



Agenda and Reports
for the meeting of
THE COUNTY COUNCIL
to be held on
9 DECEMBER 2014

County Hall
Kingston upon Thames
Surrey

28 November 2014

TO THE MEMBERS OF SURREY COUNTY COUNCIL

SUMMONS TO MEETING

You are hereby summoned to attend the meeting of the County Council to be held in the Council Chamber, County Hall, Kingston upon Thames, Surrey KT1 2DN, on Tuesday, 9 December 2014, beginning at 10.00 am, for the purpose of transacting the business specified in the Agenda set out overleaf.

DAVID McNULTY
Chief Executive

Note 1: *For those Members wishing to participate, Prayers will be said at 9.50 am. Arshad Gamiet, part time Imam, Royal Holloway University of London and Trustee of the Islamic Welfare Association of West Surrey has kindly consented to officiate. If any Members wish to take time for reflection, meditation, alternative worship or other such practice prior to the start of the meeting, alternative space can be arranged on request by contacting Democratic Services.*

There will be a very short interval between the conclusion of Prayers and the start of the meeting to enable those Members and Officers who do not wish to take part in Prayers to enter the Council Chamber and join the meeting.

Note 2: *This meeting may be filmed for live or subsequent broadcast via the Council's internet site - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.*

Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

If you have any queries regarding this, please contact the representative of Legal and Democratic Services at the meeting.

If you would like a copy of this agenda or the attached papers in another format, e.g. large print or braille, or another language please either call Democratic Services on 020 8541 9122, or write to Democratic Services, Surrey County Council at Room 122, County Hall, Penrhyn Road, Kingston upon Thames, Surrey KT1 2DN, Minicom 020 8541 9698, fax 020 8541 9009, or email anne.gowing@surreycc.gov.uk

This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Anne Gowing on 020 8541 9938

1 APOLOGIES FOR ABSENCE

The Chairman to report apologies for absence.

2 MINUTES

(Pages 1
- 20)

To confirm the minutes of the meeting of the Council held on 14 October 2014.

(Note: the Minutes, including the appendices, will be laid on the table half an hour before the start of the meeting).

3 CHAIRMAN'S ANNOUNCEMENTS

The Chairman to report.

4 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:

- Each Member must declare any interest that is disclosable under the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, unless it is already listed for that Member in the Council's Register of Disclosable Pecuniary Interests.
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner).
- If the interest has not yet been disclosed in that Register, the Member must, as well as disclosing it at the meeting, notify the Monitoring Officer of it within 28 days.
- If a Member has a disclosable interest, the Member must not vote or speak on the agenda item in which it arises, or do anything to influence other Members in regard to that item.

5 LEADER'S STATEMENT

The Leader to make a statement.

There will be an opportunity for Members to ask questions.

6 SURREY COUNTY COUNCIL PROGRESS REPORT: JULY - DECEMBER 2014

(Pages
21 - 44)

To consider the report and the matters to which the Chief Executive draws attention.

(iii)

7 MEMBERS' QUESTION TIME

- (1) The Leader of the Council or the appropriate Member of the Cabinet or the Chairman of a Committee to answer any questions on any matter relating to the powers and duties of the County Council, or which affects the county.

(Note: Notice of questions in respect of the above item on the agenda must be given in writing, preferably by e-mail, to Anne Gowing in Democratic Services by 12 noon on Wednesday 3 December 2014).

- (2) Cabinet Member Briefings on their portfolios

These will be circulated by email to all Members on the day before the County Council meeting, together with the Members' questions and responses.

There will be an opportunity for Members to ask questions.

8 STATEMENTS BY MEMBERS

Any Member may make a statement at the meeting on a local issue of current or future concern.

(Note: Notice of statements must be given in writing, preferably by e-mail, to Anne Gowing in Democratic Services by 12 noon on Monday 8 December 2014).

9 ORIGINAL MOTIONS

Mrs Hazel Watson (Dorking Hills) to move under Standing Order 11 as follows:

Council notes that:

1. the County Council has set as an objective that 99% of Surrey households will receive fibre based broadband by the end of 2014 and that 94% of households would achieve Superfast Broadband speeds of 15Mbps or more;
2. the Superfast Surrey Broadband Programme was established to ensure that these targets were met and to address the situation of residents in the County that were excluded from any fibre broadband coverage roll-out plans by commercial operators – with the result that more than 75,000 premises out of 84,000 premises in the Intervention Area are now able to access download speeds of at least 15mbps;
3. to be able to connect to fibre-based broadband, the distance from the fibre-enabled cabinet to the individual premises can be no more than 1.8km; a significant number of properties included in the commercial roll-out are further than 1.8km from the fibre-enabled cabinet that serves the area and as a result residents living in these areas are not being provided with a Superfast broadband service from the commercial operator;

4. areas that are currently part of the commercial roll-out of Superfast broadband that are not being served by the commercial operators cannot be included in the Intervention Area and become part of the Superfast Surrey Broadband Programme and thus are unable to receive a Superfast broadband service at all.

Council calls for the Leader of the Council to review the contracts with the commercial operators providing Superfast broadband to Surrey residents and to identify the emerging gaps in Superfast broadband coverage (such as areas in the commercial roll-out that are further than 1.8km from the fibre-enabled box that covers their area) and to develop solutions to ensure that either the commercial operators provide Superfast broadband to residents living in these areas or that the Surrey Superfast Broadband programme is extended to cover residents living in these areas.

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| 10 | REPORT OF THE CABINET | (Pages
45 - 50) |
| | To receive the report of the meeting of the Cabinet held on 21 October and 25 November 2014. | |
| 11 | RIGHTS OF WAY PRIORITY STATEMENT AND IMPROVEMENT PLAN | (Pages
51 - 128) |
| | To adopt: | |
| | (i) The revised Public Rights of Way Priority Statement | |
| | (ii) The revised Rights of Way Improvement Plan for Surrey | |
| 12 | REPORT OF THE PLANNING AND REGULATORY COMMITTEE | (Pages
129 -
130) |
| | To approve an amendment to the Scheme of Delegation in relation to Commons Registration | |
| 13 | MINUTES OF THE MEETING OF THE CABINET | (Pages
131 -
152) |
| | Any matters within the minutes of the Cabinet's meetings, and not otherwise brought to the Council's attention in the Cabinet's report, may be the subject of questions and statements by Members upon notice being given to Anne Gowing in Democratic Services by 12 noon on Monday 8 December 2014. | |

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. To support this, County Hall has wifi available for visitors – please ask at reception for details.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

Thank you for your co-operation

COUNTY COUNCILCOUNCIL MEETING - 14 OCTOBER 2014

MINUTES of the meeting of the Council held at the Council Chamber, County Hall, Kingston upon Thames, Surrey KT1 2DN on 14 October 2014 commencing at 10.30 am, the Council being constituted as follows:

Mr D Munro (Chairman)
Sally Marks (Vice-Chairman)

Mary Angell		David Ivison
W D Barker OBE		Daniel Jenkins
Mrs N Barton		George Johnson
Ian Beardsmore		Linda Kemeny
John Beckett	*	Colin Kemp
Mike Bennison		Eber Kington
Liz Bowes		Rachael I Lake
Natalie Bramhall		Stella Lallement
Mark Brett-Warburton		Yvonna Lay
Ben Carasco		Ms D Le Gal
Bill Chapman		Mary Lewis
* Helyn Clack		Christian Mahne
Carol Coleman		Ernest Mallett MBE
Stephen Cooksey		Mr P J Martin
Mr S Cossor		Jan Mason
Clare Curran	*	Marsha Moseley
Graham Ellwood		Tina Mountain
Jonathan Essex		Christopher Norman
Robert Evans		John Orrick
Tim Evans		Adrian Page
Mel Few		Chris Pitt
Will Forster		Dorothy Ross-Tomlin
Mrs P Frost	*	Denise Saliagopoulos
Denis Fuller		Tony Samuels
John Furey	*	Pauline Searle
Bob Gardner		Stuart Selleck
Mike Goodman		Nick Skellett CBE
David Goodwin		Michael Sydney
Michael Gosling		Keith Taylor
Zully Grant-Duff		Barbara Thomson
Ken Gulati		Chris Townsend
Tim Hall		Richard Walsh
Kay Hammond		Hazel Watson
Mr D Harmer		Fiona White
Nick Harrison		Richard Wilson
* Marisa Heath		Helena Windsor
Peter Hickman	*	Keith Witham
Margaret Hicks		Mr A Young
David Hodge		Mrs V Young
Saj Hussain		

*absent

57/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from Mrs Clack, Miss Heath, Mr Kemp, Mrs Moseley, Mrs Saliagopoulos, Mrs Searle and Mr Witham.

58/14 MINUTES [Item 2]

The minutes of the meeting of the County Council held on 15 July 2014 were submitted, confirmed and signed.

59/14 CHAIRMAN'S ANNOUNCEMENTS [Item 3]

The Chairman made the following announcements:

- There were three presentations made:
 - (i) Mr Du Bois, Chairman of SATRO presented a 'Thank You' certificate to the Chairman, to mark 30 years of successive Surrey County Council chairmen giving their support to this voluntary organisation.
 - (ii) The Cabinet Member for Highways, Transport and Flooding Recovery informed Members that the County Council had won the Best Practice award from the British Construction Industry for the A244 Walton Bridge project. James Young, Principal Design Engineer for this highways project presented the award to the Chairman.
 - (iii) The Cabinet Member for Business Services congratulated the officers within the Shared Services Centre who worked on the Local Assistance Scheme within My Helpdesk for winning the '2014 Peer Award for Excellence'. They had entered the category for Corporate Responsibility - Giving to the Community.
- He also mentioned attending the World War 1 commemoration Service held on 4 August 2014 in Guildford Cathedral.
- He drew Members attention to the charity wine tasting event, to be held at the Living Planet Centre in Woking, in aid of the Guildford Cathedral 'Make your Mark' fund raising campaign.
- He also advised Members that he would be abseiling down Guildford Cathedral tower on 24 October 2014.
- Finally, he said that Members were invited to view the beautiful display and demonstration of lace work in the Grand Hall today.

60/14 DECLARATIONS OF INTEREST [Item 4]

There were none.

61/14 LEADER'S STATEMENT [Item 5]

The Leader made a statement. A copy of his statement is attached as Appendix A.

