

Notice of Meeting

Economic Prosperity, Environment and Highways Board

**Date & time**

Wednesday, 9
September 2015 at
10.30 am

Place

Ashcombe, County
Hall, Penrhyn Road,
Kingston upon
Thames, KT1 2DN

Contact

Huma Younis, Room 122,
County Hall, Kingston upon
Thames
Room 122, County Hall
Tel 0208 213 2725

Chief Executive

David McNulty

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This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Huma Younis, Room 122, County Hall, Kingston upon Thames on 0208 213 2725.

Elected Members

Mr David Harmer (Chairman), Mr Bob Gardner (Vice-Chairman), Mrs Nikki Barton, Mr Mike Bennison, Mrs Natalie Bramhall, Mr Stephen Cooksey, Mr Steve Cosser, Mrs Pat Frost, Mr David Goodwin, Dr Zully Grant-Duff, Mr Ken Gulati, Mr Peter Hickman, Mr George Johnson, Mr Richard Wilson and Mrs Victoria Young

TERMS OF REFERENCE

The Committee is responsible for the following areas,

Performance, Finance and Risk Monitoring for the E&I Directorate	Road Safety	Community Transport
Strategic Planning	Concessionary Travel	Economic Development and the Rural Economy
Economic Prosperity	Minerals	Housing
Countryside	Parking Regulation and Enforcement	Local Transport Plan
Waste and recycling	Climate Change and Carbon Energy	Biodiversity and Wildlife
Transport Service Infrastructure	Rights of Way	Planning Services
Aviation	Cycle Routes	Street Lighting
Highway Maintenance	Gypsy and Traveller Sites	Flood Prevention and Infrastructure

AGENDA

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

2 MINUTES OF THE PREVIOUS MEETING: 11 JUNE 2015

(Pages 1
- 6)

To agree the previous minutes as a true record of the meeting.

3 DECLARATIONS OF INTEREST

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

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

4 QUESTIONS AND PETITIONS

To receive any questions or petitions.

Notes:

- The deadline for Member's questions is 12.00pm four working days before the meeting (Thursday 3 September 2015)
- The deadline for public questions is seven days before the meeting (Wednesday 2 September 2015).
- The deadline for petitions was 14 days before the meeting, and no petitions have been received.

5 RECOMMENDATIONS TRACKER AND FORWARD WORK PROGRAMME

(Pages 7
- 12)

The Board is asked to monitor progress on the implementation of recommendations from previous meetings, and to review its Forward Work Programme.

The Board will also receive a verbal update on the work of the winter performance task group, customer service excellence member reference group and highways for the future member reference group from their respective Chairmen.

6 REPORT OF THE WINTER PERFORMANCE TASK GROUP

(Pages
13 - 22)

Purpose of the report: Policy Development and Review

To outline to the Board the recommendations made by the Winter Performance Task Group.

7 SURREY RAIL STRATEGY UPDATE

(Pages
23 - 30)

Purpose of the report: Policy Development and Review

The report outlines the work undertaken on Surrey's rail priorities since the publication of the Surrey Rail Strategy. This includes detailed assessments on the North Downs Line and the Crossrail 2 project.

8 DATE OF NEXT MEETING: 21 OCTOBER 2015

The next meeting of the Economic Prosperity, Environment and Highways board will be held on 21 October at 10.30 am in the Ashcombe Suite, County Hall, Kingston upon Thames.

David McNulty
Chief Executive

Published: 01 September 2015

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Thank you for your co-operation

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MINUTES of the meeting of the **ECONOMIC PROSPERITY, ENVIRONMENT AND HIGHWAYS BOARD** held at 10.30 am on 11 June 2015 at Ashcombe, County Hall, Penrhyn Road, Kingston upon Thames, KT1 2DN.

These minutes are subject to confirmation by the Board at its meeting on Wednesday 9 September 2015.

Elected Members:

- * Mr David Harmer (Chairman)
- * Mr Bob Gardner (Vice-Chairman)
- * Mrs Nikki Barton
- Mr Mike Bennison
- Mrs Natalie Bramhall
- * Mr Stephen Cooksey
- * Mr Steve Cosser
- * Mrs Pat Frost
- * Mr David Goodwin
- * Dr Zully Grant-Duff
- * Mr Ken Gulati
- * Mr Peter Hickman
- * Mr George Johnson
- * Mr Richard Wilson
- * Mrs Victoria Young

In attendance

John Furey, Cabinet Member for Highways, Transport and Flooding
Mike Goodman, Cabinet Member for Environment and Planning
Peter Martin, Deputy Leader and Cabinet Lead for Economic Prosperity

1/15 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Mr Mike Bennison and Mrs Natalie Bramhall. Mr Michael Sydney substituted for Mike Bennison.

2/15 MINUTES OF THE PREVIOUS MEETING: 23 APRIL 2015 & 18 MAY 2015 [Item 2]

These were agreed as a true record of the previous meeting.

3/15 DECLARATIONS OF INTEREST [Item 3]

There were none.

4/15 QUESTIONS AND PETITIONS [Item 4]

There were none.

5/15 RESPONSES FROM THE CABINET TO ISSUES REFERRED BY THE SELECT COMMITTEE [Item 5]

There were no responses from the Cabinet

6/15 RECOMMENDATIONS TRACKER AND FORWARD WORK PROGRAMME [Item 6]

1. Members highlighted two typos, one on page 18 "A meeting for the MRG has been scheduled for 30 March 2015", which should have stated that an MRG meeting was held on 30 March 2015; and page 21 "The next MRG has been organised for 17 April 2015", which should have stated that an MRG meeting was held on 17 April 2015.
2. One Member questioned why the Task and Member Reference Groups document did not contain information regarding the Basingstoke Canal Member Reference Group. The Chairman of the Committee informed Members that Cllr Tony Samuels had been invited to contribute to a task group meeting.

