station on the London-Brighton mainline.

The town is too large to be contained within a single ward. Therefore, the major borders of the A23 and railway lines are used as boundaries for ward patterns in this area. The town is currently divided east / west into 2 wards and it is proposed to retain this distinction. The western side of Redhill has a combination of historic development and mid twentieth century housing. The eastern side of Redhill has a combination of historic development (to the south) and modern turn of the twentieth century housing estates (to the north). These differences also support an east-west split generally following the A23.

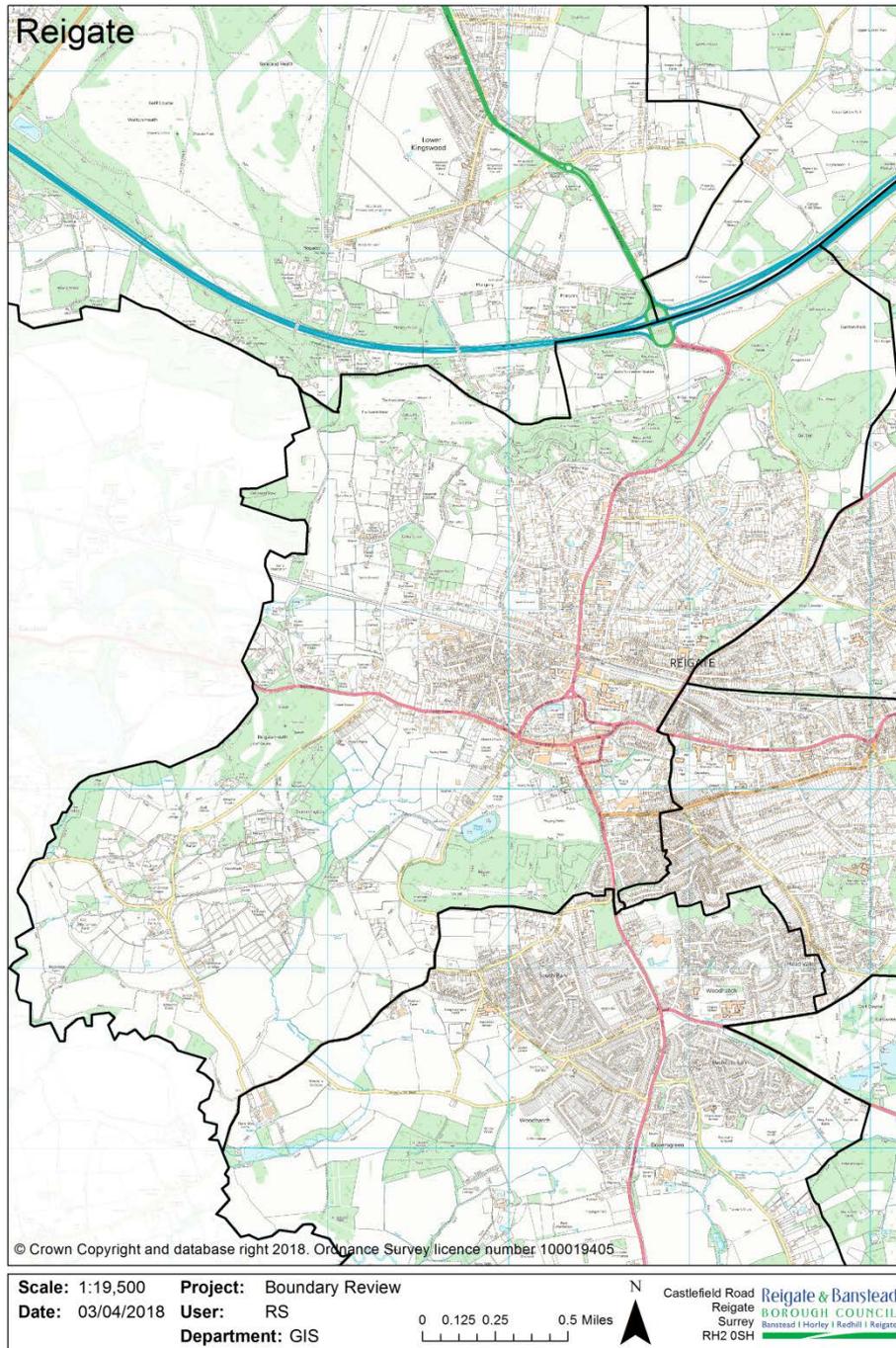
In the case of the proposed Redhill West & Wray Common ward, it is recommended that the North Downs railway line form the southern border of this ward. The eastern boundary is along the A23, incorporating all communities to the west of this major trunk road. Towards the north the boundary leaves the A23 to avoid dividing the village of Merstham, and continues with the A23.