Members raised the following topics:

- The impact of any increased infrastructure for any proposed expansion at Gatwick or Heathrow airports, on the provision of school places in Surrey.
- Support for the Environment and Transport Select Committee's flooding task group.
- The fairer funding settlement for schools and that forecasting and planning for school places was critical, along with lobbying the Government for adequate funding for elderly care.

62/14 MEMBERS' QUESTION TIME [Item 6]

Notice of 17 questions had been received. The questions and replies are attached as Appendix B.

A number of supplementary questions were asked and a summary of the main points is set out below:

(Q1) Mr Robert Evans asked whether it was acceptable for the Council to enter into this project without a cost benefit analysis and budget. He also expressed concerns relating to the increased response times for 999 calls to Surrey Fire and Rescue. In the absence of the Cabinet Member for Community Services, the Cabinet Associate for Fire and Police Services was invited to respond. She said that commercial sensitivity was critical when purchasing property or land and therefore, any details would be confidential. However, Members were able to contact officers directly to obtain that information. She also confirmed that funding for the new fire station in Spelthorne was included within the Surrey Fire and Rescue budget. Finally, she said that 'community' risk was constantly monitored, looked at across the county and that the proposed location for the new fire station in Spelthorne would be able to meet the response times for emergency incidents.

(Q2) Mr Forster said, as the Cabinet Member for Community Services was not at the meeting, he would take his supplementary question outside the meeting.

(Q4) Mrs Watson asked the Cabinet Member for Highways, Transport and Flooding Recovery why the quality issues concerning Bailey Road and Ashley Road had not been addressed. The Cabinet Member explained that the solution was dependent on weather conditions and the work could only be undertaken between May – September. However, he confirmed that the improvements would be included in the programme for next year.

(Q6) Mr Beardsmore asked the Cabinet Member for Schools and Learning to provide re-assurance, which she did, that the new commissioning model for youth provision would still ensure good provision at Spelthorne Youth Centre.

(Q7) Mr Cooksey expressed concern about the rate of progress to date in reducing the number of wetspots across the county. The Cabinet Member for Highways, Transport and Flooding Recovery said that Mr Cooksey was aware of the wetspots programme and its' progress – he hoped that the county would continue to reduce the number. However, progress was subject to availability of resources.

(Q8) Mr Jenkins asked if it was the case that SITA's design failed to meet Ofgem criteria for Renewable Obligation Certificates (ROC) and why had it failed to be

accredited to date. Also, was the County Council going back on a previous statement that the Plant would not be accepted as a gasifier if it failed to qualify for Ofgem accreditation.

Mr Beardsmore made three points: (i) it is Ofgem's opinion that counts because they were a determining factor on whether or not the plant was a gasification plan, (ii) that 'pre-accreditation' and 'accreditation proper' were different things so the reference to 'accreditation power' was irrelevant, and (iii) it was not essential to have the revenue from ROCs for the plant to run but it probably would not run as a profit without it.

Mr Essex asked for confirmation on whether the financial impact had been included or excluded from the 'Value for Money' analysis on the different options in the previous Cabinet report on the Eco park.

The Cabinet Member for Environment and Planning said that, apart from agreeing to provide a response outside the meeting in relation to the financial implications, he had nothing further to add to his written response, other than to say that there would be a report to Cabinet on 25 November which would provide additional information.

(Q9) Mr Ivison referred to the offer from the Ministry of Defence for resources and support to help towards promoting the knowledge and awareness on WW1 in schools. The Cabinet Member for Schools and Learning thanked him for bringing this information to her attention and said that she would advise the relevant officer of this resource. She also confirmed that awareness of the origins of WW1 did form part of the history curriculum for schools.

(Q10) Mr Mallett referred to the School Transport Policy and asked whether it could be further amended from September 2015 to alleviate the issues in his division concerning free transport to Esher High School rather than to a nearer out-county school. The Cabinet Member for Schools and Learning said that any change could not be implemented from September 2015 because the policy for that academic year had already been published.

(Q11) The Cabinet Member for Schools and Learning said that she would discuss any possible plans for the Manor school site in Byfleet with **Mr Forster** outside the meeting.

(Q13) Mr Cooksey said that the new gully cleaning programme had resulted in a reduction of gully cleaning and therefore a considerable number of gullies remained blocked. He asked for a guarantee that the new programme would result in an improvement. The Cabinet Member for Highways, Transport and Flooding Recovery said that he was unable to provide a guarantee but that the new programme would be an improvement.

(Q14) Mr Jenkins considered that he had not received an answer to his question relating to whether Surrey County Council had made any of its officers available to potential developers of this site to undertake work. **Mr Essex** said that the issue was wider than Highways issues and asked about the effect that any development would have on school place provision. **Mr Beardsmore** asked if the County Council was able to have access to data gathered – whatever happened to any development proposals. The Cabinet Member for Environment and Planning confirmed that he thought that the County Council would have access to the collated data, also provision of school places would be factored into any proposed development. However, he said that both the Leader and the Chief Executive of Spelthorne Borough Council had confirmed that no planning application had currently been received for this site.

(Q15) Mr Mallett asked the Cabinet Member for Schools and Learning to request that Babcock 4S were asked to advise schools to include a statement on Schools' Governing Body agendas relating to the new statutory requirements to all Governing Bodies for maintained schools to reconstitute by September 2015. The Cabinet Member said that she would check with Babcock FourS, however, there was a task group set up and information was also disseminated via the Schools Bulletin. Mrs Hicks referred to the fact that the County Council was no longer going to nominate governors. The Cabinet Member for Schools and Learning confirmed that this was being considered as part of the reconstitution and that the local authority was reviewing this but no decision had yet been taken.

(Q16) Mrs Watson asked the Cabinet Member for Environment and Planning, and was given, the name of the contact officer with responsibility for the Surrey Road Verges Action Plan – John Edwards.

(Q17) As Mrs Watson had asked questions at a previous Cabinet meeting and at this Council meeting relating to Superfast Broadband, the Deputy Leader suggested that if she had any further questions, that she approached the team directly for a response to her concerns.

63/14 STATEMENTS BY MEMBERS [Item 7]

There were no statements from Members.

64/14 ORIGINAL MOTIONS [Item 8]

Item 8(i)

Under Standing Order 12.3, the Council agreed to debate this motion.

Under Standing Order 12.1, Mr Townsend moved the motion which was:

'This Council notes that, underlying the extensive funding and overall provision of school places in Surrey, fundamental problems still exist in the planning and delivery of school places.

2014 has again seen failures in forecasting based on birth rates, the planning of school places, the early phase co-ordination of planning, education and highway, and the promotion of sustainable transport and travel options.

As a result:

- parents seeking school places have experienced unnecessary concerns about their children's opportunities to both attend their local schools, but also to arrive at that school safely and
- residents living close to schools have seen their concerns in relation to planning and highways ignored.

This Council therefore calls upon the Cabinet Members for Schools & Learning, Highways, Transport & Flooding Recovery, Environment & Planning and Business Services to work together to produce an Action Plan which tackles the current problems related to forecasting, the early coordination of teams responsible for the

expansion of schools, late planning applications, and travel arrangements to schools, to be in place by the end of 2014.

This Council further agrees that the Action Plan be subjected to scrutiny by a joint meeting of Members of the relevant Select Committees.'

Mr Townsend made the following points:

- That planning for school places should have started earlier.
- It was difficult for parents to find out information re. school places in their local areas.
- School expansions – parents of pupils attending the schools were consulted. However, the consultation process did not necessarily extend to local residents.
- Proper consultation and communication was key to the success of school expansions.
- The importance of addressing traffic issues around schools and ensuring pupil safety.
- A need to look at school place planning for secondary schools now.

The motion was formally seconded by Mr Kington.

Thirteen Members spoke, making the following points:

- The Leader's statement, which had been about the rising demand for school places in Surrey, and the actions taken by the Council, was welcomed.
- In order that all Surrey children could have a school place, no one in the Chamber was against the expansion of schools, but concern was expressed about the consultation process and communication issues, particularly with local residents – it was considered that the key issue was to ensure that Highways officers worked more closely with local residents.
- Pupil forecasting was not an exact science, due in part to some children crossing borders and coming into Surrey for education. The Plan needed to be constantly updated. Also, the exact figures for primary schools would only be known in January each year for the following September.
- More land was needed to build new schools.
- Frustration and lack of confidence, in relation to the Council's plans to deliver school places in some Members' divisions.
- That the Council was doing its best for Surrey residents and that this motion was an attack on officers.
- The Council was proud that a school place had been offered to every Surrey child.
- That the Authority did have a 10 year forecasting plan, which was revised each year – this year the forecast was 98% accurate.
- A request for a joined up service with Education, Highways, Police and Cabinet to deliver school expansions.
- Acknowledgement that some traffic disruption was inevitable but measures should be in place to mitigate disruption, particularly where new schools were being built.

- Teachers parking in residential roads was also an issue in some areas and the Council needs to work together with local residents and schools to address this.
- The importance of early planning was stressed - building work should not commence until planning permission had been granted and a school travel plan was in place.
- Reference to the significantly increased birth rate in Surrey.
- That the County was in the process of building 5 new schools.
- Predicting demand for school places was a complex process but the Authority had recently acquired a new forecasting tool which should help.
- An offer for the Cabinet Member for Schools and Learning to visit local areas where residents were concerned with school expansion.
- The key to the way forward was co-operation, co-ordination and clear communication.

After the debate, the motion was put to the vote, with 22 Members voting for it and 52 Members voting against it. There were no abstentions.

Therefore the motion was lost.

Item 8(ii)

Under Standing Order 12.3, the Council agreed to debate this motion.

Under Standing Order 12.1, Mr Martin moved the motion which was:

‘This Council welcomes the statement made by the Prime Minister following the No vote in the Scottish Referendum and in particular welcomes the formation of a Cabinet sub-committee to examine English constitutional change and the continuing commitment that “power can and must be devolved more locally.”

This Council commends the One Place, One Budget initiative taken by the County Councils Network and chaired by the Leader of Surrey County Council, which creates an ambitious vision for public services to be more closely controlled by local people. This envisages a new devolution settlement between Whitehall and the Counties to move decisions about how all local services are delivered closer to the people affected by those decisions. This would deliver better public services, reverse decades of centralisation and revitalise UK democracy.

