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# **VISION33**

**A set of long term objectives for  
East Horsley Parish Council**

**January 2020**

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## SUMMARY

This document sets out a series of long term objectives for East Horsley Parish Council ('EHPC') under the collective name of Vision33, reflecting the 2033 end-date of the East Horsley Neighbourhood Plan. These long-term objectives are grouped into the following three themes:

### a) EHPC operations

*Key objectives:*

- i) To increase the number and diversity of parish councillors;
- ii) To increase the number of residents participating in EHPC Task Groups;
- iii) To secure more accessible office & storage facilities for EHPC;
- iv) To ensure effective succession planning for the Parish Clerk

### b) The retail centres

*Key objectives:*

- i) To improve the functionality and appearance of Station Parade;
- ii) To initiate a monthly farmers' market in East Horsley;
- iii) To improve the functionality and road safety of Bishopsmead Parade.

### c) Local infrastructure

*Key objective:*

- i) To secure effective long term village infrastructure that meets the needs of residents.

An Infrastructure Schedule is set out proposing 25 new infrastructure projects to be sought across the village by 2033. Some will seek to address current deficiencies, whilst other will look to mitigate the impact on local infrastructure of the high level of future housing development across the two Horsleys arising from the Local Plan.

These projects include new traffic calming and other road safety measures, pavement re-surfacing, drain & gully renewal, expansion of the Horsley Medical Practise and improving access to the railway stations. Most of the larger projects are dependent upon securing funding contributions from future new housing developments.

## 1. INTRODUCTION

In July 2018 the East Horsley Neighbourhood Plan was adopted after nearly four years in the making. It now forms part of the development plan for the village and is regularly cited in determining planning applications. The Neighbourhood Plan sets out the following Vision for East Horsley by 2033:

### VISION

*In 2033 East Horsley thrives as a distinctive and vibrant village. It retains its village feel and characteristic features, including its high-quality and varied housing, its heritage assets and its leafy rural setting. Changes seen in East Horsley since 2017 have been gradual and incremental, a positive evolution that has sustained the character of the village for the benefit of current and future generations.*

Whilst the Neighbourhood Plan provides a planning policy framework for determining new planning applications, it is essentially a passive instrument. It does not actually initiate anything - that is down to developers, householders, etc. By contrast Vision33 proposes a set of long term objectives for the parish council and identifies some of the key actions needed to achieve them.

Like all parish councils, EHPC receives only modest funding. Yet it can still lobby the various public organizations who deliver the bulk of our local infrastructure and services. It can also play a role in helping to secure funding from developers, either directly through receipts from the Community Infrastructure Levy (potentially starting in 2021) or indirectly through Section 106 agreements agreed between GBC and the developers.

EHPC welcomes any feedback from residents on this draft report. Please send any comments, whether supportive or critical, to Mr Nicholas Clemens, the Parish Clerk, by e-mail at [parishcouncil@easthorsleypc.org](mailto:parishcouncil@easthorsleypc.org).

Further details about Vision33 may be found on the parish council website at [www.easthorsley.info](http://www.easthorsley.info).

## 2. EHPC OPERATIONS

### Long Term Objectives:

1. To increase the number and diversity of parish councillors
2. To increase the number of residents participating in EHPC Task Groups
3. To secure more accessible office and storage facilities for EHPC
4. To ensure effective succession planning for the Parish Clerk

### **3.1 To increase the number & diversity of parish councillors**

On 16th April 2019 EHPC submitted a request to GBC for a Community Governance Review for the parish of East Horsley. As well as a small revision in our parish boundaries in the area close to Effingham Common, this review included a proposal to raise the maximum limit on parish councillors from 9 to 12 persons. One reason for making this request is to be able to spread an increasing workload amongst more councillors. A second reason is to try and increase the diversity of councillors, thus making the parish council more representative of our village community as a whole. Following a two month consultation process GBC approved the Community Governance Review on 3rd December 2019. However, due to local government rules the increase in councillor numbers will not become effective until the next local election in May 2023.

### **3.2 To increase the number of residents participating in EHPC Task Groups**

EHPC presently operates with four committees of councillors as follows:

- Monthly meetings of the full Parish Council
- Fortnightly meetings of the Planning & Environment Committee
- Quarterly meetings of the Finance & Risk Management Committee
- Personnel Committee, which meets as and when needed.