The community of Gatton and the Royal Alexandra & Albert Boarding School is included within the more rural area of the ward to the north before the hard boundary of the M25.

Along the western side of the ward, it is proposed to use the A242 / Croydon Road as the boundary before heading north to the M25.

Ward proposal: Reigate

Electorate Forecast in 2023	7,536
Variation from Target Electorate	-3.4%



Reigate is one of the 4 largest towns within the borough, with significant retail and employment space. The town is centred along a traditional high street on the A25, with a one-way system around the Town Hall and Castle grounds, a historic and protected green space. This is the heart of the town with key transport corridors of the A25 and A217 meeting at Reigate. The east-west North Downs railway line also runs through Reigate, which has frequent rail services to London, Guildford and Reading.

The historic Priory Park is a local landmark, with regular community events taking place. Reigate has a large business guild supported by locally businesses.

The north and eastern areas benefit from countryside protection including Reigate Heath and the Start of the Surrey Hills Area of Outstanding Natural Beauty.

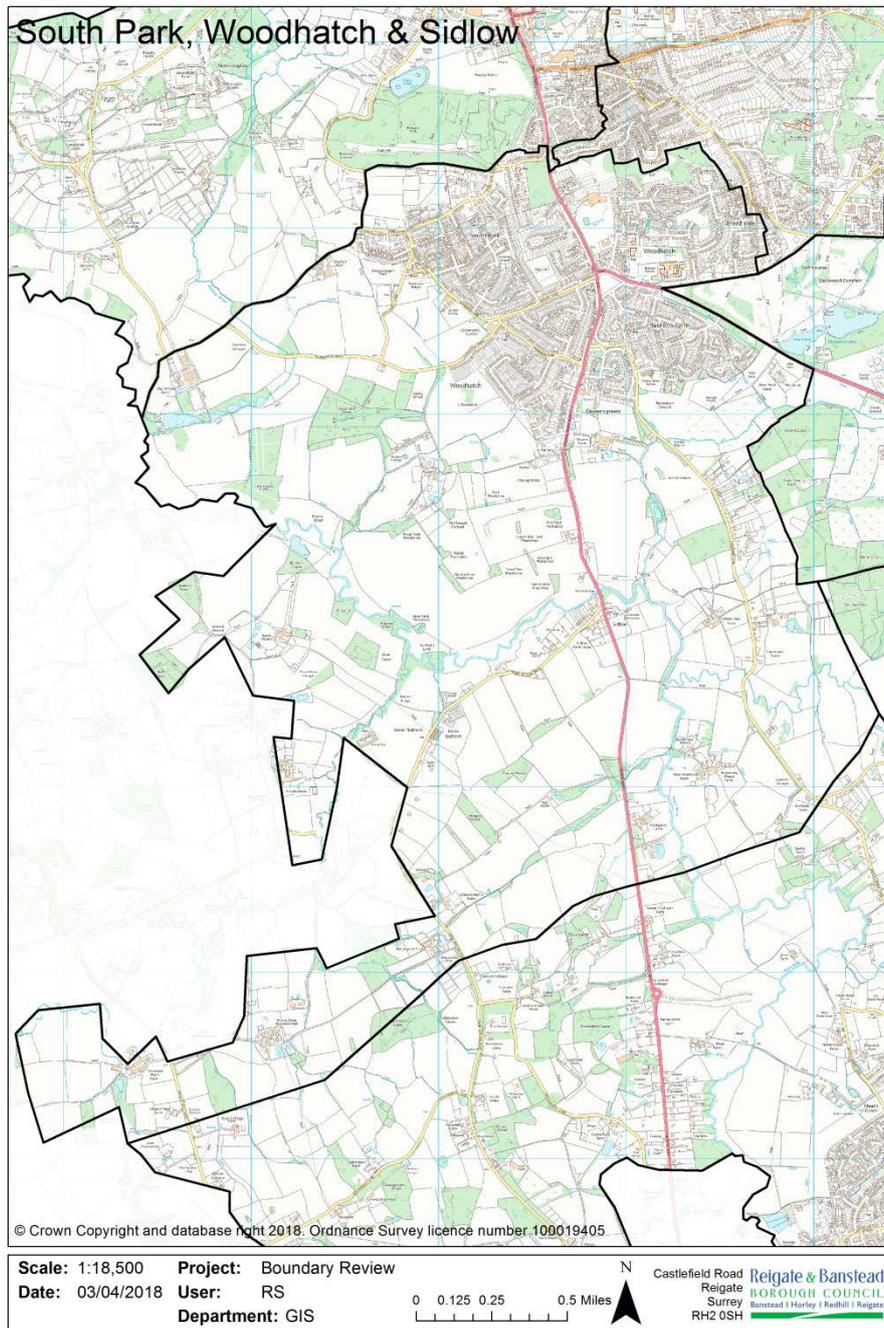
There is a clear boundary to the north in the form of the M25. To the west is the Borough boundary.