7/15 CABINET MEMBER PRIORITIES UPDATE [Item 7]

Witnesses:

Cabinet Members

John Furey, Cabinet Member for Highways, Transport and Flooding
Mike Goodman, Cabinet Member for Environment and Planning
Peter Martin, Deputy Leader and Cabinet Lead for Economic Prosperity

Officers

Trevor Pugh, Strategic Director Environment and Infrastructure
Ian Boast, Assistant Director for Environment
Jason Russell, Assistant Director for Highways and Transport

Key points raised during the discussion:

1. The Members responsible to the board gave an update on their key priorities for the coming year. A Cabinet member priority document had been sent to the board in advance of the meeting.
2. One Member felt that small businesses in Waverley were being impacted by congestion. The Board were informed that planned improvements to the A3 in the Guildford area would help improve congestion in areas such as Waverley.
3. Officers were questioned over whether money should be focused on projects such as the A3 development which encourages people to commute to London when more funds could be diverted towards developing the local area. Officers responded by stating that Surrey is also a big importer of employees which helps drive the economy and that major projects such as the A3 development are essential in increasing connectivity.
4. Members made reference to the increased integration between contractors and Surrey County Council, stating that although there is a benefit in this, there were concerns over accountability and separation. Officers assured the Board that although they are encouraging greater integration, Surrey still remains the client role that will monitor and evaluate development independently.

8/15 LOCAL TRANSPORT REVIEW: DRAFT CABINET REPORT [Item 8]**Witnesses:**

Paul Millin, Travel and Transport Group Manager
Nick Meadows, Project Consultant
Ian Boast, Assistant Director for Environment
Mike Goodman, Cabinet Member for Environment and Planning

Key points raised during the meeting:

1. Officers reported that there had been positive contribution from residents to both consultations of the local transport review. One of the key issues highlighted during the consultation was the bus route to St Peters hospital.
2. The Chairman of the Board questioned that if - as offices had explained within their summary of the report – the proposal will be continually refined up until it is taken to Cabinet on 23 June 2015, how will the Board remain fully informed as to what will be going to Cabinet. Officers assured the Board that any changes would be minor, but that a copy of the final recommendation will be circulated among the Members of this Board by 19 June 2015 prior to it going to Cabinet.
3. Members expressed the need for a platform to voice opinions on specific issues and concerns with regards to local transport. Officers recognised this and assured members they would assess the options for such a platform and report back.

4. One Member spoke of a petition against alterations to route 22 that was not mentioned within the second consultation report. Officers stated that they were not aware of this petition but that they would be willing to factor it in to the results of the second consultation report. It was noted that some bus services on average had two users daily.
5. Members discussed the impact on patronage from the proposed changes and questioned officers on how these impacts could be measured. Members felt there needed to be a means of reporting resident's issues with services. Officers stated that determining impacts on patronage from specific initiatives is very difficult as changes often come with a series of new measures. Officers assured the Board that regular reviews of the service would be administered.
6. Members questioned officers over what measures were in place to increase users on existing services. Officers informed the Board that smart ticketing and real time passenger information formed part of a drive to increase the number of passenger on existing services.
7. Members questioned officers over what measures were being taken to improve connectivity between bus and train services, as some Members felt this would increase patronage. Officers stated that they were working with South West Trains to improve connectivity and assured Members of their commitment to improve this.
8. The Board congratulated officers on the level of hard work and the breadth of the consultation.

Recommendations:

- a) The Economic Prosperity, Environment and Highways Board reviewed and commented on the Local Transport Review draft cabinet report, ahead of it being shared with Cabinet on 23 June 2015.
- b) The Economic Prosperity, Environment and Highways Board agreed that the Travel and Transport group manager circulate to all members of EPEH and those members directly affected by the changes to the bus routes, the recommendations that will be submitted to Cabinet as part of the local transport review by 19 June 2015.

Actions:

None

9/15 INTERNAL AUDIT REVIEW OF BUS OPERATING CONTRACTS [Item 9]

Witnesses:

Siva Sanmugarajah, Lead Auditor
Paul Millin, Travel and Transport Group Manager
Ian Boast, Assistant Director for Environment
Mike Goodman, Cabinet Member for Environment and Planning

Key points raised during the meeting:

1. The Lead Auditor stated that she was happy that work is being done to address the key issues highlighted as part of the audit report.
2. Members questioned when the Internal Audit of Bus Operating Contracts should next be reviewed. Officers informed the Board that another review would be necessary in 12 months time.
3. Members of the board asked for an update on the internal audit to return back to the board at the end of this year.

Recommendations:

The Economic Prosperity, Environment & Highways Board noted the Internal Audit Review of Bus Operating Contracts.

Actions:

- For an update on the Internal Audit Review of Bus Operating Contracts to return to the board in the autumn of this year.

The meeting adjourned at 12.45pm.

The meeting reconvened at 1.30pm.

10/15 THE AGREEMENT WITH SURREY WILDLIFE TRUST FOR THE MANAGEMENT OF THE COUNTY COUNCIL'S COUNTRYSIDE ESTATE: DRAFT CABINET REPORT [Item 10]**Witnesses:**

Lisa Creaye-Griffin, Countryside Group Manager
Ian Boast, Assistant Director for Environment
Mike Goodman, Cabinet Member for Environment and Planning

Key points raised during the meeting:

1. Members asked whether Surrey Wildlife Trust (SWT) were aware of the proposed changes to the SWT agreement. Officers informed the Board that there had been discussions with SWT and that they agreed with the principle behind the need for change.
2. There was a discussion around what parts of the SWT estate had been reviewed, with specific reference made to the non-built and non-wood parts. Officers stated that all of the estate is reviewed under the Asset Management Plan and that each individual site would be subject to its own management plan. It was explained that each site would be reviewed every 5 years.

