

Notice of Meeting

Environment & Transport Select Committee



Date & time
Friday, 19 July
2013
at 10.00 am

Place
Ashcombe Suite,
County Hall, Kingston
upon Thames, Surrey
KT1 2DN

Contact
Tom Pooley or Victoria Lower
Room 122, County Hall
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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 Tom Pooley or Victoria Lower on 020 8541 9122 or 020 8213 2733.

Members

Mr David Harmer (Chairman), Mr Mike Bennison (Vice-Chairman), Mr John Beckett, Mrs Natalie Bramhall, Mr Mark Brett-Warburton, Mr Stephen Cooksey, Mrs Pat Frost, Mr David Goodwin, Mr Ken Gulati, Mr Peter Hickman, Mr George Johnson, Mr Adrian Page, Mr Michael Sydney, Mr Richard Wilson and Mrs Victoria Young

Ex Officio Members:

Mr David Munro (Chairman of the County Council) and Mrs Sally Ann B Marks (Vice Chairman of the County Council)

TERMS OF REFERENCE

The Select Committee is responsible for the following areas:

Environment

- Strategic Planning
- Countryside
- Waste
- Economic Development & the Rural Economy
- Housing
- Minerals
- Flood Prevention

Transport

- Transport Service Infrastructure
- Aviation
- Highway Maintenance
- Community Transport
- Local Transport Plan
- Road Safety
- Concessionary Travel

PART 1 **IN PUBLIC**

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

2 MINUTES OF THE PREVIOUS MEETING: 6 MARCH 2013

(Pages 1 - 18)

To agree the 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

(Pages 19 - 20)

To receive any questions or petitions.

Notes:

1. The deadline for Member's questions is 12.00pm four working days before the meeting (15 July 2013).
2. The deadline for public questions is seven days before the meeting (12 July 2013).
3. The deadline for petitions was 14 days before the meeting, and one petition has been received from the supporters of the Fortyfoot Road Safety Campaign:

We, the undersigned, hereby petition Surrey County Council to effect two actions on a major pressing health & safety issue. It is also an urgent matter of moral responsibility with a clear duty of care for the Council to:

1. To make sound repair to the craters in Fortyfoot Road, Leatherhead without delay.
2. To adopt the road permanently at the next County Council Cabinet meeting.

5 RESPONSES FROM THE CABINET TO ISSUES REFERRED BY THE SELECT COMMITTEE

(Pages 21 - 22)

A response has been received from the Cabinet Member in relation to the recommendations of the Select Committees Countryside Management Task Group.

6 RECOMMENDATION TRACKER AND FORWARD WORK PROGRAMME (Pages 23 - 28)

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

7 PROJECT HORIZON BRIEFING

Purpose of Item: Policy development and review.

To update the Committee as to progress regarding the implementation of Operation Horizon. (Please note that this item will be a presentation).

8 COUNTRYSIDE MANAGEMENT TASK GROUP: REPORT ON PROGRESS (Pages 29 - 38)

Purpose of Item: Performance Management/Policy development and review.

To consider progress towards implementation of the Task Group's recommendations, which were agreed by the Select Committee on 6 March 2013.

9 PROGRESS TOWARDS IMPLEMENTING THE COMMUNITY INFRASTRUCTURE LEVY (CIL) IN SURREY (Pages 39 - 50)

Purpose of Item: Policy development and review.

To update the Committee as to progress towards implementation of CIL in Surrey's Borough and Districts.

10 DATE OF NEXT MEETING

The next meeting of the Committee will be held at 10am on 11 September 2013.

David McNulty
Chief Executive
Published: Thursday, 11 July 2013

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MINUTES of the meeting of the **ENVIRONMENT & TRANSPORT SELECT COMMITTEE** held at 10.00 am on 6 March 2013 at Ashcombe Suite, County Hall, Kingston upon Thames, Surrey KT1 2DN.

These minutes are subject to confirmation by the Committee at its meeting on 19 July 2013.

Elected Members:

- * Mr Steve Renshaw (Chairman)
- Mr Mark Brett-Warburton (Vice-Chairman)
- * Mr Victor Agarwal
- * Mr Mike Bennison
- * Mr Stephen Cooksey
- * Will Forster
- * Mr Chris Frost
- * Mrs Pat Frost
- * Simon Gimson
- * Mr David Goodwin
- * Mr Geoff Marlow
- * Mr Chris Norman
- * Mr Tom Phelps-Penry
- * Mr Michael Sydney
- * Mr Alan Young

Ex officio Members:

Mrs Lavinia Sealy, Chairman of the County Council
Mr David Munro, Vice Chairman of the County Council

Substitute Members:

- * Dr Lynne Hack (Reserve)

15/13 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Mark Brett-Warburton. Lynne Hack acted as a substitute.

16/13 MINUTES OF THE PREVIOUS MEETING: 10 JANUARY 2013 & 7 FEBRUARY 2013 [Item 2]

The minutes were agreed as an accurate reflection of the meetings.

17/13 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

18/13 QUESTIONS AND PETITIONS [Item 4]

There were no questions or petitions.

19/13 RESPONSES FROM THE CABINET TO ISSUES REFERRED BY THE SELECT COMMITTEE [Item 5]

Declarations of interest: None.

Witnesses: None.

Key points raised during the discussion:

1. The Committee was asked to note the Cabinet response to the recommendations of the Utilities Task Group. This response had been discussed at the Cabinet meeting on 5 February 2013.
2. Members commented that there was anecdotal evidence that indicated the work of the Utilities Task Group had made a positive impact, and notification of major works was showing improvement.

Recommendations:

None.

Actions/further information to be provided:

None.

Committee Next Steps:

None.

20/13 RECOMMENDATION TRACKER AND FORWARD WORK PROGRAMME [Item 6]

Declarations of interest: None.

Witnesses: None.

Key points raised during the discussion:

1. The Committee was presented with a list of proposed items for the next municipal year and asked to provide comment.
2. It was highlighted that the proposed item on Surrey's Aviation Strategy should take into account the ongoing government review on aviation. The Chairman also commented that it was recognised by the current portfolio holder for Environment & Transport that the retention of aviation at both Gatwick and Heathrow was vital for Surrey's economy. It was confirmed that the item on aviation strategy would also take helicopters under consideration.

Recommendations:

None.

Actions/further information to be provided:

None.

Committee Next Steps:

None.

21/13 BRIEFING NOTES [Item 7]

(a) HIGHWAYS STRATEGIC PEER REVIEW AND SERVICE IMPROVEMENT PRIORITIES 2013/14 - BRIEFING NOTE [Item]

Witnesses: Jason Russell, Assistant Director, Highways

Key points raised during the discussion:

1. The Assistant Director for Highways provided a briefing on the strategic peer review recently undertaken by Highways & Infrastructure. This review had been undertaken in collaboration with the Local Government Association. In November 2012 the peer review had scrutinised the service's improvement plans alongside a range of evidence. Following this a number of recommendations and observations were provided for consideration. The Committee was informed that there had been a delay in scheduling an action planning workshop following the review, but it was anticipated that this action plan would be shared with the Committee at its July 2013 meeting.
2. The Committee was told that the feedback from the strategic peer review had identified that the direction of travel regarding service improvements was positive. There had been a recommendation concerning the clarity of vision regarding the service improvements and whether these had been adequately communicated on every level. It had been also recognised that while the proposed changes were innovative, there were questions regarding whether due consideration had been given to the potential risks involved.
3. The Assistant Director for Highways outlined that a challenge had been presented regarding local communications, and the organisational capability regarding this. The view was expressed that the service would be looking to explore better collective working with both District & Boroughs and Parish Councils. There was work being undertaken with the area teams to address how communication processes worked. The Committee was adamant that in order not to repeat previous mistakes, any direct contact between the service and any lower tier of local government, should have the agreement of both the local member and the Local Area Committee.
4. The Committee was informed that the strategic peer review had identified key performance areas which required improvement, including tree maintenance and gully maintenance. The Committee proposed that an item on gully maintenance and replacement be brought to a future meeting. Members raised concerns that little consideration was given to the long term impacts of poor gully

management, and highlighted the need to move to a more preventative form of maintenance.

5. The Assistant Director for Highways informed the Committee that there had been discussions around the use of the South East 7 (SE7) as performance peers. This would include looking at how satisfaction, costs and network condition, compared across the South East. There would also be work to collaborate on staff development programmes through the SE7.
6. Members raised a query regarding the proposed changes to the Surrey Priority Network (SPN) and when these would be completed. The Assistant Director for Highways confirmed that these changes were being undertaken in a phased manner, as it was recognised that it would be too great a risk to implement them all in April 2013. It was anticipated that these changes would be completed by September 2014.
7. Members asked whether Highways would be making changes to the reporting systems for road defects. It was confirmed that the changes would be made in the report management processes and not the means by which defects were reported.
8. The Committee queried whether consideration had been given to improving footways. It was confirmed that the strategic peer review had primarily focused on the carriageway, but officers also acknowledged that there was a need to review levels of investment and whether they were appropriate. It was highlighted that there was a possibility of additional funding being assigned to District & Borough Councils for advanced improvement in footways. Members commented that the Utilities Task Group had highlighted some concerns regarding the condition of footways, particularly with regards to sunken metal work.
9. The Assistant Director for Highways commented that footways posed less of a risk in terms of financial liability, so consequently were not always considered a priority. However, it was confirmed that there was an intention to move footways onto a five year investment plan, following the implementation and evaluation of Project Horizon. This would be undertaken in consultation with Local Committees.
10. Members raised concerns about the number of proposed improvements to the service being made in a short time frame. The Assistant Director for Highways expressed confidence that the proposed actions were deliverable in the time specified.
11. It was felt by some Members of the Committee that the priority should be improving the service's communications plan. Reference was made to a number of consultations that had failed to adequately involve Members. These included the consultation on street signs and the Highways Improvement Roadshows in 2012. The Chairman also raised concerns that there had not been suitable consideration given to expectation management with regards to communication and this created problems of the service's own making. It was suggested that more emphasis should be placed on communicating that the new

permit scheme would also be applicable to the County Council and its contractors, as a way of indicating that Surrey County Council was applying its own standards to itself as well as to the utilities companies.