This Council urges the Government to take the opportunity now for a radical English Devolution settlement devolving power to both the counties and the cities of England.’

Mr Martin made the following points in support of his motion:

- That following the Scottish Referendum, he welcomed the clear decision of the Scottish people to remain with the United Kingdom and believed that now was the time for a radical English Devolution settlement, which he believed had cross party consensus.
- That it was important that Surrey’s voice was heard by members of the Government’s new sub-committee looking at Constitutional Change.

- The Prime Minister had mentioned devolving some powers to cities but counties should also be included in the process.
- Surrey had a vibrant economy and the County's Plan for future devolvement of some powers and increased local decision making had already been sent to Government.
- Surrey County Council had a strong track record for partnership working plus the ambition to deliver.

The motion was formally seconded by Ms Le Gal.

Mrs Watson moved an amendment at the meeting, which was formally seconded by Mr Cooksey.

A copy of the amendment was attached as Appendix C.

Speaking to her amendment, Mrs Watson made the following points:

- The amendment improved the original motion and provided the background as to why devolution was necessary because England needed to make more local decisions.
- It also referred to Boroughs and Districts and requested that Surrey MPs and the Council's Cabinet lobbied for urgent devolution of power.
- That this was a 'Once in a Lifetime' opportunity that would benefit Surrey's businesses and residents.
- Westminster should not continue to micro-manage Surrey County Council's affairs.

Speaking to the amendment, Members made the following points:

- The points made in the original motion relating to the County Councils' Network (CCN) were missing.
- It was contradictory and the language used in the amendment was aggressive
- The omission of combining with other counties to petition government.
- Agreement that the amendment was complementary and did make the original motion stronger.
- More powers for Local Government would be beneficial.
- The amendment was urging more radical change.
- More devolution to English cities and counties was the way forward.
- The importance of an in-depth discussion re. devolvement of more powers to local areas.
- There didn't appear to be any real objections to the amendment.
- Concern that the original motion was not sufficiently radical.

The amendment was put to the vote with 16 Members voting for and 46 Members voting against it. There was 1 abstention.

Therefore, the amendment was lost.

Returning to the original motion, 9 Members spoke, making the following points:

- Devolution for English counties and cities was welcomed by all levels of Local Government.
- The increased need to use voluntary organisations as Central Government reduced costs and therefore, the importance of increasing the public's confidence in Local Government.
- The best way to achieve success for increasing devolved powers to local areas was through the LGA and CCN.
- Suggest focussing on one area, for example – Health and Social Services so that savings could be made by these services working together.
- Support for the motion, as it is going in the right direction.
- No further review of county boundaries - stability was essential.
- Promotion of the opportunity and benefits of increased local decision making, for Surrey residents.
- Confidence that the County Council could meet and address the challenges of more devolved powers.
- The excellent record to date of the County Council efficiency savings and sharing services to provide more effective services

After the debate, the motion was put to the vote and agreed, with no Member voting against it.

Therefore it was:

RESOLVED:

This Council welcomes the statement made by the Prime Minister following the No vote in the Scottish Referendum and in particular welcomes the formation of a Cabinet sub-committee to examine English constitutional change and the continuing commitment that “power can and must be devolved more locally.”

This Council commends the One Place, One Budget initiative taken by the County Councils Network and chaired by the Leader of Surrey County Council, which creates an ambitious vision for public services to be more closely controlled by local people. This envisages a new devolution settlement between Whitehall and the Counties to move decisions about how all local services are delivered closer to the people affected by those decisions. This would deliver better public services, reverse decades of centralisation and revitalise UK democracy.

This Council urges the Government to take the opportunity now for a radical English Devolution settlement devolving power to both the counties and the cities of England.

ADJOURNMENT

The meeting adjourned for lunch at 12.45pm, part way through the debate on the motion standing in Mr Martin's name, and resumed at 1.30pm with all those present who had been in attendance in the morning session except for Mrs Angell, Mr Barker, Mrs Bowes, Mrs Bramhall, Mrs Coleman, Mrs Curran, Mr Ellwood, Mrs Frost, Mrs Hicks, Mr Hussain and Mrs Thomson.

Item 8(iii)

Mrs Watson agreed to withdraw her motion.

Item 8(iv)

Under Standing Order 12.3, the Council agreed to debate this motion.

Under Standing Order 12.1, Mr Robert Evans moved the motion which was:

‘In the light of the recent referendum in Scotland and the widely held view that constitutional changes are essential in order to restore public confidence in the nation’s democratic structures, this Council agrees to investigate the extent to which the unitary authority model could now better deliver quality services and efficiency savings.

Furthermore, this Council resolves that any future reorganisation of local government must ensure that Surrey retains a significant influence on the regional and national agenda.’

The motion was formally seconded by Mr Essex.

Mr Robert Evans made the following points:

- He referred to negotiations between the proposers of the previous two motions and the possibility of merging the motions. However, it was agreed that they should remain as separate motions.
- Residents in his division did not consider that a two tier Surrey was a good idea – they wanted a unitary model.
- That there were about 600 councillors across Surrey, all receiving allowances and he considered that this was a costly and confusing way to provide local democracy.
- It was essential that Surrey County Council was part of any future debate on the nation’s democratic structures.
- Surrey could be a unitary authority because he considered that single local authorities, responsible for all local services had greater democratic accountability and this viewpoint crossed all political boundaries.

Mr Jenkins moved an amendment at the meeting, which was formally seconded by Mr Johnson.

The motion, as amended read:

(Note: additional words underlined and deletions crossed through)

‘In the light of the recent referendum in Scotland and the widely held view that constitutional changes are essential in order to restore public confidence in the nation’s democratic structures, this Council agrees to investigate the extent to which the unitary authority model could now better deliver quality services and efficiency savings.

Any unitary authority model proposed in this investigation must include an equitable level of democratic local representation.

Furthermore, this Council resolves that any future reorganisation of local government must ensure that Surrey and its local communities retains a significant influence on the ~~regional and~~ national agenda.'

The amendment to the original motion was accepted by Mr Robert Evans and Mr Essex and therefore became the substantive motion.

11 Members spoke making the following points:

- There should be a focus on cost effective and efficient government and not the proposal for a re-run of the unitary issue - this would incur set up and transition costs.
- Continued co-operation and working with partners was the way forward.
- Stop complaining that this County Council was underfunded and examine other options that may be available.
- Reducing the number of borough and districts may save costs.
- The motion was not asking Members to vote for the unitary authority model but only to investigate it as a possible option.
- That any consideration of a unitary model for Surrey was premature and that residents may want a debate on this issue first.
- The current two tier arrangement worked well, with Borough / Districts dealing with local issues and the County Council dealing with wider, more strategic issues.
- Stability of borough boundaries was essential.
- Spelthorne Borough Council did support the unitary option in the 1990s but times have moved on and it was acknowledged that some decisions needed to be made at County level.
- The current arrangements were not perfect but any unitary alternative would not save money or result in improved funding for Surrey.
- Surrey County Council did a significant piece of work on the unitary option in the 1990s, and this demonstrated that having three / four unitary authorities across Surrey would cost more. There was a 76% vote to keep the two tier option.
- Continue the working in partnership with other local authorities and bodies, as 'One Team', to ensure efficient and effective working.
- The Council should be concentrating its efforts to obtain more devolved power from Central Government.
- This motion was only asking the Council to consider how devolved powers were organised locally and it was important to re-consider and investigate the unitary option in 2014.

After the debate, the motion was put to the vote with 7 Members voting for and 51 Members voting against it. There were no abstentions.

Therefore, the motion was lost.

Item 8(v)

Under Standing Order 12.3, the Council agreed to debate this motion.

Under Standing Order 12.1, Mr Essex moved the motion which was:

'This Council notes that the Local Government 2000 Act recommended that it is good practice for the Chairs of Scrutiny and Select Committees to be occupied by councillors from outside of the ruling party. Such an arrangement would support and enhance the transparency and accountability of decision making of the Council. It would also assert and protect the public interest on the issue of decision making.

Therefore, the Council agrees:

- That the Chair of the Overview and Scrutiny Committee should not be a member of the ruling group; and
- That the Chairs and Deputy Chairs of all Select Committees, and other committees of Surrey County Council with a scrutiny function will, in future, be allocated and distributed in proportion to the representation of councillors elected by the different groups.'

Mr Essex made the following points:

- That this motion was about democracy and that Chairmen of Scrutiny Committees may be more effective if selected from opposition parties because scrutiny should be representative of the Council's backbenchers.
- He highlighted the number of Special Responsibility Allowances held by the Administration, as opposed to the opposition parties.

The motion was formally seconded by Mr Robert Evans.

Six Members spoke on the motion, making the following points:

- Reference to the Local Government Act 2000 and the Central Government model, where their select committees did have opposition chairmen.
- That there had been select committee chairmen from the opposition in previous Surrey County Council Administrations.
- That this Administration had considered senior scrutiny roles for opposition Members.
- Using opposition Members for scrutiny roles was good practice and would strengthen the structure of the County Council.

After the debate, the motion was put to the vote with 20 Members voting for it and 34 members voting against it. There were no abstentions.

Therefore, the motion was lost.

65/14 REPORT OF THE CABINET [Item 9]

The Leader presented the report of the Cabinet meeting held on 22 July and 23 September 2014.

(1) Statements / Updates from Cabinet Members

There were none.

(2) Reports for Information / Discussion

The following reports were received and noted:

- Local Government Ombudsman Report with a finding of maladministration

Mr Goodwin asked the Leader of the Council, who agreed to provide a response outside the meeting, for the timeframe for Members to receive the response to the Monitoring Officer and the Ombudsman's report.

- Developing the first University Technical College in Surrey

The Cabinet Member for Schools and Learning informed Members that since the report had been submitted, Babcock / FourS had joined the Academy Trust.

- National Autistic Society / Cullum Autism Centres in Surrey Schools
- Quarterly report on decisions taken under Special Urgency Arrangements: 1 July – 30 September 2014

RESOLVED:

That the report of the meetings of the Cabinet held on 22 July and 23 September 2014 be adopted.