The Boundary between Reigate and Redhill is ill-defined, so we have used highways as a means of separating the wards whilst retaining community groups. It is proposed that the eastern boundary follow key roads which act as dividers between Reigate town and surrounding residential areas. The A242 / Croydon Road is a busy road providing a link from Reigate to the A25 north of Redhill. Chart Lane, whilst a narrow road, acts as a natural divider too, with St Mary's church and churchyard providing a more open space between Reigate and surrounding housing.

The Southern Boundary follows the previous ward boundary, with the exception of Park Lane East, which has a stronger community identity with South Park and therefore it is proposed that this is corrected.

Ward proposal: South Park, Woodhatch & Sidlow

Electorate Forecast in 2023	7,680
Variation from Target Electorate	-1.5%



South Park, Woodhatch and Sidlow are unique communities to the south of Reigate.

South Park and Woodhatch are centred around the junction of the A217 and Woodhatch Road. This forms the main community centre as you drive south from Reigate. The Western Parade and Woodhatch shopping centres provide local convenience retail which are used by the local community.

Woodhatch Park is a key green space which is maintained by a local community group.

To the north of South Park and Woodhatch, Priory Park and Cockshott Hill act as natural divides between these communities and Reigate. It is therefore proposed that the northern boundary follows Clayhall Lane and the southern boundary of Priory Park.

Under current boundaries the community of Woodhatch is split between two wards. The eastern boundary of the new ward has been set to include the entire community of Woodhatch, centred around the village green and local shopping parades. The Woodhatch Community Centre, which provides a range of services for the local community and groups, is located close to the Woodhatch shopping centre and would be included with this ward.

The main transport routes within the south of the borough are north-south in their geography, with no major roads running east west. The A217 is the main transport corridor, and therefore it is proposed that the ward continues south along this route, including many of the smaller communities and more isolated locations along it. This includes the community of Sidlow. Whilst this is incorporated within Salfords & Sidlow Parish Council, Sidlow has its own identity and therefore we feel it is acceptable to include it in a separate ward with the communities to the north that provide key facilities and retail.