These committees are each authorised to make formal decisions on behalf of EHPC. However, much of the ongoing work of EHPC is actually carried out by various Task Groups comprising both councillors and other residents – people who are not parish councillors but who still help and contribute their time and effort to supporting the parish council’s activities.

The table below lists these Task Groups and shows their current numbers:

<b><i>Task Group</i></b>	<b><i>Councillors</i></b>	<b><i>Residents</i></b>	<b><i>Total</i></b>
Business Liaison	2	5	7
Communications	2	5	7
Community Activities	2	1	3
Road Safety	3	1	4
Railway Group	1	8	9
Village Appearance	4	0	4
Woodlands & Meadows	3	2	5
Vision33	3	3	6

Task Groups underpin much of the work undertaken by the parish council. Through them residents who are not councillors can contribute specialist skills, contacts and fresh perspectives to these groups. EHPC has encouraged participation in its Task Groups for some time but this representation may usefully be expanded through a programme of raising awareness and increasing publicity to attract more residents to join these various groups, particularly those where residents' participation is relatively low.

### **3.3 To secure more accessible office & storage facilities for EHPC**

#### ***a) The Parish Office***

The EHPC Parish Office is located on the first floor of the East Horsley Village Hall, accessible via a set of stairs from the rear of the building. It is used by the Parish Clerk with space for a 4-person table used for occasional meetings. The room is cramped and not easily reached. There is no obvious visibility of this facility to residents, wheel-chair access is impossible, and many residents don't even know this office exists.

In recent years EHPC has considered various options for having a more accessible location. Following discussions with the East Horsley Village Hall management committee an agreement has now been reached for the parish council to rent a ground floor location within the village hall on an exclusive basis. In future this room will become the Parish Council Meeting Room and include direct access from Kingston Meadow. It is hoped that this facility will be in operation before the first quarter of 2020.

#### ***b) Storage facility***

EHPC presently rents a lock-up garage behind Bishopsmead Parade as a storage facility for its equipment, including garden machinery and tools, exhibition equipment and displays, a gazebo, litter picking equipment, etc. However, it is anticipated that this facility may not be available for much longer due to the prospective re-development of these garages. EHPC is therefore considering building a new facility close to the Parish Office where it could store equipment.

A Section 106 funding request has been submitted by EHPC in connection with the Lollesworth Fields development which, if approved, would be used towards achieving the objectives above, although it may be several years before such funds could potentially become available to EHPC.

### **3.4 To ensure effective succession planning for the Parish Clerk**

The Parish Clerk is the principal employee of EHPC and plays an essential role in its operations. The Parish Clerk is responsible for ensuring EHPC functions legally and effectively, whilst complying with national and local government regulations. The Parish Clerk also acts as a coordinator for much of the work carried out by councillors – all of whom are unpaid volunteers with no specific local government qualifications. The Parish Clerk is the responsible financial officer and legal representative of the parish council.

It is expected that the present Parish Clerk, Mr Nicholas Clemens, will choose to retire during the next five years at a date still to be determined. Effective succession planning will be crucial if EHPC is to function effectively after his retirement. As the timescale becomes clearer EHPC will initiate preparations which may include having a transitional period, perhaps involving some formal training for the new incumbent, in order to ensure an effective handover.

## 4. RETAIL CENTRES

### Long Term Objectives:

1. *To improve the appearance & functionality of Station Parade*
2. *To initiate a farmers' market in East Horsley*
3. *To improve the functionality & road safety of Bishopsmead Parade*

### **4.1 To improve the appearance & functionality of Station Parade**

Station Parade is the larger of East Horsley's two retail centres. However, the focal point of the parade, on its eastern side, has significant limitations. To explore ways in which this area might be improved EHPC held a 'Conversation' with residents on the morning of Saturday June 22<sup>nd</sup> 2019. The event, held on the grass area outside the shops, was well received and the results written up in the EHPC Autumn newsletter. They are also available in full on the EHPC website.