66/14 REPORT OF THE CONSTITUTION REVIEW GROUP [Item 10]

Mrs Marks, Chairman of the Constitution Review Group introduced the report and thanked Rachel Crossley and Katie Booth for their officer support to the Group.

She explained the objectives for the review and the consultation that had been undertaken, including the survey results, all of which had contributed to the final recommendations of the task group.

She highlighted the following key points from the review:

- The offer of training to Members, if required and, particularly for new Members who joined the Council mid-term.
- Improvements to the Council Chamber, including webcasting and the electronic voting system.

- Inclusion of Cabinet Member briefings within the Member Question Time item.
- Limiting the number of motions at each meeting.
- Reducing the number of signatures required on a petition which would trigger a debate at Council.

Finally, she drew attention to the recommendations and said that recommendations (1) to (6) had the unanimous support of the Review Group but a further two recommendations, set out on page 25 of the agenda had the support of the majority of the task group. However, she hoped that Council would support the report in its entirety.

Mrs Lewis formally seconded the recommendations of the task group and made the following points:

- Reinforcement of the points made by Mrs Marks and emphasis of the spirit of the task group and the proposals put together by the group.
- Adjustment to the start time would help those Members with carer responsibilities.
- The ability to question Cabinet Members would make Surrey a better Council.
- The proposed changes for motions and the reasons for them.
- That the recommendations were a package which could be reviewed again in future years.

Other Members of the task group were invited to speak.

Mr Harrison focussed on the two recommendations that had been agreed by the majority of the task group. He considered that the proposed changes to time limits would give more opportunity for backbenchers to speak and hoped they would avoid a cap on the number of motions for each meeting, which if exceeded could be a difficult decision for the Chairman to make. On petitions, he considered that it was unlikely that a petition would receive 10,000 signatures to enable it to be debated at Council.

Mrs Watson also had concerns in relation to limiting the number of motions to three per meeting, with none permitted at the Budget meeting. She considered that these restrictions would limit the democratic debate. She also strongly opposed the proposed threshold of 10,000 signatures for petitions to be debated at Council and proposed amending this figure to 3,000, which she considered achievable.

Mr Skellett said that the purpose of the full Council meetings was for the Administration to report the business of the Council and for the opposition to challenge it and put down motions. He referred to the key issues of concern raised during the task group's review, including the increased number of motions at recent Council meetings. He said that many Members wanted morning only meetings, which was one of the reasons that the group had proposed a limit of three motions. He also hoped that amending the time limit for speakers would enable more Members to participate in the debates.

Mr Kington moved an amendment at the meeting, which was formally seconded by Mr Mallett. A copy is attached as Appendix D.

Speaking to his amendment, Mr Kington made the following points:

- Motions should be allowed at the Budget and AGM Council meetings.
- That a limit on motions was morally and politically flawed and that this proposal could not guarantee fairness.
- The time limit for speeches could enable the debate to flow better.
- The perception that some Members considered full Council meetings a time-consuming inconvenience.
- The Chairman already had the power to curtail debates.
- If necessary, Members would find other ways to raise issues.

Three Members, including Mr Mallett, the seconder, spoke in support of the amendment before the Chairman agreed a short adjournment at 3.55pm, with Members returning at 4pm.

The Leader of the Council informed Members that the Administration was minded to accept Mr Kington's amendment.

Therefore, it was put to the vote and agreed.

RESOLVED:

1. Council meetings start at 10am (with prayers at 9:50am for those wishing to attend).
2. Where it is necessary to continue the meeting after lunch, the expectation should be that the lunch break will last no longer than one hour.
3. The AGM meeting should include a formal lunch with a speaker but for the other meetings, there is no need for special arrangements.
4. Standing Orders be amended in relation to:
 - i. the procedure to be followed for the election of the Leader of the Council;
 - ii. the Leader's statement;
 - iii. the inclusion within the Members' Question Time item of Cabinet Member briefings, for which a time limit of 15 minutes will be applied. in line with the processes outlined in the report (detailed changes attached at appendix 1.)
5. Changes to the Council Chamber and Ashcombe be considered to ensure that:
 - i. the audio and webcast systems are more reliable and of higher quality;
 - ii. the electronic voting system in the Chamber enables a record to be kept of each individual's vote;

- iii. the Chamber is fit for purpose, with space to store papers, ports to recharge equipment and comfortable seating.
6. The 'Guide to County Council Meetings' should:
 - i. be revised and reissued on an annual basis; and
 - ii. remind Members on the requirement to act with courtesy during meetings.
7. That the Council refers back to the Constitution Review Task Group all those recommendations upon which the Constitution Review Group could not agree for further discussion, with the remit to produce recommendations that more clearly reflect a consensus amongst all groups and political parties represented on the Council.

Mr Martin proposed three further amendments, with additional words underlined, as follows:

Amendment 1: Page 31, Standing Order 6.8:

The Deputy Leader and other Members of the Cabinet will be appointed by the Leader of the Council and reported to the Council at the AGM or at the next appropriate meeting of the Council.

Amendment 2: Page 36, Standing Order 11.5:

In the event of the submission of more than three motions for a meeting of the Council, a meeting between the Chairman and the Group Leaders will determine which motions will be considered at the meeting and the order in which they are to be taken, with an assumption of a cap of three to be taken at any one meeting. In the event of no agreement being reached on the matter, the Chairman will have the discretion to take the decision on which motions will be taken and in what order, taking into account the political balance of the Council and the need for fair representation for all political groups and parties.

Amendment 3: Page 40, (ii)

Leaders speaking in the debate on the Budget. (5 minutes) – change to 10 minutes

However, the Chairman ruled that amendments (2) and (3) were out of order because the Council had already agreed to refer back to the Constitution Review Group, the element of the report that referred to those amendments, for further discussion. However the first amendment was agreed:

RESOLVED:

Page 31, Standing Order 6.8:

The Deputy Leader and other Members of the Cabinet will be appointed by the Leader of the Council and reported to the Council at the AGM or at the next appropriate meeting of the Council.

Mr Robert Evans proposed ending County Council meetings by 2pm and therefore recommendations (2) and (3) could be deleted. This proposal was not supported.

**67/14 THE OPENNESS OF LOCAL GOVERNMENT BODIES REGULATIONS 2014
[Item 11]**

A report from the Democratic Services Lead Manager was included in the agenda asking the Council agree amendments to the Constitution to reflect requirements of the Openness of Local Government Bodies Regulations, which came into effect on 6 August 2014.

Mr Kington referred to the Chairman's right to suspend webcasting of any meeting held in public if the need arose and said that the requirements of the Openness of Local Government Bodies Regulations 2014, could enable members of the public to have and circulate an electronic version of a debate where the webcasting of a meeting had been suspended. He requested that any amendments required to the Constitution, arising from these regulations would have Member input. The Leader of the Council confirmed that he would discuss it further outside the meeting.

RESOLVED:

That the relevant changes to its Constitution, as set out in the Annex to the submitted report, be approved, to ensure that the requirements of the Openness of Local Government Bodies Regulations 2014 are met.

**68/14 REPORT OF THE PEOPLE, PERFORMANCE AND DEVELOPMENT
COMMITTEE [Item 12]**

As Chairman of the People, Performance and Development Committee, the Leader of the Council introduced the report.

RESOLVED:

That the proposed revisions to the Officer Code of Conduct and Use of Social Media guidance to Council be approved, for inclusion in the Constitution.

69/14 REPORT OF THE AUDIT AND GOVERNANCE COMMITTEE [Item 13]

The Chairman of the Audit and Governance Committee said that his committee had undertaken a review of its effectiveness and he commended the minor changes which reflected the actual work of the committee to Council.

RESOLVED:

That the Audit and Governance Committee's terms of reference be amended as follows:

- i. A brief Statement of Purpose to be included: "The Council recognises the importance of undertaking scrutiny of the management of the internal control systems and the Audit & Governance Committee provides an independent and high-level focus on audit, governance and financial accounts matters".
- ii. To amend section (b) under Regulatory Framework to read: To monitor the effectiveness of the councils' anti-fraud and anti-corruption strategy, *including by reviewing the assessment of fraud risks*".

- iii. To add “To approve the Internal Audit Charter” under Audit Activity, following section (b).
- iv. To amend section (b) under Audit Activity to read: “To approve the annual Internal Audit Plan & Inspection Plan *and monitor its implementation*”.
- v. To add “To provide oversight to the Annual Report of the Council” under Regulatory Framework, following section (e).
- vi. To add “That the Chairman (or in his/her absence, the Vice-Chairman) be consulted upon the appointment or removal of the Chief Internal Auditor” under Audit Activity, following section (d).

70/14 AMENDMENTS TO THE SCHEME OF DELEGATION [Item 14]

This report outlined the changes to the Scheme of Delegation relating to section 106 agreements, pensions functions and Rights of Way orders.

Also, included in this report were the executive functions brought to Council for information. These referred to revised decision making arrangements regarding youth services, changes to delegations on adopting roads and streets, and new delegations regarding local transport schemes.

New Financial Regulations which proposed the amendment of approval thresholds for virements and changes to the review process for fees and charges were included as Annex A to this report. The Council was also asked to agree a further deletion on page 86 of the agenda, namely: ‘Over £500,000, £250,000 (full year effect) and within a portfolio directorate – relevant Cabinet Member’

RESOLVED:

1. That the relevant changes to the Constitution be approved, regarding:
 - i) the extension of delegations in relation to Section 106 agreements to Senior Managers in the School Commissioning and Libraries services;
 - ii) the new division of responsibilities regarding pensions functions and the Internal Disputes Resolution process;
 - iii) the reinstatement of the provision to enable officers to make rights of way orders where no significant objections are made and related updates to wording;
 - iv) revised Financial Regulations.
2. That the amendments agreed by the Cabinet to the Scheme of Delegation be noted.

71/14 MINUTES OF THE MEETING OF THE CABINET [Item 15]

No notification had been received from Members wishing to raise a question or make a statement on any of the matters in the minutes, by the deadline.

[Note: there was a typo on P.104 – first bullet point in the Cabinet Member for Highways, Transport and Flooding Recovery’s response – ‘not’ should be deleted.]