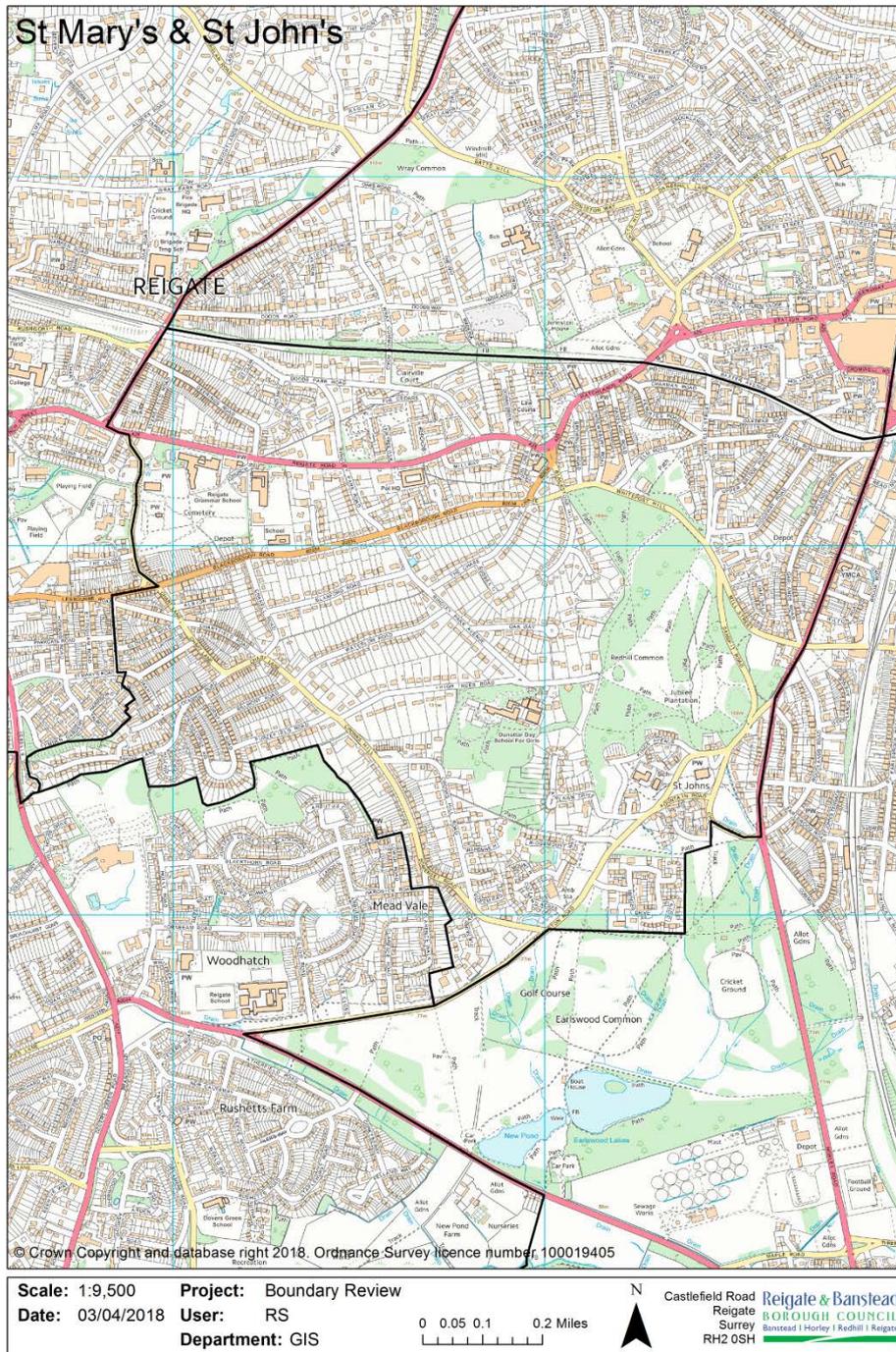
The proposed eastern boundary therefore runs through the centre of the borough between the A217 and A23, keeping smaller communities together within single wards.

The western boundary is proposed as the borough boundary.

The southern boundary branches off at the junction between Lonesome Lane and Meath Green Lane, which is seen as a logical transition with Horley. It continues to the north of the historic hamlet of Duxhurst, and onwards to the borough boundary.

Ward proposal: St Mary's & St John's

Electorate Forecast in 2023	7,507
Variation from Target Electorate	-3.7%



The area between Redhill and Reigate has limited natural boundaries due to the higher density of urban development across the centre of the borough in this location. However, we can still identify individual neighbourhoods within the urban developments, and community facilities at the heart of these areas.

The proposed ward has been centred around Redhill common, a popular area of open green space accessible to all the communities around it.

There are hard boundaries to the north and east in the form of the North Downs railway line and the A25. To the south, Earlswood common provides a green buffer to other communities and acts as a natural boundary for this proposed ward.

The ward encompasses key east-west transport routes connecting Reigate and Redhill, including the A25, Lesbourne Road, Pendleton Road and Whitepost Hill / Mill Street.

The neighbourhood of Meadvale, which centres around Somerset Road, is fully contained within the proposed ward, together with the communities along the A25 around St Mary's Church, Reigate and St John's Church, Redhill. Both of these churches are large with strong connections within the community and large community facilities used by the wider community.