General attitudes of residents expressed during the Conversation may be summarised as follows:

- There was a clear consensus that this part of Station Parade could and should be improved;
- Key areas for improvement relate to traffic flows, parking layout, the condition of the road surface and improved facilities for pedestrians;
- Many commented on the poor appearance of the building facade above the shops;
- Ideas for increasing the pavement width to promote a cafe culture were popular;

The Conversation set out five potential re-configurations for this space – two forms of single line parking (linear & echelon), a shared space solution, full pedestrianization and a village green option where the grass area would be expanded. Views were mixed on the merits of these five different schemes although a majority of residents did recognise the importance of retaining significant numbers of short-term parking spaces in this part of Station Parade to help support the viability of the local shops. At a time when the retail sector across the country is struggling, ensuring the continuance of thriving retail units within East Horsley is seen as a high priority by many residents.

EHPC is currently in discussions with Surrey Highways to try and assess viable concepts for this part of Station Parade which will improve the area but without jeopardizing its retail effectiveness. It is hoped that during the first half of 2020 a specific improvement scheme may be put forward by EHPC for further consultation with residents.

Depending upon the scheme to be proposed, funding for these improvements may come jointly from EHPC and Surrey Highways and could potentially be supplemented by developer contributions under Section 106 agreements, depending upon the scale of costs involved.

#### **4.2 To initiate a farmers' market in East Horsley**

The East Horsley Neighbourhood Plan included a Community Initiative to initiate a monthly farmers' market in the village. EHPC's Business Liaison task group is now looking to progress this concept and has held various discussions with potential contributors, local businesses and relevant statutory authorities.

Based upon present discussions, it is hoped it will be possible to hold the first farmers' market in the village during the first half of 2020. The objective is for this market to offer an interesting additional retail choice for residents as well as contributing to increased footfall amongst existing retailers.

#### **4.3 To improve the functionality & road safety of Bishopsmead Parade**

The issues facing the Bishopsmead Parade retail area are somewhat different from those affecting Station Parade. As a part of the East Horsley Conservation Area and surrounded by a number of heritage buildings this retail parade has a more traditional appearance consistent with its location. Indeed, the area occasionally features in location shooting for TV programmes and films.

However, for some time the EHPC Road Safety task group have had concerns about its road safety and are currently examining the feasibility of introducing a one-way system for the traffic flow through this parade. This could involve making the northern entrance an 'entry only' point and the southern entrance an 'exit only' point. The middle entrance point of the parade would remain two-way. An associated change would also be to re-configure the angle of the echelon parking in the southern part of the parade.

It is hoped such a change would permit smoother and safer traffic flows and avoid the dangers associated with leaving Bishopsmead Parade via the southern exit where visibility is poor.

Discussions are continuing with Surrey Highways and consultations will be held with local residents and businesses before a final decision on any change is taken. If it goes ahead, it is likely that funding for this reconfiguration would be shared between Surrey Highways and EHPC.

## 4. LOCAL INFRASTRUCTURE

### Long Term Objective:

- i) *To secure effective long term village infrastructure that meets the needs of residents*

### 4.1 Introduction

The infrastructure supporting our village plays an important role in shaping the experience and satisfaction of residents who live here. Whilst most key infrastructure is provided by statutory authorities, there is still a meaningful role for EHPC to play in influencing infrastructure delivery, whilst the introduction of the Community Infrastructure Levy ('CIL') will in future give additional resources to EHPC for spending directly on new infrastructure projects.

The principle sources of funding for village infrastructure may be summarised as follows, in roughly descending order of capacity:

- Statutory authority
- Developer contributions under CIL
- Developer contributions through Section 106 agreements
- Grants, donations, etc
- EHPC resourcing through its precept

The analysis in this section highlights some of the key issues facing our village infrastructure, assesses funding options available, proposes a series of future projects as a part of the Vision33 perspective and sets out an Infrastructure Schedule for East Horsley.

Some of these projects seek to address current deficiencies whilst others are intended to mitigate the effects of the high level of housing development likely to arise in and around the Horsleys as a consequence of the Guildford Local Plan.

The infrastructure areas we have considered are as follows:

- Roads
- Car parks
- Pavements
- Footpaths
- Drains
- Horsley Medical Practise
- Railway stations
- Broadband
- Electrical charging points

All but the last of these were discussed in detail in the East Horsley Neighbourhood Plan ('EHNP'), where further background information can be found. There are also a range of other village facilities such as the Horsley Library, the East Horsley Village Hall, the Nomad Theatre and care facilities such as Limegrove and St Martin's Court, all of which were discussed in the EHNP but are not specially addressed here - generally all of these are excellent facilities, providing high quality services, for which "no change" by 2033 would be a broadly satisfactory outcome.