12. The Assistant Director for Highways informed the Committee that communication was now considered a priority by the service. The view was expressed that previous emphasis had been on improving efficiencies in relation to costs, but that there was now a recognition that improvements were required in how the service communicated with Members and residents.
13. The Committee highlighted the proposed increase in funding to Local Committees and asked officers to comment further on this. The Assistant Director for Highways expressed the view that work was required to consider how Local Committees could be used to ensure best value for money. It was recognised that there was currently a delay between decisions being made and work beginning, and this had been highlighted as a key area for future improvement.
14. Members discussed the role of Parish Councils in terms of undertaking tasks. It was confirmed by the Assistant Director for Highways, that there was work being developed with a small group of Parish Councils which could inform a wider implementation. Members raised that this had not been widely communicated to the other Parish Councils and requested that it was circulated through the Local Committees and the local member.
15. It was queried as to what provision had been made for similar localised services in areas of Surrey where there was not a parish council. It was confirmed that consideration was being given to developing such work with residents' associations.
16. The Chairman commented that whilst this Committee had made a number of constructive suggestions on how to further improve the service, it was necessary to recognise that Highways & Infrastructure had made a number of significant improvements in the past two years. He expressed thanks on behalf of the Committee to both officers and May Gurney, in their willingness for an open discussion and for their response to the Committee's scrutiny and recommendations.

Recommendations:

None.

Actions/further information to be provided:

The Assistant Director for Highways to circulate information regarding the current work in development with Parish Councils and localised services to all Local Committees.

Committee Next Steps:

The Committee will review the finalised action plans for the strategic peer review at its meeting in June 2013.

(b) COMMUNITY INFRASTRUCTURE LEVY (CIL) [Item]

Witnesses: Paul Sanderson, Minerals and Waste Team Manager (And CIL project manager)

Key points raised during the discussion:

1. The Committee was provided with an update regarding the progress of the introduction of a Community Infrastructure Levy (CIL). It was confirmed that Elmbridge Borough Council would be introducing its CIL charges from April 2013. It was anticipated that when fully in effect this would generate approximately £2.4 million CIL funding per annum. It was anticipated that there would be CIL charging schedules in place across all Surrey district and boroughs by 2014.
2. The Minerals and Waste Team Manager outlined the key focus was around agreeing infrastructure spending priorities with boroughs and districts to inform the allocation of CIL monies. Surrey Future had been identified as being a key partnership initiative in identifying where infrastructure funding should be spent. The Committee was informed that the County Council would work with each of the District & Boroughs to seek to agree a five year infrastructure delivery programme, that could then form the focus for potential funding including CIL.
3. The Chairman raised a question regarding the impact of Suitable Alternative Natural Green Spaces (SANGS) on CIL funding. It was confirmed that SANGS were legally recognised as having priority with regards to the funding, and that discussions were taking place with the Districts & Borough Councils where this was likely to be a concern.
4. Members queried who held the responsibility for the CIL funding. The Minerals and Waste Team Manager confirmed that the District & Borough Council would be the collecting authority and so would carry the responsibility of assigning the funding. However, it was also recognised that the County Council was a key partner, and officers expected that any decisions would be made with the County Council's views taken into consideration. The Committee commented that making decisions regarding CIL through the Local Committees would help facilitate this partnership working.
5. Members questioned whether the CIL Task Group could explore how the local transport strategies, local committees and CIL funding interacted. It was suggested that the views of Local Committees would be very important when decisions were made regarding infrastructure spending priorities, particularly through the development of transport strategies. Progress on the preparation of local transport strategies could be collated and presented to the Select Committee.
6. Members asked for clarification on what constituted a neighbourhood development plan. It was confirmed that the definition of a neighbourhood development plan was identified in the national regulations (The Neighbourhood Planning (General) Regulations 2012). It had to be developed by a Town or Parish Council or legally

constituted neighbourhood forum, and then accepted by the relevant District & Borough Council before being put forward for independent examination. A neighbourhood plan could only be adopted if it was supported by over 50% of those voting, determined through a neighbourhood referendum.

7. Members raised concerns that the CIL charging sheets would be different across District & Boroughs, and that there were not set processes about joint working. A question was raised as to how far CIL was driven by central mandate and how much was decided at an individual District & Borough level. Officers commented that there was a general consensus regarding the level of CIL charges, and any differences in charging had to be justified on the basis of economic viability.
8. One Member raised a question as to whether self-build residential dwellings would be considered exempt from CIL. It was confirmed by officers that the current legislation did not give any general exemption to self-build properties, and there would need to be a case made on the basis of economic viability if such exemptions were to be justified in future.

Recommendations:

None.

Actions/further information to be provided:

None.

Committee Next Steps:

The Committee will receive a more detailed officer update with regards to the CIL with proposals for the role of the Task Group in July 2013.

22/13 STREET LIGHTING PFI CONTRACT - PROGRESS REPORT [Item 8]

Declarations of interest: None.

Witnesses: Paul Wheadon, Commercial and Performance Team Manager
Simon Woodford, Skanska

Key points raised during the discussion:

1. The Committee was provided with a progress report of the Street Lighting PFI Contract. Officers informed the Committee that the Street Light replacement programme was anticipated to finish 8-10 months earlier than originally scheduled, with 60,000 columns having been replaced. Officers highlighted a few key areas: the replacement of cast iron lights had not been covered in the contract, and there were occasions when privately owned roads had identified inventory errors. It was also highlighted that the majority of residential roads had now had the street lights replaced.

2. Officers commented that the performance of this contract was considered good when compared to similar local authorities. The Committee was informed that the processes in identifying faults had made significant improvements, with regular light scouting being undertaken. It was the case that when the fault lay with the electrical network it could prove difficult to manage, as ownership lay with the Designated Network Operator (DNO), who had a 30 day target to carry out repairs. However, the view was expressed that Skanska had put in place a process whereby they communicated on a weekly basis with DNOs about outstanding repairs, as well as a post work inspection being undertaken. As a consequence, this had improved performance and shortened the time in which the repairs were being undertaken.
3. The Chairman asked the Commercial and Performance Team Manager to comment on what key elements of learning from the contract and its management would be taken forward. Officers commented that being co-located in the same office had facilitated better joint-working. Highlighted in this instance was the management of conservation areas. It was commented that, despite the contractual risk lying with the Council, a joint approach had been taken to finding an appropriate solution to issues raised by conservation areas. Officers also identified that they were regularly monitoring performance, but doing so in a transparent and positive manner.
4. Members raised concerns that communication with residents had sometimes been misleading. The view was expressed that although communication was good in general, it often failed to identify exemptions within the street lighting replacement program to residents. Officers commented that they had reviewed communications recently, as an issue had arisen regarding confusion over the lights being tested after installation. The letter sent to residents now included a more detailed explanation of what happens to test the lights post installation. Officers also confirmed that a different letter was being used to offer additional design options to private residential roads.
5. The Committee raised a question regarding the willingness of District & Borough councils to pay additional costs where specific designs had been requested. Officers commented that the designs had been identified in advance and this had helped in such cases. In most instances it had been the case that lights were able to be replaced on a like-for-like basis, but there had been a few occasions where a new design had been requested as part of a civic improvement plan.
6. The Committee asked officers to comment on the timescale between a light column being taken down and a new one being installed. It was explained that the 6 day response target was used for the implementation of a repair, with a further 10 days for the installation of a new column. The removal of the old column was dependent on the DNO disconnecting it from the network. However, officers indicated that Skanska's contractors carried out the removal of the damaged column at the same time as the disconnection. It was confirmed that approximately 70% of these were like for like replacements, and the remainder were matched as closely as possible to existing designs.

7. A question was raised regarding the seven designs available to residents and how these choices had been communicated to them. Officers confirmed that the seven designs had been presented to Local Committees for consideration.
8. Members raised a question as to where the funding for additional lights was identified. It was confirmed that this was being managed through Local Committees, or members' individual allocations.
9. One Member expressed concern regarding the absence of communication to local members during a major town improvement work, in particular when lights had been installed due to regulatory necessity. It was acknowledged by officers that this was still an area requiring improvement.
10. The Committee asked how the cost of new lighting was recouped in the case of new developments, and whether this was covered under the new Community Infrastructure Levy (CIL). Officers commented that this levy was normally applied to the developer through the development control team. It was confirmed that this levy also included an allowance for future maintenance of lighting. Officers agreed to clarify the relationship to street lighting funding and monies received through CIL.
11. The Chairman summarised the agenda item by commenting that there had been significant achievements made in the preceding 3 years. However, it was also highlighted that there was a need to improve communication to both residents and Members in the future.

Recommendations:

None.

Actions/further information to be provided:

Officers to clarify the position on street lighting funding in relation to CIL.

Committee Next Steps:

None.

23/13 HIGHWAY TREE MAINTENANCE [Item 9]

Declarations of interest: None.

Witnesses: Lucy Monie, Operations Group Manager

Key points raised during the discussion:

1. The Committee was informed that 90% of the current Tree Maintenance work undertaken was focused on risk management. It was reported that current budget pressures meant the priority was managing risk rather than eradicating defects. The Committee heard that the current demand exceeded capacity and that Highways &

Infrastructure had responded by increasing the resources assigned to tree maintenance. The intention was to resolve the outstanding backlog by April 2013.