3. The Cabinet Member for Environment and Planning explained that the report going to Cabinet would be a joint report with the Cabinet member for business services and resident experience, Denise le Gal.
4. One Member stated the need to employ experts in agriculture and forestry to help manage the SWT estate. Officers assured the Board that future management plans would take into account any recognised need for staff.
5. Members expressed the view that an update on the SWT business plans should be considered by the Board before the November cabinet meeting. Members felt there needed to be closer monitoring of the asset management plan to ensure maximum income generation of the estate.

Recommendations:

The Board agreed the amendments outlined in the report to Cabinet.

Actions

- The Board requested that the Cabinet member for business services and resident experience attend a meeting of the board to discuss the property on the countryside estate.

11/15 DATE OF NEXT MEETING: 9 SEPTEMBER 2015 [Item 11]

The next meeting will be held on 9 September at 10.30am in the Ashcombe Suite, County Hall.

Meeting ended at: 14.30

Chairman

ECONOMIC PROSPERITY, ENVIRONMENT AND HIGHWAYS BOARD ACTIONS AND RECOMMENDATIONS TRACKER

The actions and recommendations tracker allows Board Members to monitor responses, actions and outcomes against their recommendations or requests for further actions. The tracker is updated following each meeting. Once an action has been completed and reported to the board, it will be removed from the tracker.

Date of meeting	Item	Recommendations/ Actions	Achieved or Still Outstanding	Responsible Officer:
23 April 2015	Community Infrastructure Levy & S106 Update: [Item 7]	For the Infrastructure Agreements & CIL Manager to produce an update on the Judicial Review once further information on this was available.	Achieved The Infrastructure Agreements & CIL Manager will report back on this at the boards 10 December meeting.	Paul Druce
11 June 2015	Local Transport Review: Draft Cabinet Report [Item 8]	For the travel and transport group manager to circulate to all members of EPEH and those members directly affected by the changes to the bus routes, the recommendations that will be submitted to Cabinet as part of the local transport review by 19 June 2015.	Achieved The final cabinet report along with recommendations was sent to members on 19 June 2015.	Paul Millin

11 June 2015	Internal Audit Review Of Bus Operating Contracts [Item 9]	For an update on the Internal Audit Review of Bus Operating Contracts to return to the board later this year.	Achieved This has been included to the boards December 2015 agenda.	Huma Younis/ Siva Sanmugarajah
11 June 2015	The Agreement With Surrey Wildlife Trust For The Management Of The County Council's Countryside Estate: Draft Cabinet Report [Item 10]	The Board requested that the Cabinet member for business services and resident experience attend a meeting of the board to discuss the property on the countryside estate	Achieved The Cabinet member for business services and resident experience was emailed and invited to attend the 9 September board meeting to discuss property on the countryside estate. Due to prior commitments the Cabinet Member was not able to attend. Discussions around property on the countryside estate will be considered by the board at a member briefing meeting on 24 September with the Cabinet Member.	Chairman/ Huma Younis

Economic Prosperity, Environment & Highways Board – Forward Work Programme 2015/16

9 September 2015
(Public)

- Report of the Winter Performance Task Group
- Rail Strategy Update
- PRIVATE- forward work planning session for members

21 October 2015
(Public)

- Surrey Wildlife Trust/SCC Agreement- Draft Cabinet Report
- CRC's -Draft Cabinet Report
- Review of Waste Management and Minimisation (Audit report)

10 December 2015
(Public)

- Kier Contract Agreement- Final Report
- CIL & Section 106 Progress Report
- Audit Report Update- Bus Operating Contract

Future Scrutiny Topics

Potential topics that can be scheduled for scrutiny when appropriate as well as long term and ongoing items are listed below.

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- Basingstoke Canal Governance

Member Reference Groups/ Task Groups

Ongoing Member Reference Groups and Task Groups of the Board

Basingstoke Canal Task Group	Michael Sydney George Johnson David Harmer (Spokesperson)	To consider the most effective governance option for Surrey county council in relation to the Basingstoke Canal of which Surrey is a joint owner. Recommendations of this Task Group will enable the county council to decide whether they continue their involvement with the Basingstoke Canal or make changes to the current joint ownership model.
Countryside Management Member Reference Group	Bill Barker Michael Sydney Stephen Cooksey David Harmer (Spokesperson)	To report to EPEH with recommendations to advise the Cabinet Member on the changes required to the Surrey Wildlife Trust (SWT)/Surrey County Council (SCC) Agreement and its governance, to ensure that it is fit for purpose for the remainder of its term.
Customer Service Excellence Member Reference Group	John Beckett Stephen Cooksey George Johnson Victoria Young Richard Wilson (Spokesperson)	To support the Highways Service's journey to achieve the Customer Service Excellence (CSE) Standard.
Finance Sub-Group	Mike Bennison Stephen Cooksey George Johnson Bob Gardner Richard Wilson David Harmer (Spokesperson)	To carry out robust scrutiny of major budgets, performance and costs of the services within the remit of the Environment & Transport Select Committee, and review existing and potential options for budget savings and performance improvement including testing of the evidence base for these options.
Highways for the Future Member Reference Group	Stephen Cooksey Peter Hickman Richard Wilson Mike Bennison (Spokesperson)	To allow Member input into the Highways Service's plans for the future long-term management of Surrey's highways
Local Transport Review Member Reference Group	David Goodwin Peter Hickman Michael Sydney Pat Frost (Spokesperson)	To assist the E&I Directorate in its Local Transport Review project.