[Meeting ended at: 4.15pm]

Chairman

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LEADER REPORT TO COUNCIL

**SURREY COUNTY COUNCIL PROGRESS REPORT
JULY – DECEMBER 2014**

KEY ISSUE/DECISION:

To consider the attached report and the matters to which the Chief Executive draws attention.

BACKGROUND:

1. This is the eleventh of the Chief Executive's six-monthly reports to Members. It provides an **overview of the Council's progress** over the past six months and the challenges ahead.
2. Once again the report includes a number of inspiring case studies that capture the **positive impact our work has on people's lives day in day out**. I know from my visits around the county that there are many other fantastic examples.
3. This report confirms that **the Council has continued to perform strongly** - fulfilling all its critical day-to-day responsibilities while continuing to develop creative solutions to longer term strategic challenges.
4. The Chief Executive once again highlights the pressures we face of reduced resources coupled with rising demand for our services. We will continue to press Government on Surrey's **strong case for fairer funding and increased local powers** to unlock the flexibility and freedoms we need to help tackle them.
5. In spite of this, our achievements to date confirm we are on the right track. It will get tougher to stay ahead of the pressures we identified, but **I am confident we can succeed**. This comes from the progress we've made through our "one team" approach.
6. Over the next six months we will be spreading and strengthening the "one team" approach. We will continue to work with partners and residents so we focus on shaping better outcomes for places and people. It also means making sure **all staff and Members can make positive contributions** to improving what we do, and finding new innovative solutions.
7. I look forward to working with all Members over the coming months as **we continue to improve services and value for residents**.

RECOMMENDATIONS:

That the Council notes the report of the Chief Executive, thanks staff for the progress made during the last six months, and confirms its support for the direction of travel.

Contact: David Hodge, Leader of the Council, Tel: 020 8541 8003

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Sources/background papers: *Confident in our Future*, Corporate Strategy 2014-19, report to Council, 11 February 2014

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Chief Executive's Six Month Progress Report

July – December 2014



Introduction

1. When I joined the council in 2009 Members asked for better sight of the key issues we faced and the steps being taken to deal with them. We agreed it would be helpful for me to **bring my views together in a report to the Council every six months**. This is my eleventh report.
2. The format of the report has evolved over time in response to feedback from Members and staff. The **overview section** (p3-9) gives readers a summary of my thoughts in response to two key questions:
 - How have we performed over the last six months?
 - How will we tackle our key challenges over the next six months?
3. I have kept my answers to these questions brief. Once again I will be using them to **prompt a wider discussion** with Members, staff, and partners over the coming weeks and months through my visits to teams and locations across the county. I will continue to share the different perspectives and key points from these discussions on my **s-net chat zone blog**. And I encourage others to discuss and share their views with colleagues, be it in one-to-ones, team meetings or via chat zone.
4. The **case study section** of the report (Annex A) again includes inspiring examples of the positive difference being made to people's lives. They will be added to our online [Improvement Toolkit](#) which has now attracted over 20,000 views. Sharing our experiences and learning from each other makes us a stronger organisation. I encourage staff and Members to share further examples.
5. Also attached to the report is a list of the latest **awards and recognition** the council has received (Annex B). I'm proud that the hard work of Members and staff – and the people we support - continues to be **widely recognised**.
6. Readers who want **more detail** will find this in a number of other recent reports:
 - [Annual report 2014](#)
 - [Budget](#) and [performance](#) updates for Q2 2014/15
 - [Council priorities web pages](#)
 - [Collaborate 2014 web pages](#)
7. I have not sought to repeat all of this information in this report, but instead to **summarise my conclusions** on the council's recent progress and the next set of challenges.

How have we performed over the last six months?

8. Over the last six months **the Council has continued to perform strongly**. I'm again proud of the work done by colleagues right across the Council and in partner organisations – it has made a **positive difference to people's lives** day in, day out. And as well as fulfilling critical daily responsibilities, progress has been made on **re-designing services** so they are more responsive to people's needs and achieve better value.
9. I will now expand on these conclusions by re-visiting the four challenges that I set out in my previous report. I believe we **successfully met each challenge** and I've included key examples that illustrate this. There is of course much more to do, but we can take confidence from what we have already achieved.

We continued to fulfil our key responsibilities

10. Our ongoing work to deliver the **biggest school expansion programme in Surrey's history** helped ensure that when schools re-opened after the summer break they could accommodate more than 4,100 extra pupils. We also ensured that in line with the Government's new policy we were ready and able to **provide hot meals for every primary school pupil** from the start of the new term (also see Annex A p9: Jane Lomax's story).
11. In my previous report I highlighted our work with partners to respond to the **persistent flooding** over the winter period. This remained a key focus through the summer months as we continued to help residents and businesses access grants for repairs, **repaired flood damaged roads and bridges**, and developed and submitted a bid for £27million from Government to improve local flood defences.
12. At the time of writing we have not yet experienced severe winter conditions, but it will only be a matter of time. We have learnt from our previous responses to crisis with partners and communities and **strengthened our preparedness for winter**. The Environment and Transport Select Committee and the Flooding Task Group have made an important contribution to this work. Preparations for this winter include route-specific forecasts, more accurate salt spreaders, and arming residents in advance with better [advice and information](#).
13. Over the last six months we continued to **make progress on the quality of safeguarding work with adults and children**, focussing on the areas where we need to improve. There is further detail on safeguarding in the recent reports from the [Surrey Safeguarding Adults Board](#) and [Surrey Safeguarding Children's Board](#).
14. **National Adoption Week** in November helped draw attention to the crucial work that colleagues do throughout the year for Surrey children. In 2013/14 we placed 57 children for adoption. All adoptions are complex, some more so than others, and the week helps to raise awareness of our service and find the right adopters for Surrey children waiting to be adopted.
15. At the time of writing we have a large number of Ofsted inspectors in Surrey **assessing our overall work with partners to support children**. It's a very intensive process and I appreciate the work colleagues have done to make sure the

inspectors understand the improvements we've made and continue to make. We volunteered to test the new inspection process because it is **important to get external challenge** on the quality of these critical services. Knowing which areas we are strong in and where we need to do better will help us improve faster and we will be taking on board all the feedback.

We continued to meet the changing needs and expectation of residents

16. The needs and expectations of Surrey's residents change over time and vary between different groups and individuals. It is therefore critical that we involve users in work to improve or change what we do. This means **strengthening our understanding of residents' experiences** and our capability to co-design and co-deliver new solutions with them.
17. This is not a one-off task. It is an ongoing challenge and it **requires us to strengthen our approach**. There are some good examples below of how we have done this in recent months (also see Annex A p1: Dexter James' story; p2: Jane Bremner's story; p5: Mike Dawson's story).
18. The Chief Executive of Citizens Advice, Gillian Guy, recently showcased our work with partners to **support people with changes to the benefits system**, praising our strong understanding of local needs. The Welfare Reform Task Group's work to understand the issues on the ground has helped make Surrey's Local Assistance Scheme effective.
19. In July the Cabinet approved plans for a new £10m **university technical college** (UTC) in Guildford. As well as helping to address the need for an increase in secondary school places the curriculum design of the UTC has been informed by employers and evidence from the Enterprise M3 Local Enterprise Partnership to address local skills gaps and support future economic growth.
20. In October a **new home for young people with autism** was officially opened in Sunbury-on-Thames. The new building, delivered in partnership with London Care Partnership, was created with families and staff and will help people with autism stay among their friends and relatives in familiar surroundings.
21. We were also able to announce a groundbreaking scheme with National Autistic Society (NAS) and Cullum Family Trust which will see four high-achieving mainstream schools get the county's first-ever centres focused on educating secondary-age children with the condition. The four centres will **provide specialist support for 80 pupils with autism**, allowing them to stay in mainstream Surrey schools nearer home.
22. One of the most significant developments in recent years is the growth of digital and mobile technologies. We have to respond to **people's changing expectations about accessing services and information**, and technology presents fantastic opportunities to improve what we do. Our **re-designed website** was recently judged as the best in UK local government by The Society of Information Technology Management (also see Annex A p3: Mona Saad's story).

We have pushed ahead with our partners on whole system transformation and innovation

23. In my previous report I described the need to **deepen our work with partners** so we can consistently design what we do around the concepts of “one place, one budget” and “one person, one budget”. This systems change is complex and takes time but I believe we have successfully moved up a gear over the last six months.
24. The [Collaborate event](#) on 19 November confirmed the progress we have made. It was fantastic to see and hear from so many colleagues from across partner organisations from the public, private, and voluntary, community and faith sectors. I was struck by **the very tangible sense of everyone working as one team for Surrey**. The momentum for collaborative work has without doubt grown. It is imperative given the pressures we all face. And as public servants it is our duty.
25. One of the most urgent areas of collaboration is our work with health colleagues to develop plans to **join up services for older people**. In September, following intensive work with CCGs (Clinical Commissioning Groups) and other health partners, we submitted a revised version of **Surrey’s Better Care Fund** plan to the Government.
26. The landmark plan sets out how we will continue to redesign services locally around the needs of residents rather than the needs of organisations. The plan aligns with our wider friends, family and communities agenda – helping to **support people to live and age well independently** in their homes and communities (also see Annex A p3: Jo Lang and Sophie Harris’ story; p7: Bronwen Chinien’s story; p8 Jim Pinchen’s story).
27. In August our successful implementation of the **Surrey Family Support Programme** was recognised when the Government invited us to be an “early adopter” for the next phase of their Troubled Families initiative. This is based on being one of the very best performers on stage one. It’s a lot of work but it means we will be able to support another 3,000 families in Surrey.
28. Meanwhile we continued to make **good progress on a range of innovative projects and new models of delivery**. For example, our emergency services collaboration, sharing support services with East Sussex County Council, launching a new trading company called Surrey Choices, and merging trading standards services with Buckinghamshire County Council (also see Annex A p6: Steve Ruddy’s story).
29. We also progressed important work with our District and Borough partners to prepare the way for the various **local growth schemes** signed off within the Local Enterprise Partnership growth deals last summer.

We continued to help release the full energy and potential of staff

30. Once again over the last six months I have had the privilege of visiting lots of teams across the county, often alongside the Leader. I’ve also held a number “Ask me anything” sessions with colleagues. **I’ve been very impressed by the teams and individuals I’ve met and have learned a lot**. The conversations reinforced my view that while we have made important investments and improvements in people’s support and working environments there is **Page 27** more to be done.