Also not addressed here is the important issue of local schooling. The high level of housing development across the Horsleys arising from the Local Plan will very soon put immense pressure on local schools in the area, particularly the Raleigh School in West Horsley which is the only state primary school located within the two Horsleys.

EHPC will continue to lobby the relevant authorities where it can. For example, in the recent Manor Farm planning application in West Horsley EHPC requested that GBC should include a pre-commencement condition allowing new house-building only after new local primary school capacity had been provided. However, with no school presently located within the boundaries of East Horsley and the education authority having no present plans to establish one, for the purposes of developing an Infrastructure Schedule for East Horsley the issue of schooling has not been included.

## 4.2 Roads

<b>Context</b>	The condition of the principal roads running through the village is one of the most frequently criticised aspects of village infrastructure, with SCC cutbacks resulting in serious deterioration of our road surfaces in recent years. Road safety is a major concern of residents with 43 traffic accidents reported in East Horsley during the last 5 years, an increase of 30% over the previous period. Speed surveys show many road users exceed official speed limits.
<b>Statutory authority</b>	Surrey Highways
<b>Objectives</b>	<ul style="list-style-type: none"> <li>a) To improve the state of the main roads running through the village;</li> <li>b) To improve road safety for all users.</li> </ul>
<b>Funding strategy</b>	Given its high costs, funding for the re-surfacing of public roads must remain the core responsibility of Surrey Highways, although in view of the financial constraints on SCC this may usefully be supplemented by developer contributions from the four Local Plan sites in the Horsleys as well as from the four allocated EHNP sites. Traffic calming measures involve lower costs – typically around £20- 30k for a single speed platform, somewhat less for a speed cushion. Developer contributions towards a range of traffic calming measures are feasible. EHPC joint-funding for new traffic calming measures could also be considered on an exceptional basis.
<b>Vision33 projects</b>	<p><b>a) Mini-roundabouts:</b></p> <ul style="list-style-type: none"> <li>i. <b>Forest Lane/Old Lane/Howard Lane staggered junction.</b> This will be replaced in a few years time by a mini-roundabout, funded by Berkeley Homes under the signed Howard of Effingham Section106 agreement;</li> <li>ii. <b>Ockham Road South/Forest Lane junction.</b> The configuration of this junction involves a triangle of roads, confusing to drivers and potentially dangerous. The feasibility of replacing this junction with a mini-roundabout should be assessed. However, with no expected development sites nearby, future CIL revenues would appear to be the most realistic funding option.</li> <li>ii. <b>Ockham Road South/A246 junction</b> near the Duke of Wellington. To improve junction safety the feasibility of a mini-roundabout should also be assessed here. Developer contributions from a nearby EHNP site (either Wimbledon Carriage or Thatcher’s Hotel) would be realistic funding sources.</li> </ul>

**b) Speed platforms:**

**i. In Ockham Road North**, an array of five pairs of speed cushions are being proposed by developer Catesby Estates for the Section 106 agreement due to be agreed for the Lollesworth Fields development;

**ii. In Ockham Road South**, several speed platforms may be considered to be funded by developer contributions from one of the nearby EHNP sites;

**iii. In Forest Road**, to be funded by CIL or from EHPC resources.

**c) Road widening:**

**i. Ockham Road South** has a number of narrow 'pinch points' where the road width narrows to under 5 metres, making it difficult/impossible for two vehicles to cross at that point, dependent upon size. This includes a section of road near to Oakwood Drive and also a section near to Linx Hill. It is not evident whether any road widening is physically possible at such locations but the feasibility of such work should be properly assessed given the road safety benefits which may accrue. Since the cost is likely to be substantial, it is likely that developer contributions would be required for funding of such projects.