Winter Maintenance Task Group	David Goodwin David Harmer Stephen Cooksey (Spokesperson)	To provide scrutiny and oversight of Surrey's annual Winter Maintenance policy.
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Economic Prosperity, Environment & Highways Board
9 September 2015

Report of the Winter Performance Task Group

Purpose of the report:

To outline to the Board the recommendations made by the Winter Performance Task Group, as set out in the draft Cabinet report attached as annex 1.

Introduction:

1. The Winter Performance Task Group reported to the Cabinet in September 2014, when various recommendations were approved for introduction in the 2014/15 winter season and further actions for the Task Group were identified.
2. The Task Group reconvened in July 2015, and the report attached sets out its findings and recommendations. Following consideration by the Board, the attached report will be submitted to the Cabinet at its meeting on 22 September 2015.

Key Points:

3. To improve driver resilience Kier have trained additional drivers during the summer and this will provide a driver ratio close to the optimum of two drivers to one route. Additionally the kier supply chain will be in a position to provide supplementary drivers when normal activities are curtailed.
4. The cost of providing and maintaining a grit bin has been reviewed to reflect the current contract rates and restocking frequency. The trend towards milder winters over the last two years has reduced the annual restocking frequency.
5. The 2015/16 gritting network has been amended to reflect minor amendments resulting from member, resident and officer feedback in keeping with the localism agenda.

Changes from 2014/15 Cold Weather Plan:

6. There are no major changes proposed to the winter service apart from minor adjustments to the salting network and an enhanced forecasting service. Kier have worked with officers and members on all elements of the winter service to effectively manage and consolidate on the improvements and recommendations that have already been achieved in previous years.

Winter Performance Task Group Recommendations:

That the following recommendations of the Winter Performance Task Group, as set out in the attached report (annex 1) are endorsed and submitted to Cabinet for approval.

7. The 2014/15 Gritting Route Network with minor amendments resulting from member, resident and officer feedback be maintained for the 2015/16 season.
8. Communities are permitted to purchase additional grit bins at a total cost of £947 for an initial 4 year period and £639 for each subsequent 4 year extension while Parish Councils and other statutory bodies may be licensed to install grit bins on the public highway.
9. The Highways Cold Weather Plan 2015/16 is approved.
10. Approval of any future amendments to the Highways Cold Weather Plan be delegated to the Assistant Director Highways and Transport in consultation with the Cabinet Member for Highways, Transport and Flooding.

Next steps:

Following consideration of the recommendations by the Board, the report will be submitted to the meeting of the Cabinet on the 22nd September 2015.

Report contact: Huma Younis, Scrutiny Officer

Contact details: 020 8213 2725, huma.younis@surreycc.gov.uk

Sources/background papers:

Annex 1- Highways cold weather plan for 2015/16- Draft Cabinet Report, 22 September 2015

Draft Highways Cold Weather Plan 2015/16 (hard copies of this document will be made available on the day of the meeting)

Section 151 Finance cleared on:	
Strategic Director cleared on:	
Cabinet Member cleared on:	

SURREY COUNTY COUNCIL

CABINET

DATE: 22 SEPTEMBER 2015

PORTFOLIO HOLDER: MR JOHN FUREY, CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND FLOODING

LEAD OFFICER: JASON RUSSELL, ASSISTANT DIRECTOR HIGHWAYS & TRANSPORT

SUBJECT: HIGHWAYS COLD WEATHER PLAN FOR 2015/16



SUMMARY OF ISSUES:

The Winter Service is delivered in two distinct operations:

1. **Pre-treatment of Routes and Advance Planning** – this ensures that pre-defined route networks including carriageways, cycleways and areas of footway, are pre-treated according to their importance and the weather conditions, to inhibit the formation of ice and facilitate the removal of snow.
2. **Management of Severe Snow Event** – this ensures the service is prepared to manage a severe snow event, to reduce disruption and improve safety.

In 2010 a joint officer and member Winter Performance Task Group was formed to review the overall delivery of the winter service. The successes of the Task Group and the principles that it has developed inform annual winter reviews to deliver continuous improvement to the service.

This report provides an overview of the performance of winter service last year and recommendations to further improve the service.

RECOMMENDATIONS

It is recommended that Cabinet:

1. Approve the Highways Cold Weather Plan for the forthcoming 2015/16 season, included as Annex 1.
2. Accept the Economic Prosperity, Environment and Highways Board Winter Performance Task Group recommendations as detailed within paragraph 3 of the report.

REASON FOR RECOMMENDATIONS

To agree the Highways Cold Weather Plan for the coming winter season.

REPORT OF THE ANNUAL WINTER SERVICE REVIEW:

1. In accordance with the Cabinet recommendations on 23 September 2014, Officers have met with members of the Economic Prosperity, Environment & Highways Board to review key aspects and activities related to winter service provision in Surrey.
2. This report summarises progress made and identifies areas where further action is recommended, based on member feedback through the Task Group.

WINTER PERFORMANCE TASK GROUP RECOMMENDATIONS TO CABINET:

3. Subject to final ratification at the Economic Prosperity, Environment and Highways Board on 9 September 2015, the Task Group recommends to Cabinet that:-
 - I. The 2014/15 Gritting Route Network be maintained for the 2015/16 winter season incorporating minor amendments resulting from member, resident and officer feedback.
 - II. Communities are permitted to purchase additional grit bins at a total cost of £947 for an initial 4 year period and £639 for each subsequent 4 year extension while Parish Councils and other statutory bodies may be licensed to install grit bins on the public highway.
 - III. The Highways Cold Weather Plan 2015/16, included at Annex 1, is approved.
 - IV. Approval of any future amendments to the Highways Cold Weather Plan be delegated to the Assistant Director Highways and Transport in consultation with the Cabinet Member for Highways, Transport and Flooding.