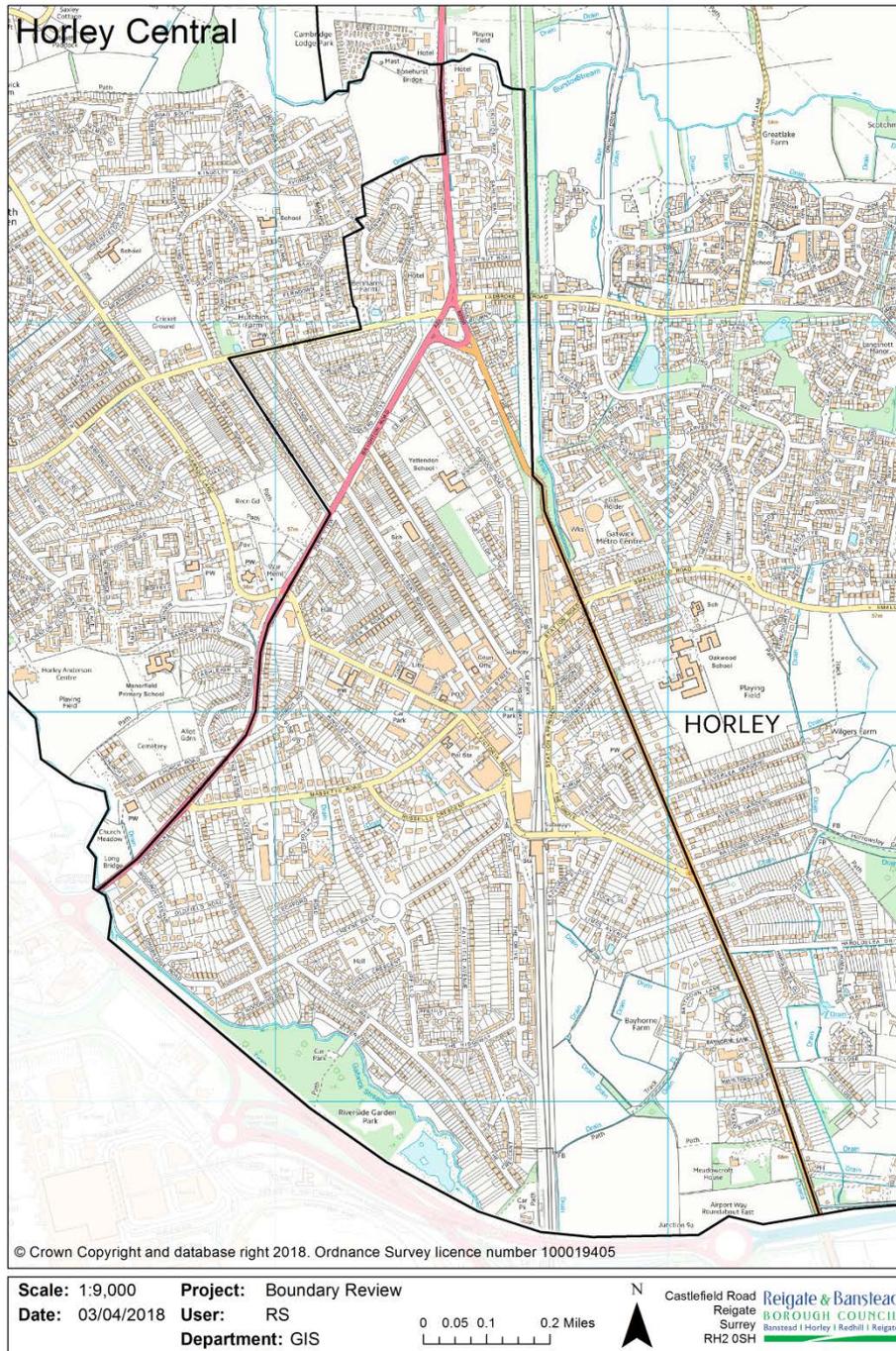
The western border has been proposed to ensure the Woodhatch community, which is split across the Woodhatch Road, is reunited into a single ward (it is currently split). It follows Croydon Road and Chart Lane, which act as a local marker separating Reigate town centre from neighbouring residential areas.

4. Boundary Proposals: Southern Area

Proposed Ward Name	Area of the Borough	Electorate Forecast in 2023	Variation from Target Electorate
Horley Central	South	7,940	+1.8%
Horley East & Salfords	South	7,817	+0.2%
Horley West	South	7,856	+0.7%

Ward proposal: Horley Central

Electorate Forecast in 2023	7,940
Variation from Target Electorate	+1.8%



Horley is the main town in the south of the borough. At Horley, the two main trunk roads running north-south in the Borough, the A23 and A217 come together with Gatwick airport, a major international airport just to the south of the borough boundary.

Horley benefits from strong transport links, with regular rail services to Redhill and London to the north and Brighton to the south. There are regular bus services to Redhill, Crawley and Gatwick.

The town has a commercial centre, with shops, services and community facilities including library and community centre.

Horley is also represented by a strong Town Council, with offices located in Albert Road.