### 4.3 Car parks

<b>Context</b>	There are 8 public car parks in East Horsley: 4 are owned by GBC, 2 are owned by SCC and 2 are owned by Network Rail at Horsley and Effingham Junction stations and leased to South Western Railway. All of these car parks are close to their capacities at present. Only one (Kingston Meadow) has any space for potential expansion, although a two-level parking structure may be a feasible option at the railway stations. Population expansion in and around the Horsley area, as proposed in the GBC Local Plan, is likely to strain car park occupancy significantly in future years at most of the village car parks, in particular if the Wisley airfield development goes ahead, significantly increasing demand from commuters.
<b>Statutory authorities</b>	GBC, SCC, Network Rail/South Western Railway.
<b>Objective</b>	To ensure future car parking facilities in the village function satisfactorily.
<b>Funding strategy</b>	Apart from Kingston Meadow, options for expansion of existing GBC and SCC car parking facilities appear limited, therefore the funding needs may actually be small. Future focus will be more upon improving the quality of existing facilities and on managing vehicle numbers through controlling time limits. The potential introduction of parking charges cannot be ruled out if numbers become unmanageable. The railway car parks are discussed further in Section 4.8 below.
<b>Vision33 projects</b>	<p><b>a) Car park behind Station Parade:</b> some general improvements to the entry road and bin storage area would benefit this important village-centre car park, to be funded through developer contributions, by GBC alone or jointly with EHPC;</p> <p><b>b) Bluebell Lane car park:</b> improvements to the parking area and signage are presently planned by EHPC. GBC joint-funding and/or developer contributions from nearby EHNP sites may also be viable longer term;</p> <p><b>c) Bishopsmead Parade area:</b> to improve road safety the introduction of a one-way system for vehicles is being considered by EHPC for this area, as discussed in Section 3 earlier. Funding may potentially come from Surrey Highways and EHPC on a joint basis.</p> <p><b>d) Medical Centre car park:</b> this is discussed under Section 4.7 below.</p>

## 4.4 Pavements

<b>Context</b>	Many pavements in East Horsley are narrow, uneven and in poor condition, particularly along Ockham Road (both North & South) and Forest Road. Close proximity of speeding vehicles makes pavements dangerous for pedestrians. In places the situation has become so bad that EHPC has engaged a village warden, whose work to date has included clearing back over-grown pavements along a section of Ockham Road North near the railway bridge.
<b>Statutory authority</b>	Surrey Highways
<b>Objective</b>	To ensure pedestrian safety along the main public roads of the village.
<b>Funding strategy</b>	Pavement resurfacing typically comes low on Surrey Highways list of priorities, although SCC did re-surface a section of the Ockham Road South pavement during 2017. Section 106 contributions are feasible from nearby developments (eg Lollesworth Fields, EHNP sites), although CIL funds would give EHPC scope for making pavement improvements more widely across the village.
<b>Vision33 projects</b>	<p><b><i>Pavement improvements along Ockham Road &amp; Forest Road</i></b>, to be funded by developer contributions, either from Section 106 agreements or from CIL</p> <p><b><i>Continued pavement maintenance by the village warden</i></b>. Work by the village warden in clearing back overgrown pavements along Ockham Road North has resulted in significant improvement in usable pavement width. This work may be replicated in other locations in the village, to be funded by EHPC.</p>

## 4.5 Footpaths

<b>Context</b>	East Horsley has a good network of recreational trails within many of its green spaces, although there are far fewer public footpaths providing linkages between different parts of the village. As a consequence for many residents East Horsley remains a very car-dependent village.
<b>Statutory authority</b>	SCC
<b>Objective</b>	To improve footpath connections across the village.
<b>Funding strategy</b>	SCC has limited funding for creating new footpaths with its few resources focused more towards ongoing maintenance of existing trails. New footpaths are likely to require significant contributions from developers or from grants/donations, although smaller projects might be undertaken by EHPC directly.
<b>Vision33 projects</b>	<p><b>a) Establish a connecting footpath beside St Martin's Court to BW98,</b> to be funded by EHPC or, dependent upon timescale, through developer contributions from one of several EHNP sites nearby. Permission to create this footpath is dependent upon GBC approval – discussions have been ongoing for some time with some opposition from local residents.</p> <p><b>b) Create a new safety footpath alongside Forest Road.</b> The final section of Forest Road, running from Glendene to Pennymead Drive, has no pavement and is dangerous for pedestrians. The narrow road width and high banking means that building a new pavement here is unlikely to be feasible. However, two short stretches already have limited footpaths which might potentially be extended further where physical conditions allow. Needs to be investigated further.</p> <p><b>c) Create a 'trim trail' around Lollesworth Fields.</b> The developer of Lollesworth Field has proposed building a 1km circular trail around the periphery of the development to be included as a Section 106 contribution. This would represent an attractive recreational footpath for the village and offer possible opportunities for new footpath linkages to West Horsley in future.</p> <p><b>d) Widen FP99, connecting Kingston Meadow to The Street in West Horsley.</b> This footpath beside the railway line offers a useful off-road connection between East and West Horsley. To make it an officially-sanctioned cycle path requires widening and resurfacing. Due to its length this is likely to be a very expensive project, which would only be feasible through significant grant funding (eg Prudential) or by developer Section 106 contributions, eg. from one or both of the two large West Horsley development sites nearby.</p>