DETAILS:

Background

4. A previous Cabinet report, on 23 September 2014, documented key points to enhance service provision and meet the aspirations of both members and the public.
5. This report considers the performance of the service during the 2014/15 winter season, the effect of subsequent operational improvements and funding approved by Cabinet for that season, together with organisational changes and partnership working arrangements.
6. Throughout their fourth year as the Council's contractor, Kier worked with officers and members on all elements of the winter service to further consolidate on the improvements that have already been achieved.
7. By the end of the season Kier had completed 58/65 precautionary salting runs in the west/east of the county respectively with a further 23 runs on the North Downs which is comparable with an "average" (56 runs per season) Surrey winter. During the cold snap from 28 January which brought in a number of snow flurries but no significant accumulations, the priority 2 salting network was treated

on 4 occasions. As with the last couple of seasons salt supplies have regularly been replaced throughout the winter period without interruption.

8. This joint report clarifies progress on a number of recommendations from previous years, includes updated information and in some cases proposals and recommendations, with indications of cost where appropriate. These are made by the Winter Performance Task Group for consideration and potential adoption as policy by Cabinet.

Network

9. The priority salting network will remain substantially the same as 2014/15 with some minor amendments following consultation with Local Committees, member, resident and officer feedback. Task Group Members were supportive of this approach, particularly as it was in keeping with the localism agenda.
10. Traffic flow information from the Surrey Priority Network review has enabled us to realign the threshold limit on the priority 2 salting network to 4,000 vehicles per day. The net result will have no immediate effect on the current network but provide a more balanced intervention level in future reviews.
11. The footway priority snow clearing schedules have been updated and aligned with new Surrey Priority Network (SPN) maintenance hierarchy, providing a consistent approach across the whole of the network.

Operations

12. To improve our driver resilience, over the summer Kier have increased the number of gritter drivers available. This will provide a driver ratio close to the optimum 2:1 ration additionally the lot 5 contractor subject to final negotiations will be in a position to provide supplementary drivers during a snow event when their normal activities are curtailed.
13. All of the vehicles are now able to spread with a higher degree of accuracy. This combined with the tracker technology has enables target treatment rates to be reduced in line with new national guidance, resulting in greater efficiencies.
14. Officers advised that with the number of split decisions being made within East Surrey the geographic area would be split to provide a domain forecast north and south of the A25. This change will enhance the precautionary salting decisions that are currently being made.

Salt Management

15. With the winter in 2014/15 continuing the trend around the longer term Surrey average (56 runs per season) combined with the efficiencies of the spreader fleet only 6,974 tonnes of salt was used on the network. Salt stock management systems continue to be robust and fit for purpose.
16. Task Group Members agreed that stocks should continue to be maintained at the maximum capacity of 16,000 tonnes prior to the commencement of the 2015/16 season.
17. Beare Green Depot remains an important satellite station for local management, salt storage and distribution during severe weather events. Until the completion of

the wider review the Task Group continue to support its retention for similar winter service operations in 2015/16.

Provision and Use of Grit Bins

18. Kier has addressed the previous year's shortfall in the provision of grit bins had sufficient resilience and provided a timely response to member requests.
19. The county currently manages and maintains 1737 highway Grit Bins (1504 'core' winter service, 233 member sponsored) with an additional 25 recorded at, or near, fire stations (provided as part of their own business continuity planning).
20. The cost of providing and maintaining a grit bin has been reviewed to reflect the current contract rates and restocking frequency. The trend towards milder winters has reduced the annual average restocking frequency. The cost of a grit bin, including annual refurbishment and filling in line with county standards, is now £947 for a 4 year period. At the end of this period where a Member or community continue to support a grit bin that has not been transferred to the core winter service an extension charge of £639 would be applied to cover the next 4 year period.

Borough/District Responsibilities

21. The Borough and Districts are being re-engaged to ensure that the partnering arrangements in place are up to date, including a refresh of the footway snow clearing priorities following completion of the Surrey Priority Network footway hierarchy review.

Weather Stations

22. Our weather stations are being refurbished or replaced to take account of aging equipment, technology updates and future service requirements.
23. As part of this programme the replacement of the Beare Green weather station is scheduled for 2015/16. The replacement has been prioritised due to both being on a high speed site with poor maintenance access and vandalism.

Communications Plan

24. Information bulletins matching daily 'activity' to ongoing publicity campaigns will again form part of the communications plan, ensuring that communications about the winter service are based on accurate, real time information.
25. Although the winter service has been fully optimised there is still a need for annual reports direct to the Scrutiny Board in September each year to agree any changes following a review of performance and learning with proposed service 'improvements'. The review timetable is detailed in the Highways Cold Weather Plan 2015/16 included in Annex 1.

<u>CONSULTATION:</u>

26. The recommendations in this report have been developed by Members, Officers and Kier representatives who together formed the Winter Performance Task Group.

RISK MANAGEMENT AND IMPLICATIONS:

27. Section 41a of the Highways Act 1980 states that local authorities 'have a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice'. The qualification of 'reasonably practicable' means that it is not an absolute duty.
28. Risks have been managed through the prioritisation of both roads and footways to provide clear understanding of agreed criteria for each category and the type of response/treatment proposed, taking into account agreed stakeholder views alongside operational requirements which form part of the annual review of the service.