2. Officers confirmed that conversations were still being undertaken with District & Borough Councils, regarding tree maintenance being undertaken on a more localised level. There was work being undertaken to explore how this option could be made more attractive as it is not sensible that such decisions are made at county level.
3. Members expressed disappointment at the progress made in devolving tree maintenance to a District & Borough level. It was highlighted that Surrey Priority Network (SPN) surveys would assist in this, and allow the District & Borough Councils to identify areas where additional work could be funded. It was confirmed that some areas had been identified where this was being considered and offers were currently being constructed. where only around 1,600 trees across the county are affected, from more routine tree maintenance, in discussions with the Districts and Boroughs.
4. One Member raised a question regarding the management of small scale pruning and the means by which these issues could be identified. it was confirmed by Officers that such matters could be raised through the relevant County Highways Officer, but also noted that such work was on an ad hoc basis and outside the work programme. It was noted that there was potential to do such work in the current contractual arrangements, but there was currently no funding in place with which to do so.
5. The Chairman commented that Highway Tree Maintenance needed to be devolved to a local level, and that it would be beneficial for Highways & Infrastructure to begin working with a small number of Local Committees with some funding allocated to a local level. It should also be possible to separate entirely the cosmetic work of pollarding, where only around 1,600 trees across the county are affected, from routine maintenance, in discussions with the Districts and Boroughs. It was also suggested that once individual, successful examples could be provided, then more District & Boroughs Councils would consider taking on the responsibility for Highway Tree Maintenance.

Recommendations:

That the Committee receive a further progress report on Highway Tree Maintenance in autumn 2013, where they would expect to see examples of the progress made in devolving the work and funding to a local level.

Actions/further information to be provided:

None.

Committee Next Steps:

None.

24/13 SURREY LOCAL FLOOD RISK MANAGEMENT STRATEGY & SUSTAINABLE DRAINAGE APPROVING BODY [Item 10]

Declarations of interest: None.

Witnesses:

Deborah Fox, Strategy and Commissioning Team Manager
Bava Sathan, Strategy and Commissioning Manager, Sustainable Drainage Approval Body (SAB)

Key points raised during the discussion:

1. The Committee was informed that the report outlined the results of the consultation, and details on the proposed Sustainable Drainage Approval Body (SAB). It was noted that there had been a positive public response with regards to the consultation. Officers also highlighted that there had been a number of positive conversations with key risk management partners such as the Highways Agency. The Committee was informed there had been a low response from local businesses.
2. Officers outlined that residents had expressed a number of concerns around heavy rainfall and flash floods. A significant number of comments had also been received regarding road drainage and Surrey County Council's need to address this.
3. The Committee was informed that the Surrey Flood Risk Partnership Board was making efforts to ensure that it was engaging with all District & Borough Councils. The intention would be to work together with all partners in setting up the SAB; the main function of which would be to approve drainage systems for planning. Officers outlined work being undertaken with the South East 7 (SE7) to develop guidance on Sustainable Urban Drainage (SuDS). The Committee was informed that the current timescales for implementation was for the SAB to be fully operational by April 2014, with a six month lead-in time in advance of this.
4. Members highlighted the role of the Environment Agency as a statutory consultee in planning, and suggested that the SAB could fulfil some of this statutory function in providing its views in relation to planning decisions. The view was expressed that little consideration was being given to the impact of building works on drainage and flooding. It was felt by some Members that the Environment Agency failed to take into account historical local issues around flooding when providing advice to planning authorities. It was suggested that Parish Council flood forums would also be useful in providing input, and this could be managed in part through Local Committees.
5. It was suggested by the Committee that that the District & Borough Councils should be required to seek comment and approval from Surrey County Council in its capacity as lead flood risk authority. Officers clarified that current legislation did not require this to be the case. It was also confirmed that the lead flood risk authority were only

required to look at planning with reference to surface drainage and not specific issues around rivers or other waterways. Members pointed out that 'not required' did not mean that it could not be done and as SCC is the Lead Authority; they should therefore lead.

6. The Chairman raised concerns that there was a greater need to take the initiative in defining the role of the SAB, particularly in relation to its position as a statutory body in the planning authority process. Members commented that this could be achieved in part by working with partners in the SE7 to influence central government policy.
7. Members highlighted concerns that the agricultural community and other key land owners such as Network Rail had not been consulted. The view was expressed that there were occasions when issues pertaining to land management had an impact on highways drainage. Officers clarified that efforts had been made to consult with more bodies than responded and efforts would continue to engage with them, for example Network Rail. It was also confirmed that the responsibilities of land owners would be reflected in the final strategy, which would go to Cabinet.

Recommendations:

None.

Actions/further information to be provided:

None.

Committee Next Steps:

None.

[The Committee adjourned for lunch from 12.35pm until 1.05pm. Stephen Cooksey and Geoff Marlow were absent from the afternoon session.]

25/13 DRAFT SURREY RAIL STRATEGY [Item 11]

Declarations of interest: None.

Witnesses:

Paul Millin, Travel and Transport Group Manager
Stephen Bennett, Arup

Key points raised during the discussion:

1. The Committee was given a presentation on the work being undertaken to develop a rail strategy for Surrey County Council. A copy of this presentation is included as an additional supplement to these minutes. Officers informed the Committee that an opportunity to take a more proactive approach to developing a rail strategy than in previous years. It was recognised that Surrey had a comparatively small amount of influence, but that there would be long-term benefits

for Surrey's economy and residents. These considerations would inform a key part of the work related to Surrey Future.

2. The Committee was informed that Network Rail's control periods worked in five year cycles. The current period 2014-2019 was largely committed and agreed in the main part, but there was an opportunity to have strategic input in the 2019-2024 control period. It was highlighted that the franchise renewal of South West Trains was due in 2017.
3. The Committee was told that four objectives had been identified in developing the rail strategy – these were global competitiveness, economic growth, the environment and population growth. Officers informed the Committee that the first part of the study had investigated key issues and presented its findings in December 2012. Amongst these was overcrowding on the South West mainline into Waterloo, and access to stations within local employment area.
4. An options paper was presented in February 2013, outlining 30-40 options. Each was provided with a rationale, the changes that would be required, the costs, benefits and timescale in which this option would take place.
5. The view was expressed by officers that rail was not always the best option for resolving transport and infrastructure pressures, and that any strategy would need to take a number of other solutions into consideration.
6. The Committee was then given a detailed overview of a number of the possible options Surrey could choose to explore as part of its rail strategy. Included in these were an orbital service link between Gatwick and Guildford, an increase in services to and from Waterloo, improved access to airports and station improvements. The Committee was informed that there were ongoing discussions with Network Rail about an increase in services going into Waterloo, and there had been the suggestion that there was the possibility of this as a medium term upgrade. The draft Rail Strategy would be finalised upon clarification of this point in the following weeks.
7. Officers outlined to the Committee that the public consultation period would take place following Surrey County Council guidance, with a 3 month public consultation period on the draft Rail Strategy. The Council would also seek to work closely with partners such as the District & Borough Councils, Transport for London and other rail providers.
8. Members raised a question regarding cross-border working and development. Officers confirmed that there had been efforts made to engage other local authorities in order to improve cross border working. They commented that representatives from Hampshire County Council had attended the latest Rail Strategy Workshop. Members suggested drop-in sessions within key areas would be an important means of engaging the public.

9. The Committee also heard that officers were mindful of the terminus points in the rail network, such as Portsmouth and Brighton, and discussions were taking place with the relevant local authorities. However, it was also highlighted that the Rail Strategy was considered a Surrey focussed piece of work.
10. One Member questioned the absence of work identified in Oxshott, Claygate and Esher. Officers recognised these areas were important, but confirmed that there were already a number of committed schemes in the area. As consequence, Surrey County Council would have less of an opportunity to input into strategic development.
11. The Committee discussed the potential benefits of the Crossrail 2 development. Some Members expressed concerns that the scheme had not been designed with the intention of benefiting Surrey residents, and that the County Council should be cautious in supporting it. Officers commented that there were a number of variants on the proposed scheme, and that Surrey could benefit from the "regional scheme." This would have the advantage of improving capacity at Waterloo. It was confirmed that conversations were ongoing with Transport for London, and that Surrey would be seeking to have an active presence on the development board for Crossrail 2.
12. The Committee discussed the improvement of station access and parking. Members commented that, in order to see the full benefits, any improvements would need to be in coordination with rail infrastructure developments. Concern was also expressed that an increase in station parking, could lead to larger catchments areas for commuters at certain stations, which could lead to further strain of the road infrastructure and hence needed careful consideration.
13. Officers outlined the next steps for developing the Rail Strategy. It was confirmed that the final document would be presented to Cabinet in July 2013 for approval. The Committee queried when Members would be provided an opportunity to provide input into the strategy, and whether the consultation would be directed through Local Committees. Officers expressed the view that the Rail Strategy was not orientated towards individual, local schemes but intended to take a Surrey-wide view. However, it was confirmed that the Rail Strategy would be brought to the Committee in June 2013 for further comments, following the consultation period. Officers also agreed that the Rail Strategy would be shared through the Local Committees once agreed.
14. Members expressed concerns regarding the communication and engagement of Members and residents in advance of the Rail Strategy being agreed. It was highlighted that the Strategy could benefit from being shared with the Chairman's Group. It was also commented that officers needed to take into consideration how the proposals would impact on the public's levels of expectation, and how the consultation period could be used to manage these expectations. The Committee highlighted that Member involvement should be considered integral, and that any proposals should be shared in advance of the Rail Strategy being agreed.

Recommendations:

None.

Actions/further information to be provided:

None.

Committee Next Steps:

The Committee will review the draft Railway Strategy prior to its final approval at Cabinet in July 2013.

26/13 TASK GROUP REPORT: COUNTRYSIDE MANAGEMENT [Item 12]

Declarations of interest: None.