Horley is a growing town, with new estates developed since the last review. These large scale developments to the north east and north west of the town have resulted in significant increases in elector numbers. These developments are still under construction, with further growth in elector numbers needing to be factored into ward patterns.

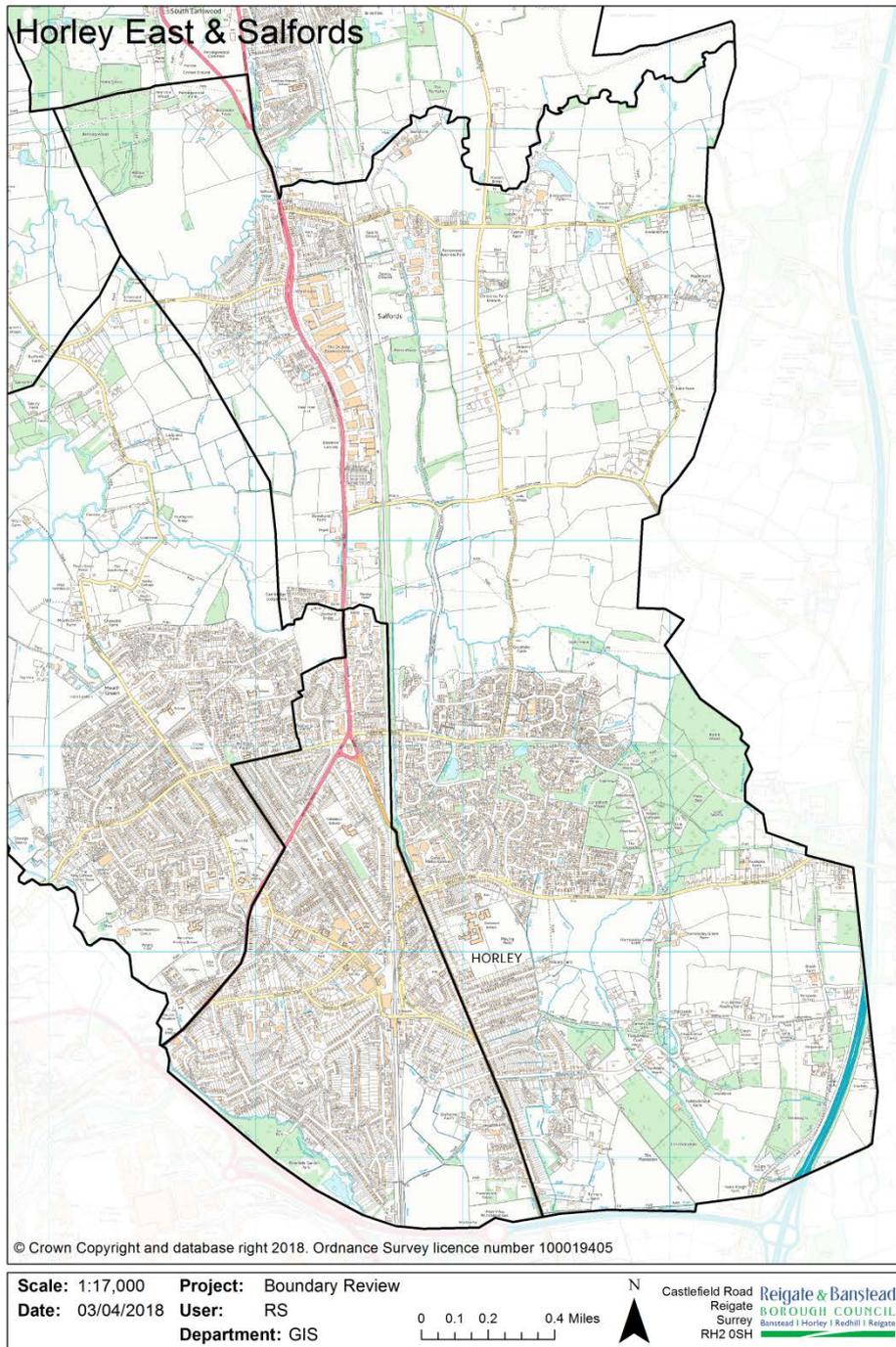
The town is too large to be contained within a single ward, and is currently split into three wards: east, west and central.

It is proposed to retain a three ward pattern covering Horley, the new neighbourhoods to the north east and north west and extending north to incorporate the village of Salfords. The major boundaries of the A23 / Brighton Road, the railway line and Balcombe Road are proposed as boundaries between these wards.