Finance and Value for Money Implications:

29. The revenue budget for Winter Service activities in 2015/16 is confirmed as £2.437m. This figure continues to reflect the recommendations approved by Cabinet in 2012 and will deliver the advance planning and pre-treatment of identified routes to prevent ice and snow build up, together with up to 2 days operational response to a severe weather event. See breakdown below:

Winter Service Budget Activity	Budget 2015/16 £000
Labour and vehicles to deliver pre-treatment service to agreed Gritting Network	1,643
Salt usage	400
Grit bins pre-season salt fill & maintenance	65
Hippo bag delivery	1
Weather stations and bureau service (contract lump sum)	45
Weighbridge servicing & maintenance	9
SCC Farmer Plough Maintenance	9
Salt spreaders for special (restricted) routes	46
Relocation of weather station	67
General maintenance	25
Severe snow event	127
Winter total	2,437

Section 151 Officer Commentary:

30. The S151 Officer confirms that all material financial and business issues and risks have been considered in this report. Details of the 2015/16 winter service budget are set out in paragraph 29, and Highways officers consider this to be appropriate for a typical winter including a 2 day snow event. In the event that costs exceed the budget, for example due to more severe weather, costs would need to be managed within the wider budget.

Equalities and Diversity:

31. The winter service priority is, as far as is reasonably practicable, to safeguard the movement and well-being of all Highway users, both the residents of Surrey and those passing through the County.
32. Within the resources available we are not able to treat the entire network at any one time. The impact of the service will be both positive and negative on all groups identified depending on their location in relation to the priority network.
33. To improve access the prioritisation process has been developed with particular reference to facilities such as schools, stations, hospitals, special schools and access to isolated communities. The policy has been further developed, through these enhanced criteria, to allow an increase on the priority salting network.
34. Support and access for vulnerable people is addressed and organised through Emergency Planning and local 4x4 groups etc. The Districts and Boroughs also provide a service to their own care home facilities which is outside the scope of the highway winter service.

The recommendations in this report will have no material impact on existing equality policy and therefore a full equalities assessment was not deemed necessary.

Legal Implications – Monitoring Officer:

35. Section 41(1A) of the Highways Act 1980 states that a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. Case law has indicated the importance of maintaining a plan, as indicated in this report, setting out the proposals and priorities for dealing with snow and ice on the roads, which can then be referred to in support of any argument that a local authority has performed its duty in a reasonably practicable way.

WHAT HAPPENS NEXT?

Approved recommendations will be implemented as part of the Highways Cold Weather Plan 2015/2016.

Report Contact:

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Consulted:

Cabinet Member for Highways, Transport and Flooding
Members of the Winter Performance Task Group
Local Committees
Lucy Monie, Network & Asset Management Group Manager
Simon Mitchell, Maintenance Plan Team Leader
Tony Orzieri, Finance Manager
Lisa Beach, Senior Accountant
Mark Borland, Works Delivery Group Manager
Richard Bolton, Local Highway Services Group Manager

Annexes:

Annex 1 – Highways Cold Weather Plan 2015/16

Informed:

Trevor Pugh – Strategic Director, Environment and Infrastructure

Sources/background papers:

Winter Service Task Group meeting - 16 July 2015

Environment and Transport Select Committee meeting - 10 September 2014

Previous report of the Task Group to the Cabinet – 23 September 2014

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Economic Prosperity, Environment and Highways Board
9 September 2015

Surrey Rail Strategy Update

Purpose of the report: Policy Development and Review

The report outlines the work undertaken on Surrey's rail priorities since the publication of the Surrey Rail Strategy. This includes detailed assessments on the North Downs Line and the Crossrail 2 project.

Introduction:

1. The Surrey Rail Strategy (rail strategy) was published in September 2013. The rail strategy identifies proposals for strategic investment that the county council could either deliver itself, or work with others to deliver, including lobbying for central Government support.
2. Since the publication of the rail strategy further work has been undertaken to progress Surrey's rail priorities. This work is ongoing and an update is provided in this report.

Background:

3. Consultants (Ove Arup & Partners Ltd) were appointed in November 2012 to produce a Surrey Rail Strategy, as part of the Surrey Future initiative. The Rail Strategy forms part of the Surrey Transport Plan and is part of the council's strategic work in developing transport programmes in Surrey.
4. The rail strategy has been developed to ensure that the county has the rail infrastructure needed for sustainable economic growth and to identify proposals for improvements that partners in Surrey can plan and deliver. It was intended to provide a framework through which the county council and partners could:
 - a. Develop future rail policy, service and infrastructure initiatives
 - b. Respond to consultations e.g. rail franchises
 - c. Lobby to influence national rail policy and planning
 - d. Support wider council growth initiatives.

5. The rail strategy has been well received by stakeholders. It has helped to focus Surrey's engagement with the rail industry and Government on Surrey's rail priorities. It has informed consultation responses and the LEP Strategic Economic Plans, and supported wider council growth initiatives.

Progress on priorities

6. Three priority priorities were identified in the rail strategy because they had the potential to have a major impact in Surrey. These were:
 - a) Crossrail 2
 - b) The North Downs Line; and
 - c) Access to airports.
7. Since the publication of the rail strategy further work has been undertaken on these priorities as outlined below.

Crossrail 2

8. Crossrail 2 is a new cross-London rail line being developed by Transport for London with Network Rail (see annex 1 for a route map). The route as currently proposed includes a central core between Wimbledon and New Southgate / Tottenham Hale, almost entirely in a tunnel. There are various possible routes to the north into Hertfordshire, and to the southwest into Surrey using existing rail lines.
9. Crossrail 2 has the potential to bring significant benefits to Surrey. It will provide direct connections to stations in the county providing more frequent, faster links into central London.
10. Crucially, it will also release capacity on the South West Main Line into London Waterloo. This means that most areas in Surrey should see the benefits of improved connectivity into London.
11. Surrey County Council has commissioned a detailed assessment of Crossrail 2. The aims of the assessment are to:
 - a) Identify the optimum configuration (bringing the most economic and social benefits) of Crossrail 2 services for Surrey and the best use of released capacity; and
 - b) Provide an evidence base for use when providing input and response to the Crossrail 2 design development and subsequent consultation process.
12. The Assessment will be completed in September 2015.
13. Next steps: Transport for London will consult on Crossrail 2 in autumn 2015. Surrey will need to make a robust response to ensure the optimal scheme for the county is properly considered.