31. The **Better Place to Work** team have held hundreds of conversations with people over recent months and I'm pleased that visiting teams in their various locations has helped identify changes, big and small, that can help colleagues feel good about where they work and be productive. Some issues have already been tackled but I know there are a number of things that are still being followed up. This will remain a key focus over coming months.
32. One critical area I highlighted for improvement in my previous report was appraisals. It is good that **the number of colleagues receiving an appraisal has increased in recent months, but we still have to do better**. Further actions are underway to ensure we meet our target of 100% of eligible staff receiving an appraisal by the end of May 2015. I welcome the close attention the Council Overview and Scrutiny Committee have paid to this very important issue.
33. In addition to identifying and addressing issues with day to day support, we have **strengthened our wider support and development offer** over the last six months. A central part of this has been the implementation of a High Performance Development Programme. The programme is designed to help fully embed our values in to all leadership practice and **ensure colleagues and their teams are resilient** and able to perform strongly in what are often challenging and uncertain circumstances.
34. Another key component of our organisational development is the increased use of **restorative practice techniques** within the workplace. The evidence of its positive impact on youth offending is compelling and the key principles underpinning it can be readily applied to help us manage workplace issues in earlier and more effective ways. Other examples of support include career coaching, health check, and events to enable colleagues to share ideas and learn from each other.
35. I encourage staff to **continue raising any concerns** where there is a problem with the level of support, or where frustrations are getting in the way of what we have to do for residents. The Leader and I remain personally committed to making sure we improve in any areas where concerns are raised.

How will we tackle our key challenges over the next six months?

36. The **strategic challenges** we currently face are no different to those I described in my previous report. But with the passing of time their scale increases. The growing demands for our services quicken – and are hastened by new legislative responsibilities. The reductions in resources stack up, each one coming on top of those from previous years.
37. **The upcoming General Election brings additional uncertainty** of potential policy changes and different requirements. Although whatever Government is returned in May 2015, we can be certain that local government will continue to be asked to manage with reduced funds.

38. It **paints a challenging picture**. The county's highest ever birth rate means that Surrey's children need 13,000 extra school places (equivalent to 43 primary schools) over the next five years; there will be a £50m annual bill for an extra 2,000 elderly and vulnerable people who'll need our help within three years, and to stop our roads deteriorating we need to spend £132m over the next five years.
39. We know we are going to have to continue thinking and working differently to deal with the magnitude of these challenges. And we are going to have to move quickly to keep pace with the rising pressures. It will be tough, but based on our progress to date I believe **we can successfully navigate the significant challenges we face**.
40. Below I have expanded on **five areas we will need to focus on** through the first half of 2015 in order to be successful. I will be paying careful attention to each of these, and I welcome the important contributions Members will also make in each of these areas.

Maintaining our core duties to residents through the challenging winter period

41. Our critical services for residents are both harder to provide and under more pressure over the winter months. The added pressures apply right across the public service system. I've already described the improved preparations we have made with partners. These will stand us in good stead but there is no doubt that **keeping Surrey moving and continuing to support the most vulnerable residents will require very close attention and extra effort**.
42. As well as dealing with seasonal challenges we will also be making preparations for the **significant new duties incorporated in the Care Act** which will start to take affect from 1 April 2015 (see [website](#) for further details). Again, we are preparing well, but this work will inevitably require lots of attention over the next six months, in parallel with continuing to meet existing responsibilities.

Moving even quicker on whole systems transformation and demand management

43. The Collaborate event with our partners confirmed the great strides we've taken together. It was also a moment of **shared recognition of the urgent task ahead**. The work we need to do together over the coming months and years is difficult and takes significant time and energy - we have to guard against making excuses for ourselves. We will have to make the time, maintain our energy and be straight and honest about what needs to change.
44. Our work with partners on the **Better Care Fund Plan** will enter an important stage in the New Year. Following final sign off from Government the plan and associated pooled budget are scheduled to go live on 1 April 2015. The final preparations and first months of local implementation will be critical.
45. Elsewhere we will be pushing ahead on our **Public Service Transformation** projects, accelerating **re-design work in other areas of big spend** like disabilities, and stepping up work with Districts and Borough Councils on **future growth plans**. In parallel we will be finalising and putting in to action a refreshed IT and Digital Strategy which will support the changes we want to make for residents and help manage growing demands.

46. By definition there can be **no one size fits all answer to redesigning services around the needs of residents**. In many cases forms of integration will make a positive difference. But in other cases services might be best delivered by individual organisations. What is critical is that **we and our partners have a common shared desire to work better together** – with each other, with residents, partners, businesses and other local authorities – to find the best solutions for Surrey.

Continuing to make the case for Surrey to Government

47. While pushing ahead with the significant changes we need to make, we will also continue to present **Surrey's strong case for fairer funding to the Government**. Our county makes a significant contribution to the UK economy. And it is facing some significant changes. We need support to tackle them.
48. This is a particular issue in delivering the additional 13,000 school places that Surrey needs over the next five years. We expect the cost of creating those further school places to be £327m. Presently we only expect to get £112m from Government. **The Leader and the Cabinet Member for Schools have raised this directly with the Secretary of State for Education** and it is encouraging that the Department for Education (DfE) has accepted our evidence of a funding gap. Further discussions will take place over coming weeks and months to explore how they might support us to deal with this.
49. The Scottish referendum triggered a wide ranging **debate on further devolution within England**. And we recently saw Greater Manchester secure increased local powers through the “Devo Manc” deal. I believe the case for greater local powers is as strong in Surrey as it is in Manchester.
50. The Leader has been presenting arguments for greater devolution for Surrey and other counties through his role as Chairman of the County Council's Network (CCN) – you will find further details in the CCN report “[Our Plan for Government](#)”. As the debate continues in the run up to the General Election it will be important that we and our partners are **ready to highlight the issues that matter in Surrey** and identify any opportunities that can benefit our residents.

Setting the next budget

51. We have continued to manage our finances responsibly – we are **on track to deliver £69m savings** in 2014/15 and current forecasts indicate it will be the fifth consecutive year the Council has a small underspend or a balanced budget. Despite these efforts, the pressures already outlined mean that setting the next budget in February 2015 will require difficult choices. And once again we won't have all the information from the Government needed to inform Member decisions until the New Year.
52. Meanwhile officers will continue to analyse possible scenarios and **Select Committees will, as always, play a key role in scrutinising options**. We will also continue to share and discuss the latest position with residents, partners and other stakeholders.

Strengthening our leadership capability

53. In the first part of this report I set out some of the actions we've taken to help **release the full potential and energy of all staff**. All of this work must continue over the coming months, but there is one element that I believe will require particular attention: our leadership capability.
54. Uncertain times call for skilful leadership; lots of skilful leadership. It therefore can't be the preserve of a few people in particular positions in our hierarchy. In my previous report I described the steps we were taking to instigate **a more widely distributed – and therefore stronger - leadership model**.
55. Over the last six months **we have established four key leadership networks**. They reflect the key things we have to get right. Firstly, we have to make sure we are meeting our statutory and regulatory responsibilities (*Statutory Responsibilities*). Secondly, we have to make sure we are always improving the work we do day to day (*Continual Improvement and Productivity*). Thirdly, we have to make sure we are looking ahead and developing innovative responses to the inexorable growth in demand that key services face over the foreseeable future (*New Models of Delivery*). Fourthly, we have to work with partners across Surrey to ensure every place can be prosperous and sustainable (*Prosperous Places*).
56. The four networks have started to help accelerate the work I've described throughout this report. They are supplementing - not replacing - our formal governance boards and directorate / service arrangements and are **strengthening a one team approach**. Over the next six months the networks will be taking action on key challenges and opportunities and will be engaging Members in this. There is further background information on the networks on the [s-net](#).
57. Finally, I want to put on the record again **my appreciation of the colleagues – staff, Members, partners and residents - I am fortunate to work alongside**. I look forward to discussing this report with you.

Attached

- Annex A: Case studies
Annex B: Awards and recognition

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Chief Executive's Six Month Progress Report

July - December 2014

Annex A: Case Studies

- Dexter James helps people with disabilities have every chance in life, p.1
- Jane Bremner tackles mental health stigma and discrimination in Surrey, p.2
- Giving young people leaving care the skills to support themselves, p.3
- Using innovative new technology to strengthen the voice of young people, p.4
- Highways Service puts customers first to deliver great value for residents, p.5
- Sharing Trading Standards services to strengthen the South-East economy, p.6
- Bronwen Chinien explains how energy efficient homes help prevent health problems, p.7
- 'Surrey Live!' opens doors for young people, p.8
- Janet Lomax ensures all primary school children in Surrey can have a nutritious school meal, p.9



Dexter James helps people with disabilities have every chance in life

Dexter James (pictured left) of Surrey Choices, the Council's adult social care trading company, tells us how they're responding to the needs and issues of people with disabilities in Surrey

Since Surrey Choices was launched in August, can you tell me what the main challenge has been for the company? At Surrey Choices it's all about the customer. Our challenge was to help people supported by Surrey Choices to see and believe this. I had to tell my colleagues what they should think about when starting the business, from the perspective of someone who used to be a service user...and the challenge is this is my first proper job!

How did you convince people of this? I spent a long time listening to the Surrey Choices team to learn about what we needed to do as a business. I turned some of that into questions to ask people with disabilities how we should do it. I have been running roadshows talking to anybody that wanted to come along. I explained to them how important they are to the business and what we can achieve together. It's a conversation; I had to listen and be heard. Everything is about customers, knowing what's wrong and being honest about what needs to be fixed. That's how people will trust us and customers will come back to us.

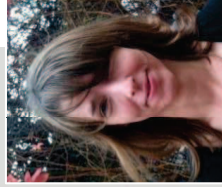
What impact did this have? I went to the management team and told them what I'd found out. Some of it was really tough. They have asked me to coach managers across the business and help them to better understand the people we support. This is a key part of our business plan.

What did you take from this experience? I've learnt you can't fix everything. That can be frustrating. But I focus on what matters to the customer. I'm learning how to do my job. Just stuff that people take for granted, which if you haven't had a job before and you go straight in at the deep end is quite tough. It helps that here I'm just Dex and part of a close team, and we trust each other. Believe in something better and that you can achieve anything, that's what I try to do each day.