Witnesses:

Simon Gimson, Task Group Chairman

Lisa Creaye-Griffin, Countryside Group Manager

Key points raised during the discussion:

1. The Committee was asked to note that there were two factual errors in the report:
 - In appendix 4, (p. 100) the SCC contribution to the Surrey Biodiversity Partnership should be £5,000 and not £18,000. The £18,000 is a combined figure for contributions to both the Surrey Biodiversity Records Centre and the Surrey Biodiversity Partnership.
 - In appendix 2, (p. 95) Janet Barton should read as Jill Barton.
2. The Task Group Chairman introduced the report on Countryside Management, and thanked the working group and external witnesses, as well as the officers who had supported the group. The Chairman of the Task Group outlined that the intention of the report was to highlight the key areas for review with reference to countryside management. The Committee was informed that there had not been an opportunity to consult with every stakeholder in the time available, but the first two recommendations had been formulated that would implement a closer and detailed review of countryside management in the near future.
3. The Committee was told that there was a further recommendation that a parallel review be undertaken regarding the County Council's policy in relation to land-holding and identifying how to get the best value out of this area. The report had identified a number of areas where partnership working could be improved. A key element of the review was proposals to encourage joint working between smaller landowners. At present there are a number of 'small' operations taking place in the Surrey countryside and it was felt that this did not encourage efficiency. The Select Committee expressed the view that the encouragement of joint working between these parties would improve biodiversity and create new job opportunities.

4. It was suggested that a review of the Countryside Estate take into account the issue of damage to bridleways. It was noted that the recommendations of the report sought to manage access to the countryside on a broad basis.
5. Concern was expressed that the Member Asset Group had already considered a review of the contract between Surrey Wildlife Trust and Surrey County Council (recommendation 1). It was clarified that the proposals of the Task Group aimed to review a strategic vision as opposed to adopting a more piecemeal approach.
6. It was noted by the Committee that an asset management plan was still outstanding following a review of the existing Surrey Wildlife Trust contract in July 2011. It was requested that the current asset management plan be considered by the Committee following the 2013 elections.
7. Members were keen to stress that ensuring the retention of 'value' from the Council's Small Holdings and Farm Estate (recommendation 2) did not just refer to financial aspects.
8. The Committee felt that proposals to review and refresh the Council's approach to rural and countryside partnership working should clearly emphasise the fact that the County was not seeking to 'take control' but rather, facilitate an open dialogue with stakeholders.
9. Members expressed their disappointment at the fact that an update report on the Surrey Hills Enterprises Trademark had not been presented to the Select Committee, prior to its submission to Cabinet. Officers apologised for this oversight and agreed to consult with the Committee on such issues in the future.
10. The Committee agreed that the Task Group should reconvene following the elections to continue in a policy advisory role and to monitor the implementation of recommendations.
11. Subject to the amendments reflected in the final recommendations, the Select Committee endorsed the recommendations of the Task Group.

Recommendations:

Recommendation 1 – The Strategic Director for Environment & Infrastructure reviews the contract between Surrey Wildlife Trust and Surrey County Council. This review should include:

- All aspects of the contract;
- The development and measurement of more clearly defined outputs that ensure value for money;
- A review of the governance arrangements;
- The development of a communication strategy to promote the benefit of the partnership arrangements to Members of the County Council and Surrey residents and;
- That the Environment & Transport Select Committee reviews the Countryside Estate's asset management plan at a future meeting.

Timescale: report to Environment & Transport Select Committee – October 2013.

Recommendation 2 - The Strategic Director for Change & Efficiency reviews the management arrangements for the Council's Small Holdings and Farm Estate to ensure that they retain value and maximise economic returns.

Timescale: report to Environment & Transport Select Committee – October 2013.

Recommendation 3 – The Strategic Director for Environment & Infrastructure reviews and refreshes the approach to rural and countryside partnership working. This review should include:

- A revised register of all partnerships within the County, setting out the purpose of each organisation and financial contributions and representation from the County;
- That this register is reviewed on an annual basis to ensure it continues to be relevant;
- That a culture of partnership (rather than direction) is encouraged and fostered within the County, to encourage dialogue and facilitation between the Council and stakeholders and;
- That Surrey County Council actively engages with the (new) Surrey Nature Partnership, with the County representative on this body being the Cabinet Member for Transport & Environment.

Timescale: report to Environment & Transport Select Committee – July 2013.

Recommendation 4 – The Strategic Director for Environment & Infrastructure reviews and refreshes the approach to the rural economy. This review should consider that:

- The County Council maintains policies which enable residents to live and work in the rural community. This will require working with partners to facilitate both affordable housing and job opportunities (including apprentices);
- The County Council supports the development of the wood fuel industry in Surrey and encourages co-operation between the owners of smaller woods; and
- The County Council prioritises the use of wood fuel in its own buildings, subject to approval of a business case.

Timescale: report to Environment & Transport Select Committee – July 2013.

Recommendation 5 – The Strategic Director for Environment & Infrastructure reviews and refreshes the approach to tourism. This review should consider that:

- Specific management plans are created for iconic locations in Surrey;
- The Olympic Legacy is used as a catalyst for key decisions; and
- Objectives are agreed with the AONB to reflect the strength and potential brand for Surrey.

Timescale: report to Environment & Transport Select Committee – July 2013.

Actions/further information to be provided:

None.

Committee Next Steps:

None.

27/13 DATE OF NEXT MEETING [Item 13]

The Committee noted that this would be the last Committee meeting before the Local Elections in May 2013. Members expressed thanks to the Chairman for his contribution to the Select Committee.

It was noted that the next meeting of the Environment & Transport Select Committee would be a private induction meeting on 19 June 2013 at 10am. There would be a public meeting of the Committee on 19 July 2013 at 10am.

Meeting ended at: 2.45pm

Chairman

PETITION

by

SUPPORTERS of the FORTYFOOT ROAD SAFETY CAMPAIGN

We, the undersigned, hereby petition **Surrey County Council** to effect two actions on a major, pressing **Health and Safety issue**. It is also an urgent matter of **moral responsibility** with a clear **duty of care for the Council** to:

- 1. Make sound repairs to the craters in Fortyfoot Road, Leatherhead *without delay***
- 2. Adopt the road permanently at the next County Council Cabinet meeting**

Why?

Fortyfoot road is a Public Highway providing access for:

- A Surrey County Special Needs School (with children from 21 Districts)
- Care Home
- MENCAP Centre
- Hospital
- Playgroup
- Scouts HQ
- Allotments
- Bowls Club
- Recreation ground
- Residents

The road has huge traffic flow every day at all hours and has fallen into a **serious, disgraceful and hazardous state of disrepair**. Some holes are six inches deep and 36 inches wide.

Who should repair the road?

For countless years Surrey County Council has refused to act because the road is 'unadopted'. Clearly adoption by the Council should have happened many years ago. Given the extent and importance of Council and community-based activities in the road, this continued reluctance to accept full responsibility is totally unacceptable.

The road must be repaired immediately at the expense of the County Council before further accidents occur to elderly people, vulnerable children or any other member of this or the wider community.

Repair the potholes without delay and adopt the road in 2013!

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**CABINET RESPONSE TO ENVIRONMENT AND TRANSPORT SELECT COMMITTEE
COUNTRYSIDE MANAGEMENT TASK GROUP REPORT**

RECOMMENDATIONS

Recommendation 1 – The Strategic Director for Environment & Infrastructure should review the contract between Surrey Wildlife Trust and Surrey County Council. This review should include:

- All aspects of the contract;
- The development and measurement of more clearly defined outputs that ensure value for money;
- A review of the governance arrangements;
- The development of a communication strategy to promote the benefit of the partnership arrangements to Members of the County Council and Surrey residents and;
- That the Environment & Transport Select Committee reviews the Countryside Estate's asset management plan at a future meeting.

Timescale: report to Environment & Transport Select Committee – October 2013.

Recommendation 2 - The Strategic Director for Change & Efficiency reviews the management arrangements for the Council's Small Holdings and Farm Estate to ensure that they retain value and maximise economic returns.

Timescale: report to Environment & Transport Select Committee – October 2013.

Recommendation 3 – The Strategic Director for Environment & Infrastructure reviews and refreshes the approach to rural and countryside partnership working. This review should include:

- A revised register of all partnerships within the County, setting out the purpose of each organisation and financial contributions and representation from the County;
- That this register is reviewed on an annual basis to ensure it continues to be relevant;
- That a culture of partnership (rather than direction) is encouraged and fostered within the County, to encourage dialogue and facilitation between the Council and stakeholders and;
- That Surrey County Council actively engages with the (new) Surrey Nature Partnership, with the County representative on this body being the Cabinet Member for Transport & Environment.

Timescale: report to Environment & Transport Select Committee – July 2013.

Recommendation 4 – The Strategic Director for Environment & Infrastructure reviews and refreshes the approach to the rural economy. This review should consider that:

- The County Council maintains policies, which enable residents to live and work in the rural community. This will require working with partners to facilitate both affordable housing and job opportunities (including apprentices);
- The County Council supports the development of the wood fuel industry in Surrey and encourages co-operation between the owners of smaller woods; and

- The County Council considers, where suitable, the prioritisation of the use of wood fuel in its own buildings, subject to approval of a business case.

Timescale: report to Environment & Transport Select Committee – July 2013.

Recommendation 5 – The Strategic Director for Environment & Infrastructure reviews and refreshes the approach to tourism. This review should consider that:

- Specific management plans are created for iconic locations in Surrey;
- Where appropriate, the Olympic Legacy is used as a catalyst for key decisions; and
- Objectives are agreed with the AONB to reflect the strength and potential of the brand for Surrey.

Timescale: report to Environment & Transport Select Committee – July 2013.

RESPONSE

I welcome the report of the Environment and Transport Select Committee and its task group and note their recommendations. The Cabinet Member will consider the task group recommendations early in the new Administration and make a detailed response at that time.

Mr John Furey
Cabinet Member for Transport and Environment
26 March 2013

**ENVIRONMENT & TRANSPORT SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER**

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

Date of meeting	Item	Recommendations/Actions	Achieved or still outstanding?	Deadline	Responsible Officer:
There are currently no outstanding actions/recommendations for the Committee.					