Horley Central will incorporate the town centre and the residential areas between the A23 and Balcombe Road. The Chequers Roundabout to the north, which is the major gateway junction for people entering Horley via the A23, is also included within this ward, together with residential areas around the junction and the A23.

Ward proposal: Horley East & Salfords

Electorate Forecast in 2023	7,817
Variation from Target Electorate	+0.2%



Horley is the main town in the south of the borough. At Horley, the two main trunk roads running north-south in the Borough, the A23 and A217 come together with Gatwick airport, a major international airport just to the south of the borough boundary.

Horley benefits from strong transport links, with regular rail services to Redhill and London to the north and Brighton to the south. There are regular bus services to Redhill, Crawley and Gatwick.

The town has a commercial centre, with shops, services and community facilities including library and community centre.

Horley is also represented by a strong Town Council, with offices located in Albert Road.

Horley is a growing town, with new estates developed since the last review. These large scale developments to the north east and north west of the town have resulted in significant increases in elector numbers. These developments are still under construction, with further growth in elector numbers needing to be factored into ward patterns.

The town is too large to be contained within a single ward, and is currently split into three wards: east, west and central.

It is proposed to retain a three ward pattern covering Horley, the new neighbourhoods to the north east and north west and extending north to incorporate the village of Salfords. The major boundaries of the A23 / Brighton Road, the railway line and Balcombe Road are proposed as boundaries between these wards.

In the case of Horley East and Salfords, the ward encompasses the areas to the east of the Balcombe Road and railway line. This captures the new developments to the north east of the town. These new communities have their own identify and new community facilities, including local shops and a community hall.

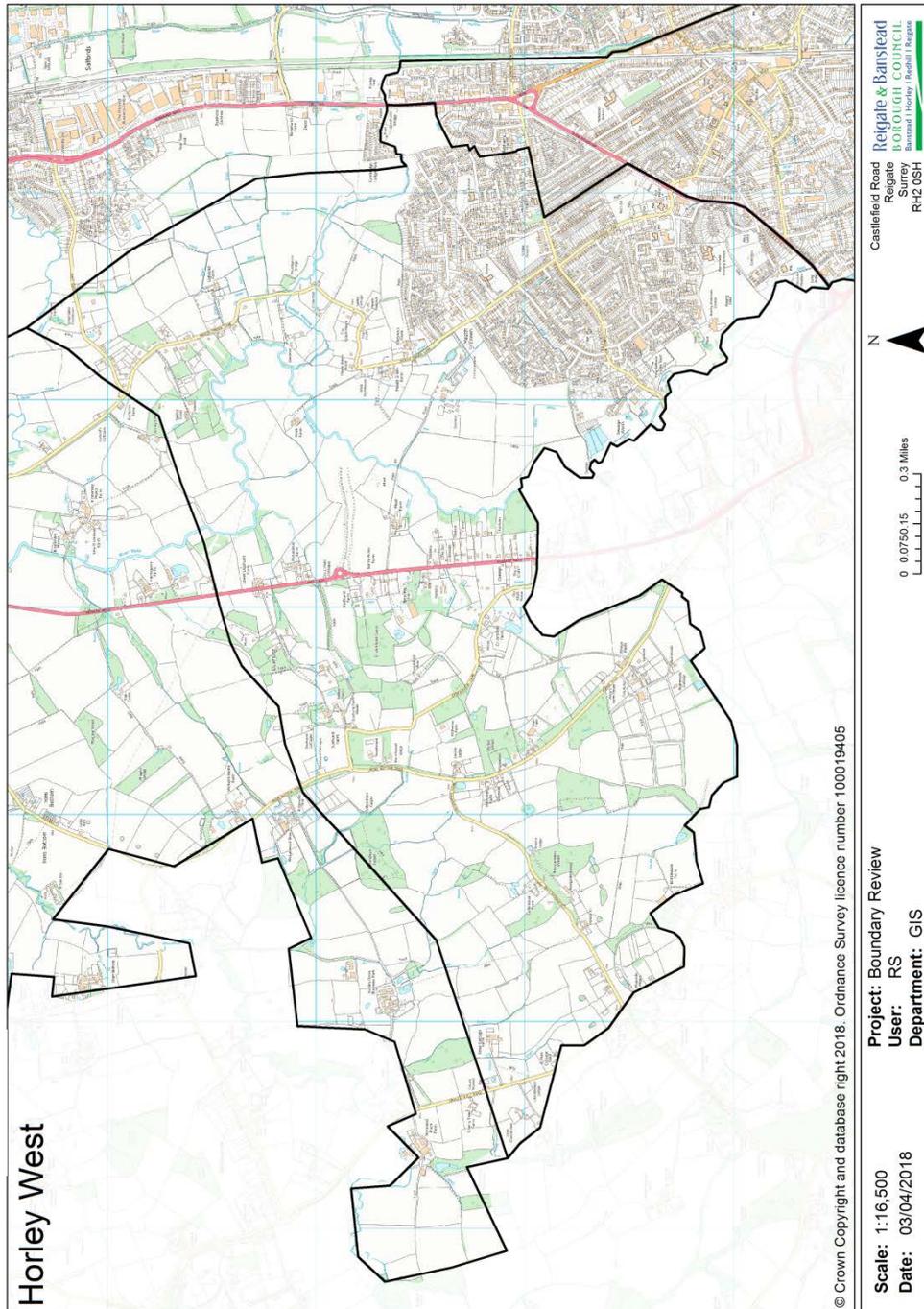
The eastern edges of Horley include rural areas, and it is therefore logical to extend the ward to the rural area north and north east of Horley, following the major A23 road and incorporating the village of Salfords. Salfords is a unique community with a strong local identify. It is part of Salfords & Sidlow Parish Council, which is based in Salfords. Salfords has a shopping parade along the A23, with the community straddling the road as a result despite the major trunk road.