14. A Member Seminar on Crossrail 2 will be held in the autumn to coincide with the consultation.

North Downs Line

15. The North Downs Line runs through Surrey and Berkshire between Reading, Guildford and Redhill. It provides direct access to Gatwick Airport via the Brighton Main Line. The line forms an important orbital route to the south and west of London, with connections to the capital.
16. Several issues were identified with the North Downs Line in the rail strategy. In summary, it is the last significant stretch of non-electrified line left in Surrey and offers an infrequent, relatively slow service. Improvements along the line could boost economic growth in the county.
17. The county council has commissioned a detailed assessment of the North Downs Line. This sets out a vision for this line which will see investment and incremental journey improvements along the corridor.
18. The council is calling for a package of measures along the North Downs Line including line speed enhancements, platform lengthening and electrification. There is a good business case for these improvements as set out in detail in annex 2.
19. Next Steps: The work Surrey County Council has led on the North Downs Line has been undertaken in partnership with a group of stakeholders, including District / Borough Councils served by the line. The Cost to Capital, Enterprise M3 and Thames Valley Local Economic Partnerships have also been involved in this work, attending liaison meetings with the other key partners from local government and the rail industry. These stakeholders share an interest in improvements along the corridor and collectively we will now work to lobby for investment along the North Downs Line.

Access to airports

20. With two of the UK's major airports on Surrey's borders, access to airports is considered to be a significant issue.
21. Further work on surface access to airports has been completed. This work has informed the county council's response to the Airports Commission consultation on runway capacity in the South East.
22. Following the publication of the Airports Commission (Davies Commission) recommendations on expanding airports capacity the Deputy Leader, the Cabinet Member for Environment and Planning and the Cabinet Member Highways, Transport and Flooding supported by Officers recently met with Heathrow Airport Limited. The discussion included rail access to airports with both parties agreeing to work closely on this matter, which will be dependent on the nature and timing of the government's response to the commission.

23. Next steps: The county council will review the Government's response to the Airports Commission report to determine whether it is fully satisfied that Surrey's surface access needs have been fully addressed.

Other progress

Access to London from Camberley, Bagshot and Frimley

24. Although not identified as one of the priorities in the rail strategy, poor connections to London from Camberley, Bagshot and Frimley was highlighted as a significant issue. Consultation responses strongly emphasised the need to address this issue and a campaign to improve connections continues to receive strong local support.
25. This is a long term scheme because additional services can only be incorporated on to the South West Main Line when other options – Crossrail 2 – have been implemented.
26. We are currently scoping a piece of work to understand the costs and benefits of providing a connection directly onto the South West Main Line. The primary objectives of this study are:
- a) To assess the options for improving rail service frequency and journey times from Camberley to London via the South West Main Line; and
 - b) To assess the costs of each of these options, and so estimate the benefits that would need to be achieved in order to produce a positive business case.

Devolution of suburban rail routes

27. There are currently nine rail franchises operating in the London and South East region, providing inner suburban services. In addition to these, Transport for London (TfL) directly controls National Rail services on the London Overground network, and will also control the Crossrail service, which opens in 2018.
28. Network Rail is responsible for maintaining rail infrastructure and also manages most of London's major terminus stations.
29. The Mayor of London has proposed that control of all suburban rail routes in London are devolved to TfL. The Cabinet Member for Environment and Planning, along with the Cabinet Member for Kent County Council, addressed the London Assembly's Transport Committee in regard to this setting out the views of this council to inform the consultation.

Conclusions:

30. A considerable amount of work has been undertaken on Surrey's rail strategy priorities since the publication of the rail strategy. This has helped the county present a strong case to the rail industry and Government for investment. This work is ongoing.

Recommendations:

31. The Committee is asked to:

- a. Comment on the work undertaken on Surrey's rail priorities.

Next steps:

North Downs Line: Use the detailed assessment undertaken on the North Downs Line to lobby for investment.

Crossrail 2: On completion of the assessment, lobby for the optimal scheme for Surrey.

Surface access to airports: Consider the Government's response to the Airports Commission report on aviation capacity in the South East.

Access to Camberley, Bagshot and Frimley: Commission a detailed study on options to improve connectivity.