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Environment and Transport Select Committee Work Programme

19 July 2013

Item	Purpose	Contact Officer	Comments
Briefing: Operation Horizon	To update the Committee as to progress regarding the implementation of Operation Horizon.	Mark Borland	Presentation
Countryside Management Task Group: update report	To consider progress towards implementation of the Task Group's recommendations, which were agreed by Select Committee on 06/03/13.	Lisa Creaye-Griffin	Report
CIL update report	To update the Committee as to progress towards implementation of CIL in Surrey's Boroughs and Districts.	Paul Sanderson/Hannah Philpott	Report
Surrey Cycling Strategy	To scrutinise proposals for a Surrey Cycling Strategy and events management policy, prior to public consultation.	Lesley Harding/Rhian Boast	Private session – Member workshop

11 September 2013

Item	Purpose	Contact Officer	Comments
May Gurney Contract – 12 month review	To scrutinise the performance of highways contractor May Gurney, following 12 months of the 'new' contract.	Mark Borland	Report
Review of Concessionary Fares 2013/14	To seek the Committee's input into a review of eligibility criteria for concessionary fares in Surrey.	Paul Millin/David Ligertwood	Report
Surrey Highways Peer Review	To consider the findings of a recent peer review undertaken for Surrey Highways.	Jason Russell	Report
Surrey Rail Strategy	To scrutinise the proposed final Rail Strategy for Surrey, following consultation with the Select Committee on 06/03/13. This item will also inform the Committee of work being undertaken on surface access to airports in Surrey.	Lee McQuade	Report
Water Quality	To consider Surrey's approach to managing water quality, and for Members to propose areas for further development.	Lesley Harding	Report
Winter Service Review	To scrutinise the Council's readiness plans for winter, including proposed service improvements.	Simon Mitchell	Report

23 October 2013

Item	Purpose	Contact Officer	Comments
Community Recycling	To inform the Committee of current initiatives and programmes in relation to recycling in Surrey, and to seek Member feedback on the Council's recycling improvement plan.	Justin Foster	Report
Countryside Management Task Group: update report	To consider a second progress update regarding implementation of the Task Group's recommendations, which were agreed by Select	Lisa Creaye-Griffin	Report

Environment and Transport Select Committee Work Programme

	Committee on 06/03/13.		
Road Safety Review	To consider the most recent annual road safety figures for Surrey, and for Members to propose appropriate actions as required.	Duncan Knox/Lesley Harding	Report
Surrey Future	To allow Members to provide input to the Council's Surrey Future initiative.	Hannah Philpott	Report
E&I Customer Satisfaction and Performance	To review current performance levels in the E&I Directorate and to consider progress towards KPIs and service targets.	Nick Hindes	Report

12 December 2013

Item	Purpose	Contact Officer	Comments
Tree Maintenance	To receive an update as to the Council's tree maintenance policy, specifically with regards to proposed devolvement to Districts and Boroughs.	Lucy Monie	Report
Gully Cleaning	To consider the Council's approach to gully maintenance, including prioritisation, challenges and costs.	Lucy Monie	Report

23 January 2014

Item	Purpose	Contact Officer	Comments
CIL update report	To review progress on the adoption of district and borough core strategies and CIL, and the degree to which available CIL funding is being used to help finance transport infrastructure.	Paul Sanderson/Hannah Philpott	Report
Utilities Task Group: update report	To consider progress towards, and outcomes from, the recommendations of the Utilities Task Group submitted to Committee on 10/01/13.	Lucy Monie	Report

To be scheduled:

Aviation Strategy
 Cabinet Member Priorities
 Highways – Organisational Development Strategy
 Lower Thames Strategy

Task and Working Groups:

Community Infrastructure Levy (CIL) Member Reference Group	Mark Brett-Warburton (Chairman) Pat Frost Vacancy	To consider the question: "What does the County Council need to do to develop effective plans for the Community Infrastructure Levy in conjunction with its District and Borough partners?"	An interim report was considered by the Committee on 31 May 2012. Progress updates in relation
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Environment and Transport Select Committee Work Programme

			to the implementation of CIL in Districts and Boroughs will be presented to the Select Committee on regular basis, and an update report from officers will be considered in July 2013.
Improving the Coordination and Quality of Work of Utilities Companies	Pat Frost (Chairman) Mike Bennison Stephen Cooksey Michael Sydney	To form a series of recommendations that aim to improve the standard of, and level of disruption caused by, utility company street works in Surrey. Key objectives: i) To establish how the Council can work more effectively with utilities companies to better communicate and co-ordinate street works. ii) To improve the standard and quality of work carried out by utilities companies.	The Task Group's report was considered by Select Committee on 10 January 2013 and Cabinet on 5 February 2013. An update report regarding progress towards implementation of the Task Group's recommendations will be considered by the Select Committee in January 2014.
Winter Maintenance	Stephen Cooksey David Goodwin David Harmer	To provide scrutiny and oversight of Surrey's annual Winter Maintenance policy.	The Task Group will meet in July 2013 to scrutinise the proposed Winter Maintenance policy for 2013/14, prior to consideration by Select Committee in September 2013.

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Environment and Transport Select Committee
19 July 2013

Countryside Management Task Group: Report on Progress

Purpose of the report: Performance Management/Policy Development and Review

Following the Report by the Countryside Management Task Group, it was agreed that progress on the actions would be reported to the Select Committee in July and October 2013.

Introduction:

1. In July 2012, the Cabinet Member for Transport and Environment asked the Environment & Transport Select Committee to convene a Task Group with the broad aim of considering how the management of Surrey's countryside could be conducted in a long term, effective and financially sustainable manner which promotes economic growth and conserves and enhances the environment.
2. The Task Group reported to the Select Committee on March 6th 2013 with a series of recommendations which were subsequently recommended to the Cabinet Member for Transport and Environment on 26th March 2013.
3. This report sets out the action plan that has been developed from those recommendations and outlines the progress to date. This is the first of a series of reports which will come to the Select Committee on the action from the Task Group Report.

Background

4. Surrey County Council has influence over a number of areas of rural management and the ability to make a significant impact on the future of the countryside in the County. It was acknowledged by the Task Group that the environment of Surrey is important to the residents of the County and therefore needs to be managed well.
5. The County Council owns over 2,600 hectares (6500 acres) of Countryside Estate and has Access Agreements over a further 1,400

hectares (3,500 acres) and manages 1,223 hectares (3,032 acres) of smallholdings with 100 tenants, that is without taking into account the open land managed as part of its other holdings, such as schools, offices and care homes. This gives the County Council an ideal opportunity to demonstrate good practice in the way it manages its land, giving greater access to the public for health and wellbeing, providing training in rural skills and raising awareness of the importance of countryside management and the natural environment.

6. In 2002 an agreement was concluded for Surrey Wildlife Trust (SWT) to manage the Countryside Estate and Access Agreement land for 50 years. The agreement allowed for periodic reviews to be undertaken. It is now over ten years into the agreement and following a number of audits and a report on built property by Chesterton Humberts, an in depth review is being undertaken to ensure that the parties are achieving best value for the countryside estate and the public.
7. The County Council facilitated the Surrey Rural Strategy which runs from 2010 to 2015. Due to considerable changes in the network of organisations that have an influence on rural issues, particularly at the national and regional level, it is time to review that Strategy and ensure it is still relevant and can be used effectively to bid for funds for projects in the county.
8. Countryside Management encompasses a range of activities from the land based economy such as agriculture and forestry, the rural economy, habitat management and access for visitors and residents as well as overall management of the landscape. There are many organisations across Surrey who have an influence on managing the countryside along with many individual farmers and landowners.
9. Key recommendations that came out of the Task Group review were the scope to develop iconic locations that could help promote Surrey's Countryside, the opportunity to develop stronger brands as part of our tourism strategy and the scope to work together with other landowners to manage the land better as a resource for recreation, to manage activities to become more self financing and to conserve and enhance the environment in the County.
10. The County Council has worked in collaboration with a number of parties to manage its Estate and to develop the Rural Strategy; however there are always opportunities to collaborate further. Examples of collaboration are leasing small areas to Parish Councils to manage, working with the Districts and Boroughs both in Surrey and adjoining local authorities to develop countryside management projects, working with private landowners to improve access for the public.
11. Woodlands are a key habitat and resource for Surrey in many aspects for landscape character, for recreation, biodiversity and as a source of sustainable local resources and employment by the re-introduction of traditional woodland management cycles. It is often cited that Surrey is the most densely wooded county in England with around 22% woodland cover, but it has a high level of small woodlands, and higher than

average levels of habitats with special designations. Therefore cost effective management is a key challenge. There are a number of examples of good practice in the county, but the Task Group supported the case for the Council to play a role in re-establishing traditional woodland management practices in a systematic way, both on the SWT managed estate and by other woodland owners and in its role as a wood fuel consumer.

12. An overall theme from the Task Group report was partnership working, with the County Council taking the role of facilitator to help start or support a partnership and provide representation on appropriate partnership bodies. The County Council currently hosts four partnerships. The Surrey Hills Area of Outstanding Natural Beauty unit works at a strategic level drawing up the management plan for the Surrey Hills and developing innovative ways of delivering that plan through others. The Surrey Heathland Partnership works exclusively on heathland management in the west of the County and the Lower Mole and Downland Countryside Management Partnerships work with local communities to manage habitats, involve the community, raise awareness and increase access.
13. Following the publication of the Natural Environment White Paper, Defra sought bids for Local Nature Partnerships to take a lead as advocates for the environment in their area, promote better management and work with the Local Enterprise Partnerships (LEPs) and local planning authorities to ensure that development went ahead in balance with the environment.
14. Surrey Nature Partnership (SNP) was confirmed by Defra in July last year and is now developing its terms of Reference ready to take on a role working in collaboration with the LEPs to support growth in the economy that is environmentally sustainable. SNP will develop a strategy and attract funding for projects.
15. The Action Plan in the appendix sets out the work currently being undertaken or proposed as a result of the report from the Task Group. The Committee are asked to provide comments to the Cabinet Member.

Conclusions:

16. The County Council has an important role to play in the management of Surrey's Countryside, in collaboration with the many other organisations and individuals who also manage the countryside. It is in a position to demonstrate good countryside management on its own Countryside Estate, including giving better access to the countryside, providing training in rural skills leading to increased employment, raising awareness of how the countryside is managed and why, and encouraging more people to become physically active. In order to ensure that the management of the Countryside Estate achieves this, the review of the agreement with Surrey Wildlife Trust needs to put in place governance and terms that ensure this happens.