## 4.6 Drains

<b>Context</b>	<p>An area designated as Flood Zone 3 runs through the centre of East Horsley, starting from Pennymead Lake, running to Ockham Road North and beyond. This puts severe strains on the surface water drainage systems in central areas of the village and road flooding occurs frequently in times of heavy rainfall.</p> <p>Waste water from East Horsley is treated at the Ripley Sewage Works, currently operating near capacity; new facilities are proposed there to deal with the new settlement at the Wisley airfield development and to provide new capacity for the surrounding area including the Horsleys.</p>
<b>Statutory authorities</b>	Surrey Highways, (surface water); Thames Water (waste water).
<b>Objective</b>	To ensure surface water and waste water drainage systems in the village function effectively under significantly increased loadings.
<b>Funding strategy</b>	Both surface water and waste water systems are high cost capital items and their core funding must remain the responsibility of the statutory authorities. Contributions from the Wisley airfield development could be used towards the cost of expanding the Ripley Sewage Works.
<b>Vision33 project</b>	<b><i>Renovations to existing service water drains running along Ockham Road North and Ockham Road South.</i></b> The former could potentially be funded through a Section 106 agreement for Lollesworth Fields, whilst Ockham Road South drainage systems could potentially be funded from Section 106 agreements or CIL proceeds from EHNP sites located nearby.

## 4.7 Horsley Medical Practice

<b>Context</b>	The Horsley Medical Practice in Kingston Avenue is the main NHS facility for the village and also serves West Horsley, Ockham and parts of Effingham & Clandon. It has a high ratio of patients to doctors and is effectively operating at capacity. The GBC Local Plan Infrastructure Schedule proposes an extension to the existing surgery, to be funded by developer and CCG contributions.
<b>Statutory authority</b>	NHS, Guildford & Waverley CCG
<b>Objective</b>	To ensure East Horsley continues to enjoy a first class medical centre.
<b>Funding strategy</b>	The four allocated Local Plan sites within the Horsleys would together generate around £250k of developer contributions under the Surrey Scale for NHS funding via Section 106 agreements, eg £69k was requested under the Lollesworth Fields S106 agreement. These funds can be accumulated and used for a single capital project. Higher capital costs would require an additional contribution from the CCG.
<b>Vision33 projects</b>	<p><b>a) Extension to the Horsley Medical Practice.</b> Discussions have now begun between the CCG and the partners of the Horsley Medical Practice about this expansion about the design of a new extension. With all four Local Plan sites in the Horsleys looking to come forward quickly (ie within the next 1-2 years) we believe this extension should be made a funding priority. EHPC has argued that development of the large Manor Farm site in West Horsley should include a pre-commencement condition requiring such extension to be completed before any building on that site can begin.</p> <p><b>b) Expansion of parking facilities.</b> EHNP policy EH-INF1 supports expansion of the Horsley Medical Practise on the condition that additional car parking spaces are provided within the confines of the medical centre's parking area.</p>

## 4.8 Railway stations

<b>Context</b>	The railway has played an important role in the development of East Horsley with two stations located in the village. Over the past 10 years passenger numbers using Horsley Station have increased by 55%, whilst at Effingham Junction the increase was 29%. Neither station offers two-way access for disabled users, contrary to the Disability Discrimination Act.
<b>Statutory authority</b>	Network Rail, South Western Railways
<b>Objective</b>	To improve disabled user access at Horsley and Effingham Junction railway stations.
<b>Funding strategy</b>	Network Rail has the responsibility for funding station facilities. EHPC is not aware of any plans to provide two-way disabled access at Horsley and Effingham Junction although funding of £100k towards “passenger accessibility improvements” was included in the Catesby Section 106 agreement. Joint funding may be possible with contributions from grant sources or from Section 106 agreements with other developers, potentially including the Wisley airfield development although this was not proposed for the refused 2015 planning application.
<b>Vision33 projects</b>	<p><b><i>Disabled user access to Horsley &amp; Effingham Junction railway stations</i></b>, to be funded by Network Rail/South Western Railway, potentially supported by grants or Section 106 funding.</p> <p>EHPC has now started a new Task Group focused on railway and station issues within East Horsley which may also seek to develop further projects.</p>