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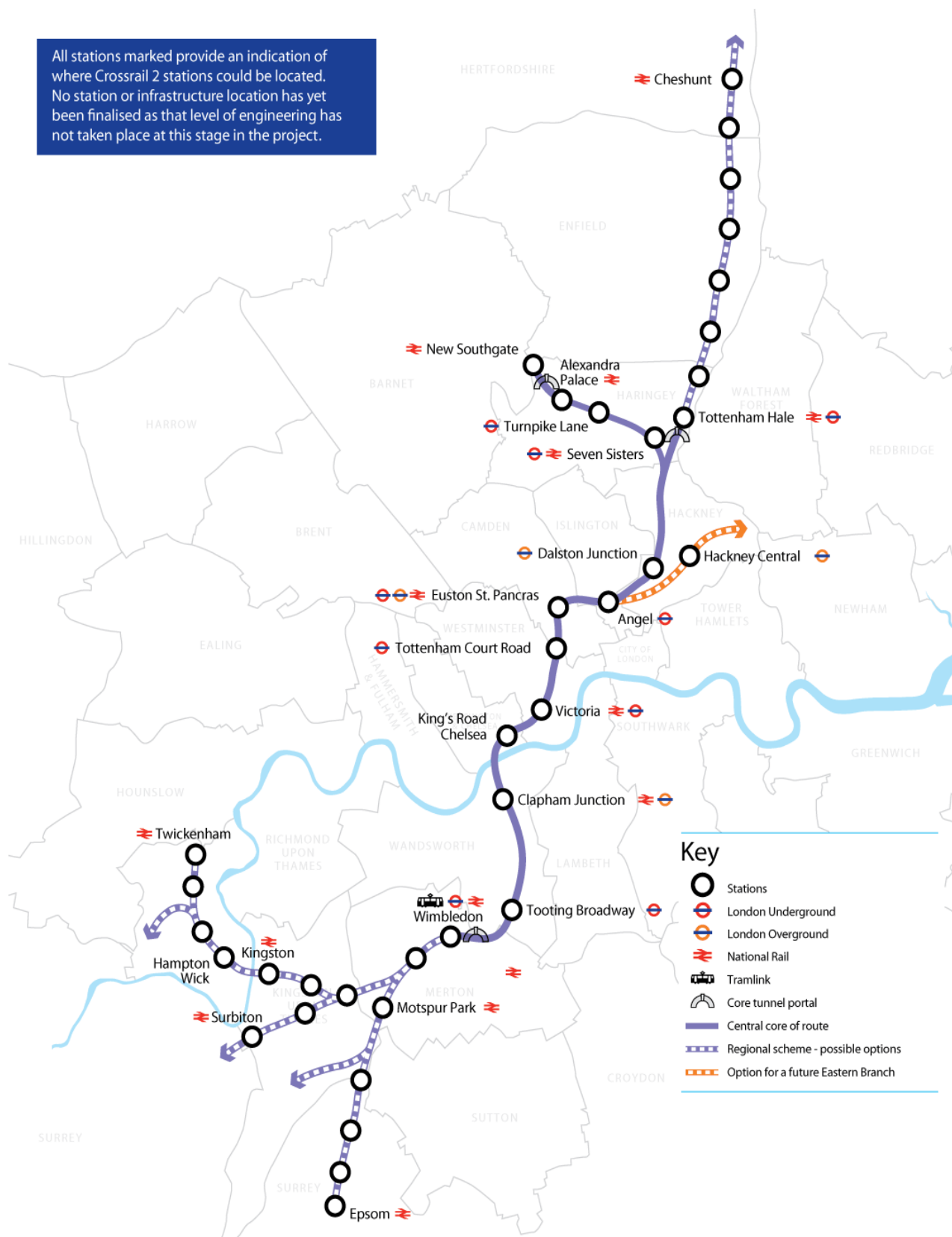
Sources/background papers:

Annex 1: Crossrail 2 route map

Annex 2: North Downs Line enhancements

Annex 1: Proposed Crossrail 2 route map

All stations marked provide an indication of where Crossrail 2 stations could be located. No station or infrastructure location has yet been finalised as that level of engineering has not taken place at this stage in the project.



Annex 2: North Downs Line enhancements

The North Downs Line Assessment we have had undertaken sets out a series of investments over the short, medium and long term.

The total package of improvements is expected to offer good value for money. Compared against the current timetable, an electrified 4-train per hour scenario with service extensions to both Oxford has a BCR of 1.8:1.

In the short term:

The Base Option (the improvements set out in the Draft Wessex Route Study) offers important benefits and should be implemented during Control Period 5 (2014-2019), (on completion of platform 0 at Redhill in December 2017).

There should be careful timetabling to maximise peak time travel opportunities and to ensure that smaller stations are appropriately served given the importance of the North Downs Line for commuter and education trips. Minimising the layover at Guildford will also ensure that the increase in frequency is not delivered at the detriment of journey times.

As part of a three train per hour timetable, extensions of services beyond Reading to Oxford should be considered in order to widen direct access to Gatwick and build on the North Downs Line's role as an orbital route.

In the short term, services should be operated with the existing rolling stock, refurbished to a high standard.

Sufficient capacity needs to be provided on these services with targeted train lengthening, initially limited to fast services which stop at stations with capacity for 4-car trains.

In the medium term:

The first phase of the Guildford Capacity Enhancement should be delivered in Control Period 6 (2019-2024) in readiness to deliver future main line frequency enhancements. Bringing forward this enhancement will deliver significant benefits to the North Downs Line.

A targeted programme of line speed enhancements should be undertaken as well as an upgrade to signalling to reduce signal headways and minimise journey times.

There is also likely to be a good case for prioritising the North Downs Line for electrification during Control Period 6. The most feasible and beneficial electrification is likely to be infill overhead line (AC) electrification with dual voltage rolling stock, although there is merit in retaining third rail electrification as an option should the costs of overhead line electrification prove to be prohibitive.

With more modern rolling stock, use of Selective Door Opening may be an option for the North Downs Line. However, there are only two stations –

Sandhurst and Gomshall – which are 3-car in length and therefore it would seem desirable to lengthen platforms to a minimum of 4-car capacity.

A programme of station investment to improve access to stations and to improve station facilities should be undertaken.

The case for a new station at Park Barn merits further investigation and could also be delivered in the medium term.

In the long term:

Following electrification, a further step change in the North Downs Line timetable should be delivered. In the long term a frequent, all-day 4-train per hour timetable is required to fulfil the potential of the North Downs Line.

Achieving a more frequent timetable with faster journey times offers the flexibility to consider different stopping patterns. One option meriting further consideration is to allow the stopping service to call at additional locations between Reading and Guildford that are not currently served by the North Downs Line services.