17. The County Council's precise role will vary depending on what is needed but it is in a unique position of being able to take an overview and highlight the gaps.
18. The Task Group report sets out a list of recommendations that would put the County Council in a stronger position to demonstrate good countryside management itself and through others and to support the rural economy and communities.

Recommendations:

19. That the Select Committee
 - a) Comments on the actions outlined
 - b) Advises the Cabinet Member for Transport, Highways and Environment of any further areas which should be considered.

Next steps:

A further progress report will be brought to the October 2013 Select Committee

Report contact: Lisa Creaye-Griffin, Group Manager: Countryside, Environment Service, Environment and Infrastructure

Contact details: 0208 541 9404, lisa.creayegriffin@surreycc.gov.uk

Sources/background papers:

- Task Group Report: Countryside Management to Environment and Transport Select Committee on 6th March 2013.
- Task Group Report to Cabinet on 26th March 2013.

Appendix 1			
Countryside Management Task Group Action Plan			
Recommendation from the Task Group	Actions	Progress to July 2013	Timescales
<p>The Partnership Contract with Surrey Wildlife Trust</p> <p>The Strategic Director for Environment and Infrastructure reviews the contract between Surrey Wildlife Trust and Surrey County Council. This review should include:</p> <ul style="list-style-type: none"> ○ All aspects of the contract; ○ The development and measurement of more clearly defined outputs that ensure value for money; ○ A review of the governance arrangements; and ○ The development of a communication strategy to promote the benefit of the partnership arrangements to Members of the County 	<p>A1 Commence negotiations with SWT over property management</p> <p>A2 Agree management of property</p> <p>A3 Review the financial formula</p> <p>A4 Review the governance of the SWT/SCC agreement</p> <p>A5 Review the Service delivery standards</p> <p>A6 Agree the future strategy for management of the Countryside Estate</p> <p>A7 Develop ideas for improving visitor facilities (see iconic Sites below)</p> <p>A8 Draw up a communication strategy to promote the Countryside Management and the benefits of partnership working</p>	<p>A1 and A2 Discussions begun to establish future management of built property</p> <p>A5 Service Delivery Standards are being reviewed along with the Governance arrangements. The latter to include a regular report to the Environment and Transport Select Committee.</p> <p>A5 SWT have set out proposals for a change in approach to woodland management, including improvements to stock surveying and information management, new practices for site rangers and the co-ordinated collection and secure storage of wood from woodlands to points of sale or for increased internal utilization for estate needs. Several woodland surveys have been conducted in the past year, to begin an inventory of the estate's tree stocks, to allow management for greater timber productivity, in balance with access and conservation objectives.</p> <p>A6 SWT has a draft strategy for their work which will form the start for a strategy for the</p>	<p>Report to Select Committee October 2013</p>

<ul style="list-style-type: none"> o Council and Surrey residents. 		<p>Countryside Estate.</p> <p>A8 SCC has begun the Explore Surrey Campaign for Countryside Management, this will start the process of promoting Surrey's Countryside. The Campaign will be evaluated in the Autumn</p> <p>A8 SCC has a Countryside communications strategy which will be aligned with SWT's strategy as it is developed.</p>	
<p>The Smallholdings and Farms</p> <p>The Strategic Director for Change and Efficiency reviews the management arrangements for the Council's Small Holdings and Farm Estate to ensure that they retain value and maximise economic returns.</p>	<p>SF1 Review the management of the Smallholdings and Farm Estate.</p> <p>SF2 Undertake Wood Hub feasibility study to assess potential of under-utilised small holding and farm sites for development as wood hubs – with aim of increasing return to council from these sites and support wider objectives of woodland economy infrastructure and supply of locally sourced renewable heat to SCC estate.</p>	<p>SF1 Subject to agreement of Select Committee and Cabinet Member, will finalise the brief and go ahead with peer review of management of the Smallholding Estate.</p> <p>SF2 Some sites have been found to be feasible for wood hubs in respect of key issues including size, access, and Planning considerations. However, to achieve financially sustainable return on the investment required, the Council would need to significantly increase market demand, via its own estate, as there are sufficient sources of supply to meet current demand. These conclusions will be discussed further with internal departments and external stakeholders in the wood fuel market. An alternative business model for wood fuel market development is also being considered (see 'Rural Economy' section).</p>	<p>Report to Select Committee October 2013</p>
<p>Partnership Working</p> <p>The Strategic Director for Environment and</p>	<p>PW 1 Establish a complete register of partnerships that the County Council hosts and contributes to.</p>	<p>PW1 Register is in the process of being drawn up</p>	<p>Report to Select Committee July 2013</p>

<p>Infrastructure reviews and refreshes the approach to rural and countryside partnership working. This review should include:</p> <ul style="list-style-type: none"> ○ A revised register of all partnerships within the County, setting out the purpose of each organisation and financial contributions and representation from the County; ○ That this register is reviewed on annual basis to ensure it continues to be relevant; ○ That a culture of partnership (rather than direction) is encouraged and fostered within the County; and ○ That Surrey County Council actively engages with the (new) Surrey Nature Partnership, with the County representative on this body 	<p>PW2 Support the establishment of Surrey Nature Partnership, e.g. establishing the Terms of Reference and strategic direction and setting up the Board.</p> <p>PW3 Working with networks across the County to establish greater collaboration in countryside management</p>	<p>PW2 Terms of Reference for the SNP will be drafted by the end of July</p> <p>PW2 SNP shadow Board to meet September.</p> <p>PW3 The Cabinet Member is facilitating a meeting in September of the chairmen of the main countryside networks to develop further collaboration across the County.</p>	<p>Further report to Select Committee in October</p> <p>September 2013</p>
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being the relevant Cabinet Member.			
<p>The Rural Economy</p> <p>a) The County Council maintains policies which enable residents to live and work in the rural community. This will require working with partners to facilitate both affordable housing and job opportunities (including apprentices).</p> <p>b) The County Council supports the development of the wood fuel industry in Surrey and encourages cooperation between the owners of smaller woods.</p> <p>c) The County Council prioritises the use of wood fuel in its own buildings, subject to approval of a business case.</p>	<p>RE 1 Working with the Surrey Rural Partnership (SRP), review the Surrey Rural Strategy and ensure it is still fit for purpose</p> <p>RE2 Work with SRP to ensure the needs of the rural economy are included in the Growth Strategies for the LEPs and the EU Fund Investment Strategies</p> <p>RE3 Build on Wood Hubs feasibility investigations to develop a more deliverable option for supporting management of smaller woodlands (inc SWT sites) and supporting the Council's wood fuel policy</p>	<p>RE1 Enterprise M3 (a LEP) Rural Group and SRP are exploring how SRP can take the lead in identifying issues and delivery of projects in the rural economy in their area.</p> <p>RE3 Financial appraisal of a local wood fuel ESCO has been conducted and will be discussed with internal departments and external stakeholders in the wood fuel market.</p> <p>RE3 Energy and Maintenance teams within SCC Property Services now have a screening process in place to appraise potential for conversion of boilers in need of replacement to wood fuel (chip or pellet). Several feasible sites have been identified with positive business cases developed by boiler suppliers</p>	<p>Review of The Rural Strategy completed by March 2014</p>
<p>Tourism</p> <p>a) Specific management plans are created for iconic locations in</p>	<p>T1 Locations identified Runnymede, site of the signing of the Magna Carta. Newlands Corner, Leith Hill</p>	<p>T1 Project Team for Newlands Corner established. SWT have employed a Commercial Development Manager to take on the development of sites on the Countryside Estate in partnership with SCC and others.</p>	<p>Progress report to Select Committee July 2013</p>

<p>Surrey. b) The Olympic Legacy is used as a catalyst for key decisions. c) Objectives are agreed with the AONB to reflect the strength and potential brand for Surrey.</p>	<p>BoxHill and Norbury Park Ockham and Chatley Heath</p> <p>Plans drawn up in priority order</p> <p>RE2 A cycling strategy and Tourism Strategy in development to make the most of the potential for attracting new visitors to the Countryside.</p> <p>RE3 The Brands for the AONB are promoted and their role within the range of brands for the County agreed</p>	<p>T1 Magna Carta Project Team established working with the National Trust to develop better visitor facilities at the site in Runnymede.</p> <p>RE2 Both strategies are in early draft. The Cycling Strategy will be considered by Environment & Transport Select Committee and Communities Select Committee Members in a private workshop on 19 July. The Strategy includes policies with regard to capturing the local business benefit of cycle tourism, particularly in rural areas, whilst managing the impacts of that increase on local communities and the environment. The Tourism Strategy is expected to go to Communities Select Committee in October or November 2013.</p> <p>RE3 The Surrey Hills Trademark has been licensed to Surrey Hills Enterprises to promote it to local businesses.</p> <p>RE3 The role of this and other brands is being included in the Tourism Strategy.</p>	
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Environment and Transport Committee
19 July 2013

Progress implementing the Community Infrastructure Levy (CIL) in Surrey

Purpose of the report: Policy Development and Review

This report provides further details of implementation of the Community Infrastructure Levy (CIL) in Surrey, as requested at the 6 March 2013 Environment and Transport Select Committee meeting.

Introduction

1. The committee received a brief update on the Community Infrastructure Levy (CIL) at its 6 March 2013 meeting and requested a more detailed report. This report: provides an update on CIL legislation; details the current position in Surrey; and considers how Surrey County Council will work with districts and boroughs to ensure CIL funding is used to deliver appropriate infrastructure.

The Community Infrastructure Levy (CIL)

What is CIL?