## 4.9 Broadband

<b>Context</b>	In order to support the growth of home working and the development of local micro-businesses, the village requires a high quality communications infrastructure with super-fast broadband. This would also support downloading and streaming of internet services. Current local provision is patchy with some areas of unacceptably slow broadband. ‘Which’ data for 2018 showed the median download speed in Mole Valley was 16 Mbps – well below the national median.
<b>Statutory authority</b>	Broadband provision is outside the remit of local authorities. Most infrastructure is provided by BT Openreach on an open access basis. Virgin Media provides its own fibre network. Individual broadband providers are responsible for the provision of the final connection to a house or business.
<b>Objective</b>	To ensure all the village has access to the minimum super fast broadband service (defined as 24 mbps or more download speed). Full coverage of superfast broadband may not be feasible across the whole village so a target might be agreed; eg. 90% coverage by 2023 and 95% by 2025.
<b>Funding strategy</b>	A local partnership might be established with a broadband provider (e.g. BT, Virgin Media), which would require a minimum number of interested households willing to participate. A community-based funding model may be viable, potentially involving Superfast Surrey, a partnership between SCC, Broadband Delivery UK and BT, which has a remit to implement superfast broadband in areas where it is not financially viable for commercial providers.
<b>Vision33 projects</b>	<p><b>Determine needs:</b> Undertake a local survey of current broadband speeds and determine the extent of new provision required and the number of households and businesses who may be interested in participating in a broadband partnership.</p> <p><b>Investigate solution with providers:</b> Discuss setting up a partnership with a broadband provider and obtain a quotation for the provision of a village-wide fibre solution. Collaboration with West Horsley should be considered. Other solutions, such as satellite, might need to be investigated if fibre is not feasible across the village.</p>

## 4. 10 Electrical charging points

<b>Context</b>	Demand for electric vehicles is growing strongly from a low base – encouraged by the Government’s Road to Zero strategy for cleaner road transport. In future most electric vehicles will be charged at home but EHPC might also consider supporting a public infrastructure which provides an integrated approach to Home/Work/Destination charging. Particular problems may be faced by drivers without charging facilities at home (eg. where there is no off-road parking).
<b>Statutory authority</b>	There is no statutory authority for charging infrastructure and the Government is relying primarily on private sector provision. SCC produced an electric vehicle strategy in November 2018 but no funds are available to support a charging network. EHPC could potentially consider establishing charge points in partnership with GBC or SCC at strategic locations by making available publicly-owned car park spaces and paying towards the installation of charge points.
<b>Objective</b>	To support the development of a charging infrastructure in East Horsley as the popularity of electric vehicles grows.
<b>Funding strategy</b>	<p>A ‘Rapid’ charger (50 kW, charge to 80% in 30 minutes) costs approximately ~£35k each for the hardware (£20k) and installation (£15k). Additional charges are incurred in connecting to the Grid (payable to the Distribution Network Operator – UK Power Networks). A slower ‘Destination’ charger is available at ~£5k per unit installed and connected (7 kW, charge to 100% in 3 hours); no DNO charges will be incurred.</p> <p>Potential sites for commercially-funded charging points might include railway station car parks, de Vere Venues parking area, Thatcher’s Hotel and the Shell garage. Publically-funded charging points could be considered at the Station Parade or Kingston Meadow car parks.</p>
<b>Vision33 projects</b>	The technology for charging electric vehicles is continually improving and becoming faster all the time. The provider market is developing rapidly; for example, BP Chargemaster is rolling out a 150 kW network across the country. In this context the most logical strategy for EHPC would probably be to wait for some time before initiating any direct involvement in this market. Perhaps in around 3 – 5 years time EHPC may review alternative models and assess whether publically-funded solutions are needed to ensure an effective East Horsley provision in this area.