How can people find out more? Please visit www.surreychoices.com or follow us on Facebook or Twitter.

Jane Bremner tackles mental health stigma and discrimination in Surrey

Jane Bremner from Adult Social Care Commissioning (pictured left) has been working with colleagues in the Public Health team to use a proven approach to raising mental health awareness and address prejudice. She shares her story here.



What is the issue you were trying to address? One in four people will experience a mental health problem in their lifetime, yet mental health is still misunderstood. When we conducted the Adult Mental Health Services Public Value Review, people with mental health problems and their families told us they continue to experience stigma and discrimination and that we must try and tackle the myths around mental health.

What did you decide to do? We decided to use learning from the national 'Time to Change' campaign, a tried and tested approach to raise awareness of mental health, leading to a reduction in stigma and discrimination. We launched a local programme of work in Merstham and Redhill to see if the approach worked in Surrey. There were many aspects to the work: supporting people with lived experience of mental health problems to become mental health ambassadors; delivering lots of mental health awareness training; developing two short plays (one for young people and one for adults) which show the impact of mental health problems for individuals and their families; and supported community mental health events.

What has the impact of this work been? The mental health awareness training demonstrated that there was a statistically significant increase in participants' confidence to best support others with a mental health problem after the training, and their knowledge about mental health and positive shifts in attitudes around mental health. After watching the play 'Breaking Point', analysis of students' knowledge, attitudes and beliefs around mental health showed positive shifts. The mental health ambassadors engaged over 400 members of the public in conversations around mental health and reported increased confidence and sense of purpose of attendees.

What did you learn from your experience? We learnt that our approach worked in Surrey. Having robust evaluation of the initial project helped us to secure funding from the County Council and from the Clinical Commissioning Groups in Surrey, to roll out the programme of work across the county. Evaluation also helped us identify improvements that could be made to the roll out.

How can we find out more? Contact jane.bremner@surreycc.gov.uk or have a look at our [time to change Surrey](#) web pages.

“One in four people will experience a mental health problem in their lifetime, yet mental health is still misunderstood.”

Jane Bremner talks about the scale of the challenge for mental health issues in Surrey



Giving young people leaving care the skills to support themselves

Jo Lang and Sophie Harris from Children, Schools and Families (pictured left) talk about the Council's work to help young people leaving care become independent

What are the issues young people leaving care are facing? Young people have told us that leaving care is a daunting experience and often they don't feel prepared for independent living. One young person said it felt like "care was leaving me not me leaving care." The challenge was to find a way to help young people learn useful independent living skills with a format they found useful.

How did you help them to become more independent? With the help of Care Council (a group of young people in our care who meet every month to discuss what's affecting them), volunteers, partners and the support of the Corporate Parenting Board, 'Skills Fest- your life, your choice' was born. The event centred on workshops designed to promote independence. For example, cookery, car maintenance, a flat pack furniture challenge and CV writing. We also had a market place of information stalls including from health and higher education.

What did the young people think of Skills Fest? The feedback from young people was fantastic. They loved being able to learn important skills in an informal environment. They appreciated that it was a social occasion as well as an educational one. The providers that attended also told us how valuable and useful they thought the event was.

For you, what was the learning that came out of this? To encourage the young people to come along to the event we needed to make it relevant. Using a festival theme we made it look and feel current for young people – different from other council events. For example, the day was paperless - all information from workshops and stalls was put on memory sticks and included with the young person's entrance ticket.

How can people find out more? Skills Fest will be returning on Saturday 4 July 2015. Information will be available soon. For more information on Care Council and our looked after children you can visit www.surreycc.gov.uk/carezone

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“It felt like care was leaving me, not me leaving care.”

A care leaver shares their view on leaving care



Using innovative new technology to strengthen the voice of young people

Mona Saad from the Children’s Rights Service (pictured left) shares how Surrey is using an innovative app to help young people to communicate more effectively with the professionals they work with

What was the issue you were trying to resolve? Children and young people that we work with have been telling us that communication with the professionals involved in their life is not as simple, quick and reliable as they would hope for. This is particularly important for young people who are either in care or leaving care as they do not always have adults they can turn to for support when they need to make their opinions and wishes heard.

What have you done to enable young people to be heard? We joined a team working with social enterprise ‘Sixteen25’ to develop an online self advocacy app called Mind of My Own (MOMO). We were the only local authority to be part of the team collaborating to develop **MOMO**. In April 2013, six Surrey young people contributed to developing, testing and shaping the app. They felt very positive about having an app that was easy and engaging to use and would help them express their views more clearly.

How has MOMO been used more widely? The Children’s Rights Service has started to see examples of young people using MOMO to either ask for a problem to be sorted or to let their social worker know what they want to discuss in a meeting. When it comes through to a worker, the MOMO communication is clear and easy to understand. We are hugely pleased to have played an important part in making a new tool available for our young people but we won’t stop trying to improve how we communicate with them.

What lessons have been learned from this project? The main lesson I have learnt is that it takes time, determination and patience to develop something new and that we should always remember what we are trying to achieve. It also helps to have a good dose of optimism!

How can people find out more? For more information contact mona.saad@surreycc.gov.uk or even better, give the app a go yourself by visiting the **MOMO website**

“We are hugely pleased to have played an important part in making a new tool available for young people”

Mona Saad on the introduction of MOMO.



“Our staff are now encouraged to consider their colleagues as internal customers.”

Mike Dawson on the main benefit for Highways on taking the Customer Service Excellence process

Highways Service puts customers first to deliver great value for residents

Mike Dawson from the Highways Service (pictured left) explains how a national standard has helped drive improvements in their customer service for residents

What was the challenge? The Highways Service receives the highest level of enquiries from residents. We wanted to take steps to embed the customer at the heart of all service delivery.

So what did you do? Customer Service Excellence (CSE) is a national standard with 57 areas of best practice to drive customer-focused change across the public, private and third sector. We used this framework to improve our customer service within Highways to ensure we consider all aspects of customer service and to encourage us to think widely about how to improve our customers’ overall experience.

How has this helped improve Surrey’s roads? One of the most important changes delivered by CSE is that our staff are now encouraged to consider their colleagues as internal customers. This simple change means that everyone is aware of the impact that dealings with internal customers will ultimately have on the external customer. We have also increased the number of ways that customers can leave us feedback, for example everyone in the Highways Service now has a link to a feedback survey in their email signature. Furthermore, keeping customers informed of the progress of their enquiry and proactively providing roadwork information is a huge challenge. The CSE standard has been used to help understand and improve these issues.

What did you learn from your experience? CSE is a journey of continuous improvement and does not finish now we have achieved the standard. While the majority of people in Highways already considered the customer’s perspective on a day-to-day basis before we began the CSE project, the standard provides a useful framework to reinforce this point and to get people to think about how this could be applied wider throughout the Service to ensure continual improvement.

How can people find out more? Contact miker.dawson@surreycc.gov.uk



“By sharing expertise and resources, we are able to do more for residents and businesses”

Steve Ruddy explains the benefits of sharing services with Buckinghamshire

Sharing Trading Standards services to strengthen the South-East economy

Steve Ruddy of Trading Standards (pictured left) reflects on an innovative partnership with Buckinghamshire County Council that shows sharing services can grow the economies of both counties.

What was the challenge you faced? How, after making big savings already, and with continuing budget pressures, could we continue to enhance and improve services, protecting vulnerable residents from scams and rogue traders, whilst supporting local businesses?

How did you respond? We decided that the way forward was to combine forces with another local authority Trading Standards Service so that we could reduce duplication and support costs, share expertise and resources, and build on our combined strengths to increase our income. We worked with Buckinghamshire to develop a model for a new joint service for both local authorities. All Trading Standards staff will now be employed by Surrey with a single management team. Service delivery will continue to be based locally, ensuring that the service doesn't become remote from local needs and local partners.

How will this work help strengthen Surrey and Buckinghamshire's economies? We are able to achieve our savings targets every year for the next four years, without any damage to front line services. In fact by sharing expertise and resources we are able to do more for residents and businesses. We will retain local presence, local partnerships and local impact.

By the fourth year of the new shared service, we will be saving almost £400,000 per annum, or 12% of the joint service budget. We will have a more resilient and flexible service, and one that can generate more income and will be more influential regionally and nationally. The shared service will have a bigger impact and make more of a difference than we could independently.

What did you learn from your experience? Creating new partnerships is hard work but extremely rewarding. It was vital to build understanding and trust, to develop and articulate a shared vision and priorities, and to communicate effectively and frequently with everyone involved. It was vital to build awareness and support for the initiative throughout both local authorities. In particular the engagement and political support from Members was crucial in ensuring success. Geography need not be a barrier to sharing services – don't limit your thinking to your next door neighbours.

How can people find out more? Contact steve.ruddy@surreycc.gov.uk. You can also read the business case which is included as part of the Cabinet papers for 21 October 2014.



Bronwen Chinien explains how energy efficient homes help prevent health problems

One in three households in Surrey currently live in homes that are below the recommended energy efficiency level for a healthy home, putting many people more at risk of health problems including respiratory disease, heart attack and falls. Bronwen Chinien from the Environment Policy Team (pictured left) explains what is being done to help residents keep warm while lowering their carbon footprint.

What was the challenge you faced? Various measures can be taken by householders to improve energy efficiency and grant funding is sometimes available, but it can be complex and subject to change. We needed a co-ordinated advice service and approach to identifying and reaching those most in need.

How did you respond? We developed a partnership with Districts and Boroughs, Adult Social Care and Trading Standards. We now have a single point of contact for energy efficiency advice, providing staff with a place to refer at risk people to. We have also shared data on Surrey’s housing stock, enabling us to highlight funding available to those who most need it.

How did this contribute towards caring for Surrey’s environment? Over 50 households per month are being helped to make home improvements. One example is Mrs Gregory from Maybury, who recently recovered from a stroke and has mobility problems. By replacing her 15 year old boiler with a more efficient one, using grant funding assistance, she is looking forward to lower bills this winter. However, there is still much more work to be done. We need to share more data to identify those people most at risk and we need to make the case for further, sustainable funding for this area.

What did you learn from your experience? People’s health and the condition of our environment are closely linked. By understanding where there are common priorities and working together, we can make more progress than trying to tackle problems from our separate perspectives.