2. CIL is a charge on development introduced by the government in 2010. In two-tier areas it allows districts and boroughs to raise funds for infrastructure to support an area's development. It is a mechanism for collecting and pooling contributions from developers to help pay for the infrastructure needed to support development. CIL can be used for a wide range of infrastructure needed as a result of development, including transport schemes, schools, libraries, health and social care facilities, parks, leisure centres and flood defences.
3. In many situations CIL will replace the current section 106 contributions and the Planning Infrastructure Contribution (PIC) tariff regime. Further details on how and when CIL applies and the relationship between CIL and Section 106 contributions are provided in annexe 1.

Recent changes to CIL regulations

4. The original CIL regulations stated that a ‘meaningful proportion’ of CIL receipts must be allocated to neighbourhood forums or Parish Councils. In January of this year the government announced that this proportion should be 25% where a Neighbourhood Plan is in place and 15% in other areas. This proportion is either paid to the Parish Council or retained by the district or borough and spent in consultation with the community where development has taken place. Table 1 illustrates how this will work:

Parish council ✓ Neighbourhood Plan ✓ = 25% uncapped, paid to Parish	Parish council ✓ Neighbourhood Plan ✗ = 15% capped at £100 / dwelling, paid to Parish
Parish council ✗ Neighbourhood Plan ✓ = 25% uncapped, local authority consults with community	Parish council ✗ Neighbourhood Plan ✗ = 15% capped at £100 / dwelling, local authority consults with community

Table 1: allocation of meaningful proportion of CIL receipts to local areas

At present only a few areas in Surrey are looking to agree a Neighbourhood Plan but this looks likely to increase, at least in part in response to this incentive.

5. In April 2013 the government launched a further consultation on CIL which included a number of proposals to amend the regulations. Many of the proposals are specific to the arrangements districts and boroughs have to make for the collection of the CIL, but three areas will affect the County Council.
- The proposal to push back the date when the use of section 106 agreements will be scaled back. This means councils would have until April 2015, rather than April 2014, to adopt CIL.
 - The proposal to limit the use of section 278 agreements to fund infrastructure improvements. Section 278 agreements are legally binding agreements between the Local Highway Authority (the county council) and a developer and are generally used to ensure delivery of necessary infrastructure by a developer rather than to seek funding contributions. The County Council has opposed this proposed change since it is not considered necessary and would potentially fetter the highway authorities ability to ensure delivery of necessary infrastructure.
 - Thirdly, the consultation proposes that planning authorities publish a draft regulation 123 list at the same time as their preliminary draft charging schedule (if they have not yet published this), and that ‘proportionate consultation’ should take place each time the list is amended. The regulation 123 list is a list of infrastructure which is intended to be wholly or partly funded by CIL. The County Council is working with districts and boroughs to ensure county council

infrastructure priorities are included on regulation 123 lists – see paragraphs 18 - 23 below.

Progress implementing CIL in Surrey

6. In order to start charging CIL planning authorities need an up to date Local Plan in place. This sets out the area's plans for growth and the supporting infrastructure required. Authorities then need to evidence that the cost of necessary infrastructure exceeds the available funding. When setting a CIL charge they need to balance the need to fill this gap against ensuring they do not harm the overall viability of development in an area.
7. Planning authorities go through a lengthy process to set their CIL charge which includes publishing a preliminary draft charging schedule for a full public consultation. This is then revised and a draft charging schedule published. This is subject to an examination in public which considers the impact of the proposed charges on the economic viability of new development in an area. If the charging schedule is found sound it can then be adopted by the authority.
8. Elmbridge Borough Council is the only Surrey authority to have started charging CIL so far. The charge was introduced in April 2013. This followed a public examination of the charging schedule by an independent inspector. All Surrey's district and boroughs intend to introduce the levy and their progress and timelines are detailed in annex 2. For Runnymede, Waverley, Reigate & Banstead and Guildford Borough Councils this timeline also includes finalising their local plans.
9. Elmbridge is charging £125 per m² for residential development and £50 per m² for retail.

Charge per m ² for residential	Charge per m ² for retail	Anticipated annual income
£125	£50	£2.4m

10. Eight other authorities have published preliminary draft charging schedules. The draft charges are set out in table 2 below but these charges may be amended depending on the responses received to the consultations on the preliminary schedules.

District/ Borough	Proposed charge per m ² for residential	Proposed charge per m ² for retail	Anticipated annual income
Epsom & Ewell	£125	£150 (Convenience)	£0.7m
Mole Valley	£125	£100 (Convenience) £0 (Comparison)	£1.8m
Reigate & Banstead	£125	£250 (>280 sqm) £50 (<280 sqm)	£2.4m
Spelthorne	£100 - £160 (3 zones) £0 - £60 (with affordable housing)	120 (> 280 sqm)	£1.0m

District/ Borough	Proposed charge per m ² for residential	Proposed charge per m ² for retail	Anticipated annual income
Epsom & Ewell	£125	£150 (Convenience)	£0.7m
Surrey Heath	£250 (East) £200 (West)	£240 (Convenience) £200 (Warehousing) £100 (Comparison)	£1.1m
Tandridge	£120	£100 (Convenience) £0 (Comparison)	£1.1m
Waverley	£160	£87 (Convenience)	£1.6m
Woking	£125 £75 (Town Centre & Sheerwater/Maybury)	£75	£1.4m

Table 2: proposed CIL charges

11. Preliminary draft charges are higher for Surrey Heath than for other boroughs in large part because a significant amount of funding will need to be allocated to suitable alternative natural greenspace (SANG). SANG is required for any new housing within 5km of any site forming part of the Thames Basin Heath Special Protection Area for birds. This is an issue for many of the boroughs in the west of Surrey but particularly for Surrey Heath where it is anticipated that up to 85% of their CIL receipts will need to be spent on SANG.

Anticipating and maximising CIL funding for the County Council

12. CIL becomes payable when a planning permission is implemented so even Elmbridge Borough Council is unlikely to receive significant funds for some years. Across Surrey it is anticipated that CIL receipts will raise between £15 million and £20 million per year by 2017/18.
13. A number of areas of infrastructure provision are the responsibility of the County Council and, in order to support districts and boroughs set their CIL charges, the County Council has provided information about anticipated infrastructure requirements over the life of each borough or district's local plan. The most significant infrastructure responsibilities for the county council are provision of school places and transport, including roads that are not the responsibility of the Highways Agency (i.e. all roads in the county except for motorways and some regionally significant A roads such as the A3).
14. Decisions about how to spend CIL receipts will sit with each district and borough but the county council will seek the necessary CIL receipts from districts and boroughs to meet any shortfall in funding for identified infrastructure which is the responsibility of the County Council. Although CIL charge setting is dependent on evidencing a gap in funding for infrastructure, CIL is only expected to partly contribute to meeting this gap. It should be seen as a way of supplementing and leveraging a variety of other funding sources.
15. CIL cannot therefore be considered in isolation but rather as one of a number of sources of funding for infrastructure. It is important that a joint infrastructure programme

is agreed so that CIL can be combined with other funding sources and used effectively. On the basis of an agreed programme CIL funding can be allocated by the boroughs and districts to the County Council and other infrastructure delivery bodies.

16. The County Council continues to facilitate a six weekly officer steering group which brings together County Council officers from planning, finance and property services with lead CIL officers from three borough councils. In addition a joint officer group with representatives from all Surrey local authorities meets three times a year to consider CIL activities across the county. These meetings ensure all authorities learn from the experience of front runners and support work to develop overarching countywide principles for prioritising CIL spend (see paragraphs 24 - 27 below).
17. The County Council has worked with the districts and boroughs to develop a database, MIDAS, (Monitoring Infrastructure Development Across Surrey) as a platform to assist in monitoring and planning infrastructure spending. MIDAS is a central, co-ordinated financial monitoring system which will be used to record how developer contributions (S106, PIC and CIL) are received, managed and spent and assist in planning the resulting infrastructure.

Clarifying County Council infrastructure priorities

18. Considerable work is underway in order to ensure that County Council infrastructure priorities are recognised and receive funding. We are now building on the information we have fed into each borough and district's Infrastructure Delivery Plans, providing the required level of detail for districts and boroughs to publish their regulation 123 lists of all infrastructure provision which may be funded, at least in part, by CIL.
19. In particular we are producing a joint transport strategy for each district and borough to translate the Surrey Transport Plan (LTP3)¹ to the local level together with a rolling short to medium term implementation programme and longer term priorities. These strategies are being considered by local committees, with a period of consultation before final agreement by relevant county and district/ borough committees.
20. These local transport strategies will include the major transport schemes agreed by the Cabinet November 2012², as well as intermediate schemes and packages of schemes such as bus or cycling infrastructure improvements. They will also include shorter-term measures currently contained in the Local Committee Highways Improvement Programmes. It may be that Local Committees will consider contributing a proportion of their capital funding towards more strategic priorities agreed in the local transport strategies, especially where schemes would only be implemented, and/or brought forward, if combined with CIL top up funding or other funding sources.
21. The local transport strategies also pick up the strategic infrastructure requirements highlighted by the work to produce a Congestion Programme and a Rail Strategy for Surrey. These projects sit under the Surrey Future initiative. Surrey Future is led by Surrey Leaders and brings together Surrey's local authorities and business leaders to agree the investment priorities to support the county's economy over the next few decades and establish a list of longer-term infrastructure priorities.

¹ See <http://www.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3>

² 'Supporting the economy through investment in transport and infrastructure 2012 – 2019' - <http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=120&MIId=115&Ver=4>

22. In addition work has been completed and continues to be developed to identify specific schools where expansion may take place over the longer term in order to deliver the County Council's Schools Basic Needs Capital Programme. These school expansion projects could then be listed on regulation 123 lists.
23. As noted above, up to 25% of CIL receipts will be spent on schemes supported by the local community. These schemes would not necessarily need to be listed on the regulation 123 lists or even included in the local plan infrastructure schedules. Alternatively this local funding could be used to help fund larger schemes, possibly a priority of the County Council, if the local community is supportive of a particular scheme.