Salfords has a community hall and social club which is a strong community asset, as well as the Christ the King Church at its centre. It is important that the village of Salfords is retained within a single ward.

The Northern Boundary is the Salfords Stream and the existing ward boundary. The Eastern and Southern boundaries are the Borough Boundary. The Western Boundary follows the Balcombe Road and the Railway line, and then veers westwards of the A23, to encompass the whole village of Salfords.

Ward proposal: Horley West

Electorate Forecast in 2023	7,856
Variation from Target Electorate	+0.7%



Horley is the main town in the south of the borough. At Horley, the two main trunk roads running north-south in the Borough, the A23 and A217 come together with Gatwick airport, a major international airport just to the south of the borough boundary.

Horley benefits from strong transport links, with regular rail services to Redhill and London to the north and Brighton to the south. There are regular bus services to Redhill, Crawley and Gatwick.

The town has a commercial centre, with shops, services and community facilities including library and community centre.

Horley is also represented by a strong Town Council, with offices located in Albert Road.

Horley is a growing town, with new estates developed since the last review. These large scale developments to the north east and north west of the town have resulted in significant increases in elector numbers. These developments are still under construction, with further growth in elector numbers needing to be factored into ward patterns.

The town is too large to be contained within a single ward, and is currently split into three wards: east, west and central.

It is proposed to retain a three ward pattern covering Horley, the new neighbourhoods to the north east and north west and extending north to incorporate the village of Sidlow. The major boundaries of the A23 / Brighton Road, the railway line and Balcombe Road are proposed as boundaries between these wards.

It is proposed that the Horley West ward captures the residential areas to the west of the A23 / Brighton Road, excluding those communities surrounding the Chequers roundabout, which is incorporated into the central ward.

With this boundary, the neighbourhood communities of Court Lodge and Meath Green are within a single ward.

This ward also incorporates the Horley Leisure Centre and football club.

Similar to the eastern part of Horley, the western edges include rural areas, and it logical to follow a similar approach and extend the ward to the rural area north west of Horley following the major north-south route of the A217. This incorporates the new housing development at Westvale Road, which will result in a significant increase in electorate and a number of isolated residential areas in the outskirts of Horley, including the historic settlement of Duxhurst.

Moving north from Horley, it is proposed that the boundary run between the A23 and Meath Green Lane. The residential areas along Meath Green Lane are more isolated and rural compared to Salfords to the east, and it is therefore recommended that they be included in the west ward. Meath Green Lane also connects with the Meath Green neighbourhood to the south, which is proposed to be included within this ward, and to the A217 to the North West. This supports a north-south geographical split as proposed here.

It is proposed that a northern boundary be drawn west from the junction between Lonesome Lane and Meath Green Lane, which is seen as a logical transition with Horley, continuing onwards to the Borough boundary.

Annex 1: Reigate & Banstead - Proposed Ward Boundaries