## 4.11 East Horsley Infrastructure Schedule

The table below summarises the main infrastructure projects to be pursued in East Horsley under the Vision33 initiative:

Infrastructure	Project	Funding Source	Indicative Cost	EHPC funding	EHPC priority	Possible timing	
<b>ROADS</b>	Road resurfacing of Station Approach	Surrey Highways & Network Rail	n.a.		High	0-5 yrs	
	Road resurfacing of Station Parade	Surrey Highways	n.a.		High	0-5 yrs	
	<b>Mini-roundabouts:</b>						
	Forest Rd/Howard Rd/Old Lane T junctions	s106 with Berkely Homes	£100k - £250k		n/a	2-5 yrs	
	Ockham Road South/Forest Road triangle	s106 or general CIL funds	£100k - £250k		Medium	5-10 yrs	
	Ockham Road South/A246 T junction (DoW)	s106 or CIL from EHNP site	£100k - £250k	Maybe	Medium	5-10 yrs	
	<b>Speed platforms/cushions:</b>						
	Ockham Road North	s106 with Catesby	£30 - 50k		High	1-5 yrs	
	Ockham Road South (various)	s106 or CIL from EHNP sites	£20 - 30k each	Maybe	Medium	2-10 yrs	
	Forest Road (various)	s106 or CIL from EHNP sites	£20 - 30k each	Maybe	High	5-10 yrs	
<b>Road widening projects:</b>							
	Ockham Road South (various)	s106 or CIL from EHNP sites	n.a.		Medium	5-10 yrs	
<b>CAR PARKS</b>	Car park behind Station Parade: improving entry, etc	CIL or GBC/EHPC jointly	n.a.	Maybe	Medium	5-10 yrs	
	Bluebell Lane car park: various improvements	CIL or GBC/EHPC jointly	£10 - 20k	Maybe	High	0-5 yrs	
	Bishopsmead Parade car park: create one-way system	EHPC, maybe jointly with SCC	£10 - 20k	Yes	High	1-5 yrs	
<b>PAVEMENTS</b>	<b>Pavement resurfacing:</b>						
	Ockham Road North	s106 with Catesby	n.a.		Medium	1-5 yrs	
	Ockham Road South (various)	s106 or CIL from EHNP sites	n.a.	Maybe	Medium	2-5 yrs	
	Forest Road (various)	s106 or CIL from EHNP sites	n.a.	Maybe	Medium	2-10 yrs	
	Pavement maintenance by village warden (various)	EHPC	£10 - 20k	Yes	Medium	0-10 yrs	
<b>FOOTPATHS</b>	St Martin's Court connecting footpath to BW98	EHPC, possibly grant assisted	£5 - 15k	Yes	High	1-10 yrs	
	Forest Road safety footpath, Glendene to Pennymead	EHPC, possibly SCC assisted	£5 - 15k	Yes	High	2-10 yrs	
	Lollesworth Fields 'trim trail'	s106 with Catesby	n.a.		Medium	2-5 yrs	
	Conversion of FP99 to cycleway	Grant or s106 from WH sites	n.a.		Low	5-15 yrs	
<b>DRAINS</b>	Renovations to Ockham Road North surface water drains	s106 with Catesby	n.a.		High	2-5 yrs	
	Renovations to Ockham Road South surface water drains	s106 or CIL from EHNP sites	n.a.	Maybe	High	5-10 yrs	
<b>NHS</b>	Extension of Horsley Medical Practise & car park	s106 from all Horsley sites	£250k		High	5-10 yrs	
<b>RAIL</b>	Provide for disabled access at Horsley Station	Network Rail plus grants & CIL	n.a.		n/a	5-15 yrs	
	Provide for disabled access at Effingham Junct. Station	Network Rail plus grants & CIL	n.a.		n/a	5-15 yrs	

**Summary:** A total of 25 projects are identified in this Infrastructure Schedule for East Horsley by 2033. The majority of these projects will require some element of developer contribution if they are to be progressed, given current local government funding limits. Since the timing of such developments is outside the control of EHPC, the potential timescales indicated in the table above are largely speculative.

Four of the projects in the Infrastructure Schedule are identified for direct funding by EHPC, with a further eight potential projects shown as 'Maybe' since these projects will only have viable funding from EHPC after the CIL funding scheme has commenced and begins to generate revenues for EHPC.

*East Horsley Parish Council*

*January 2020*