Surrey County Council role in CIL governance

24. As the CIL charging authorities, each district and borough will make its own arrangements for agreeing priorities on which to spend CIL receipts. It is unlikely there will be a single governance and decision making protocol which all authorities will accept. Districts and boroughs will want to control CIL spending – since they will be accountable for it. Nevertheless it is important to ensure that County Council Members can influence the prioritisation of infrastructure schemes. This will best be achieved by agreeing clear and deliverable infrastructure priorities and ensuring these are shared by the relevant borough or district council.
25. Although officers have considered learning from other areas of the country, there are very authorities in two tier areas which have already started charging CIL. Even where CIL is operational very little funding has been collected and proposed governance arrangements are untested. Where authorities have signed up to Memoranda of Understanding, such as in Hampshire, these are very high level documents which do not address the detail of how CIL funding will be allocated to infrastructure priorities.
26. Elmbridge Borough Council (EBC) is the only Surrey authority so far to have formally considered a paper on potential governance arrangements³. EBC is proposing to put 75% of its CIL receipts into a centralised pot against which infrastructure providers, including the County Council, can bid for funding. A Member/officer working group will work with the County Council and other infrastructure providers to identify and shape infrastructure priorities and vet applications before the Council's Cabinet agrees funding allocations. The core membership of this working group would include one County Council infrastructure representative. Project sponsors, including County Council Members, would be invited to inform discussions as necessary.
27. One of the key concerns for districts and boroughs is ensuring that delivery of agreed infrastructure priorities takes place. Elmbridge Borough Council's paper emphasises their right to recover any CIL receipts allocated to infrastructure providers that have not been spent within agreed timescales.

Conclusions

28. The introduction of CIL represents an opportunity for the County Council. CIL is likely to provide more funding for infrastructure in the county, with developers contributing more than under the current arrangements.

³ See Report to Cabinet 5 June 2013 http://www.elmbridge.gov.uk/documents/detail.htm?pk_document=23631

29. The final decision on how this funding is allocated and spent rests with the districts and boroughs. Hence considerable work is underway to ensure the County Council has clear evidence of its infrastructure needs and priorities and that these are shared by districts and boroughs and therefore likely to receive CIL funding. There are a number of ways in which County Council Members can influence this:

- a) By contributing to the development of Local Transport Strategies which will inform the transport schemes on the district and borough lists to be financed from CIL (Regulation 123 lists) and subsequent infrastructure delivery programmes;
- b) By looking at CIL as a further funding source for infrastructure and considering how it can be used to release other funding and vice versa, for example by local committees contributing capital funding towards agreed priorities, which will then release CIL as top up funding; and
- c) By working with local communities to influence how the community allocation is utilised.

Recommendations

- a) That the Select Committee supports the ongoing work of developing and agreeing local transport strategies in order to:
 - support the growth identified in district and borough core strategies, and
 - help secure additional funding from the growing pot of CIL monies controlled by districts and boroughs and local communities.
- b) That Local Committees are requested to consider how they might best combine some of their capital allocation with other available funding, such as CIL, in order to maximise the impact on local transport issues and problems.

Next steps:

An update report be received by the Committee in early 2014. This report should review progress on the adoption of district and borough core strategies and CIL and the degree to which available CIL funding is being used to help finance transport infrastructure.

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Sources/background papers:

The Community Infrastructure Levy Regulations 2010 –
<http://www.legislation.gov.uk/uksi/2010/948/contents/made>

The Community Infrastructure Levy (Amendment) Regulations 2012 -
<http://www.legislation.gov.uk/uksi/2012/2975/made>

Community Infrastructure Levy guidance April 2013 -

<https://www.gov.uk/government/publications/community-infrastructure-levy-guidance>

Elmbridge Borough Council report to Cabinet 5 June 2013 – ‘Future governance arrangements for the Community Infrastructure Levy (CIL)’ -

http://www.elmbridge.gov.uk/committees/meetings.htm?pk_meeting=1554&comid=12

Annexe 1 – Background information on CIL and the relationship between CIL and Section 106 planning

Annexe 2 – Timeline for introducing CIL across Surrey district and boroughs

Annexe 1 – Background information on CIL and the relationship between CIL and Section 106 planning obligations

Infrastructure investment is key to economic growth for the county. There is a clear government commitment to promote growth in the form of jobs, businesses and housing and the government is increasingly tying funding for new infrastructure to growth. Authorities will not be able to afford infrastructure if they don't accept growth in their areas.

The Community Infrastructure Levy (CIL) was introduced as an incentive for communities to accept growth. It seeks to ensure developers pay more towards the cost of infrastructure and to create a virtuous circle where development brings clear and identifiable benefits to an area.

CIL is charged in £s per square metre on net increase in gross internal floorspace in any new development, except for affordable housing and buildings used for charitable purposes which are exempt. Once set a CIL charge is non-negotiable.

In Surrey the districts and boroughs are the CIL charging authorities. They will each set their own CIL charge and decide how to spend the CIL receipts. They are required to report each year on how much has been collected and how it has been spent. The CIL regulations allow the charging authorities to use 5% of their total CIL receipts to cover the cost of administering CIL.

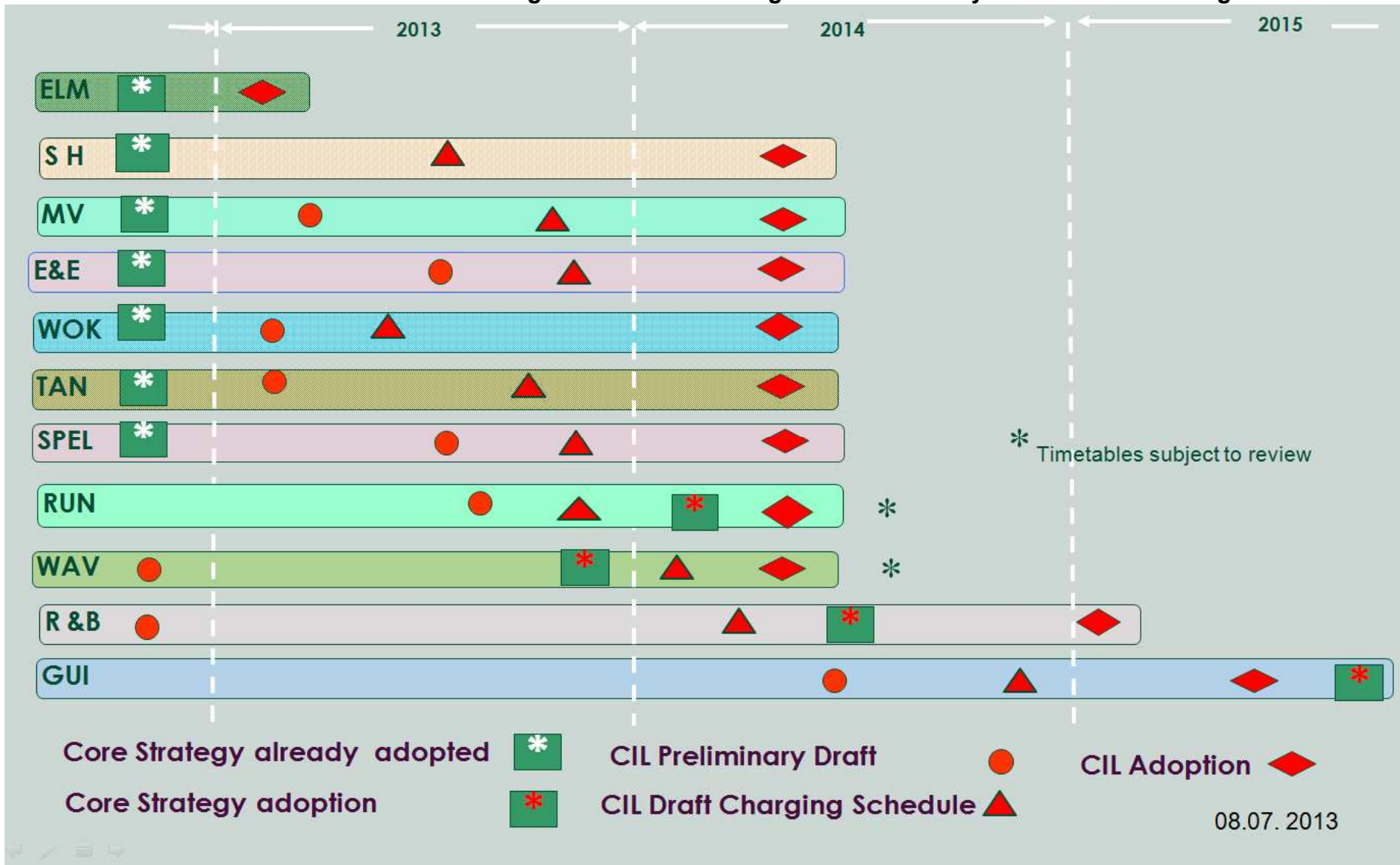
In most cases CIL will replace the current Section 106 contributions regime and the PIC and Horley small sites tariff regimes will cease. From April 2014, or depending on the outcome of the recent government consultation April 2015, the use of further S106 contributions will be limited. One of the key differences between CIL and S106 contributions is that the monies collected are not linked to site-specific agreements. The funding can, therefore, be used flexibly and creatively to meet local and strategic infrastructure needs relating to the overall cumulative effect of development.

In some cases, for example on larger sites, there may be site-specific infrastructure required to make the development acceptable and S106 agreements can still be used. The government have put in place a number of measures, however, to ensure developers are not charged twice for the same infrastructure.

Under the CIL regulations S106 contributions cannot be used to fund any infrastructure included on the charging authority's regulation 123 list, their list of infrastructure which is intended to be wholly or partly funded by CIL. In addition authorities will not be able to pool contributions from more than five separate agreements for a specific piece or type (e.g. transport or education) of infrastructure. This covers all agreements entered into since April 2010, and where five or more agreements already exist relating to a project or type of infrastructure then no more S106 agreements can be added once CIL is introduced or from April 2014 (or 2015). This does not apply to anything excluded from the levy and affordable housing will still be secured through S106 agreements.

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Annexe 2 – Timeline for introducing CIL and core strategies across Surrey’s district and boroughs



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