How can people find out more? Please contact Bronwen.Chinien@surreycc.gov.uk or see www.actionsurrey.org

“One in three households in Surrey live in homes below recommended energy efficiency levels.”

Bronwen Fisher outlines the scale of the challenge for helping more people stay warm this winter



‘Surrey Live!’ opens doors for young people

Jim Pinchen of Surrey Arts (pictured left) demonstrates how important it is to have the right partners in place to support improved outcomes. He reflects on the work of ‘Surrey Live!’ and the difference it is making for young people in challenging circumstances

What was the challenge you faced? ‘Surrey Live!’ is a programme run by Surrey Arts, in partnership with a range of cultural organisations and services. It provides free contemporary music workshops, rehearsal and performance opportunities for young people living in challenging circumstances aged 13-18. The aim is to help these young people with music-making skills, increase their confidence and improve their life opportunities. We had a challenge to deliver the programme as the Youth Support Service, one of the key partners in the project, was undergoing significant changes.

How did you ensure that you could deliver the programme in spite of this issue? We responded by developing partnerships with new local services and companies from outside the existing network. This meant that the programme was able to reach out to a number of young people that weren’t previously identified and to give them an opportunity to join. We formed partnerships with organisations such as the Child and Adolescent Mental Health Service (CAMHS) and Halo, a project creating opportunities for young adults with mild learning disabilities.

What has the impact of this programme been for Surrey’s young people? The first year of ‘Surrey Live!’ has been very successful. Work has been delivered across the county with young people from a wide range of challenging circumstances including young offenders and youngsters from the Gypsy and Traveller communities. We have had 522 young people take part in the programme, including 186 young people in challenging circumstances, such as Looked After Children and young offenders. One young person said about the project, “Showed that if I believe in myself, I can achieve...Agreed it shouldn’t end – LOVE IT HERE!”

What did you learn from your experience? The key learning from this project for me was when a partner is experiencing changes within their organisation, it is extremely important to ensure that those relationships are maintained and strengthened to ensure the project has every chance of success. Music and the arts play a crucial role in providing creative education and positive expression for our young people. It’s therefore vital that arts providers and local authority services connect to reach more young people through sharing costs and resources.

How can people find out more? Contact jim.pinchen@surreycc.gov.uk or visit www.surreymusicclub.com.



“**Showed that if I believe in myself, I can achieve...Agreed it shouldn’t end – LOVE IT HERE!**”

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A young person reflects on their ‘Surrey Live!’ experience



Janet Lomax ensures all primary school children in Surrey can have a nutritious school meal



Janet Lomax of the Schools and Learning Service (pictured left) explains the pressures that she faced when the Government announced increased availability of free school meals for primary school children.

What was the challenge you faced? In July 2013, the Government announced that free school meals should be available for all primary school children from 1 September 2014. Our school kitchens were, in many cases, quite old and it was clear that we didn't have enough capacity to deliver the increased number of school meals in every school. We were looking at an extra 12,500 meals every day in schools across the county.

School food gets a lot of media coverage. Successfully delivered, it can be the focus of tackling the obesity epidemic. There is also substantial evidence that well nourished children achieve improved attainment levels.

How did you respond? Time was against us as building work, procurement, planning and contract delivery all have their own timescales. We set up four work streams, one of which, the 'premises stream', I worked on. We surveyed all kitchens for their ability to cope with delivering the extra meals for their pupils. We then set about any necessary building work and improvements to the kitchens that we could manage in the timescale.

How have the pupils benefited from this? We managed to deliver hot meals to every infant school this September - 48,000 primary meals a day and 85% of infants joined us for lunch. We have the most amazing front line and management teams and everyone pulled out all the stops to ensure we were ready. The work isn't finished though and we will continue to improve the service we are offering.

What did you learn from this experience? People are this council's greatest asset and together we can achieve the impossible! It was very rewarding to see the children in the dining halls eating nutritious meals and knowing the positive impact it will have on their education.

How can they find out more? Contact janet.lomax@surreycc.gov.uk or visit www.surreycc.gov.uk/schoolmeals.

“We have managed to deliver over 48,000 primary school meals a day”

Janet Lomax revealed the work required to ensure Surrey children receive nutritious meals at school

Annex B: Awards & Recognition

- The Council's website has been named the **best in the local government** across the UK. It won the Best Website Award from the Society of Information Technology Management (Socitm). Socitm said it was a "joy to use" and praised the Council for embracing growing public demand to access information on mobile devices.
- The Walton Bridge project secured the **Best Practice Award** at the British Construction Industry Awards in October. This comes after the project was already given two awards by the Institution of Civil Engineers earlier in the year.
- The Council's Operation Horizon project has been praised at the Highways Magazine Excellence Awards. The Council, Aggregate Industries UK Ltd and Kier jointly received the **Highway Partnership Award** for its ongoing multi-million pound scheme to improve roads in Surrey.
- The Guardian newspaper published an article in September on the Council's **restorative youth justice** work. Since the introduction of Youth Restorative Interventions, more than 3,000 cases – 70-80% of crimes committed by young people – have been dealt with through this method than through the courts, and 88% of victims reported that they were satisfied with the scheme.
- The Local Assistance Scheme within MyHelpdesk has been given the **2014 Peer Award for Excellence** in the category for 'Corporate Responsibility – Giving to the Community'. The team was voted for by peers across the world of business and were up against stiff competition, such as SAP.
- Former Surrey County Council apprentice, Bjorn Svard, has been nominated for an **adult learner award**. Bjorn, who now works for Surrey Choices in their Employability team, was nominated by an assessor from Guildford College for the Surrey adult learner of the year awards. In spite of his autism, he showed commitment and determination to achieve this award.
- The Council's HR & Organisational Development Team have won the '**most effective reward strategy**' at the 2014 HR Excellence Awards and was highly commended as '**Employee Benefits team of the year**' at the 2014 Workplace Savings & Benefits Awards in September.

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County Council Meeting – 9 December 2014

REPORT OF THE CABINET

The Cabinet met on 21 October and 25 November 2014.

In accordance with the Constitution, Members can ask questions of the appropriate Cabinet Member, seek clarification or make a statement on any of these issues without giving notice.

The minutes containing the individual decisions for 21 October 2014 meeting are included within the agenda at item 13. The minutes of the 25 November 2014 meeting will be circulated separately. Cabinet responses to Committee reports are included in or appended to the minutes. If any Member wishes to raise a question or make a statement on any of the matters in the minutes, notice must be given to Democratic Services by 12 noon on the last working day before the County Council meeting (Monday 8 December 2014).

For members of the public all non-confidential reports are available on the web site (www.surreycc.gov.uk) or on request from Democratic Services.

1. STATEMENTS/UPDATES FROM CABINET MEMBERS

None.

2. REPORTS FOR INFORMATION / DISCUSSION

21 October 2014

A SURREY EDUCATIONAL TRUST

1. On 1 April 2004, Surrey County Council and VT Education and Skills Limited formed a joint venture company (VT Four S Limited, now Babcock 4S) for the delivery of educational services to the local authority, Surrey schools and beyond.
2. The Surrey Educational Trust was established as a Company Limited by Guarantee in 2010, to distribute a proportion of the earnings generated through the joint venture between Surrey County Council and Babcock 4S. The purpose of the Trust is to provide support to Surrey state funded schools, educational projects and organisations for the benefit of children, young people and learners from Surrey.
3. The trustees appointed were as follows:
 - Two appointed by Surrey County Council;

- One Headteacher from each of the Primary, Secondary and Special phases within Surrey as nominated by the relevant Phase Council;
 - One Surrey Governor as nominated by the Surrey Governors' Association;
 - Two appointed by Babcock 4S; and
 - One appointed by the Professional Associations/Trade Unions.
4. The Trust invites bids up to twice a year from Surrey state funded schools, educational projects and organisations. The Trust allocates grants to projects across the county in line with its criteria, with a particular focus on those supporting the core themes of:
- Leadership development.
 - Extending educational opportunity.
 - Increasing young people's resilience and personal growth.
 - Modern Foreign Languages.
 - English as an Additional Language.
 - Promoting Science, Technology, Engineering and Mathematics.
5. Reporting the activity of the Trust to Cabinet demonstrated a continuing investment in improving outcomes for Surrey's children and young people. It also ensured greater public accountability and transparency about how the funds were used to support projects of an educational nature. To date the funding allocated to the Trust by the County Council was £1,213,003.07.
- 6. The Cabinet agreed:**

That the projects funded through the Surrey Education Trust, to date, be noted.

B CREATION OF A JOINT TRADING STANDARDS SERVICE WITH BUCKINGHAMSHIRE COUNTY COUNCIL

1. The implementation of the Public Value Review of Trading Standards in 2012 delivered several service improvements. It also produced savings of 20% (including a 50% reduction in management costs). Further Medium Term Financial Plan savings of 4% have been achieved in Trading Standards this financial year. The Public Value Review recognised that future efficiencies would need to come from sharing services, and from increasing income.
2. This proposal was a natural continuation from the Public Value Review and recommended the creation of a new joint Trading Standards Service between Surrey and Buckinghamshire. The new service would provide an enhanced service for residents and businesses in both counties. It would also ensure future service resilience, whilst at the same time reducing costs. The cashable savings equate to approximately 12% of the joint service delivery costs by year 4. The alternative in each service would be

to make service delivery reductions which would reduce both the protection for residents and the support for local businesses.

3. A business case was written which summarised the benefits of a new joint service for residents and for businesses. It also provided further detail on the financial benefits and income generation projections. This approach enabled the savings required by the Medium Term Financial Plan to be made without damaging front line services.
4. The business case demonstrated how a joint service with Buckinghamshire would:
 - Share expertise and best practice and ensure greater resilience to cope with unforeseen challenges, such as animal disease outbreaks, large scale investigations, complex frauds, or illness or loss of key officers and their specialist technical knowledge.
 - Reduce costs through sharing resources, including IT and databases, intelligence and specialist financial, legal and other roles that could cover the wider service area more economically.
 - Eliminate duplication, by needing to do things once rather than twice in two different places e.g. Enforcement Policies, Enforcement Concordat, RIPA, Funding Bids etc.
 - Build on the successes and innovation within the current services to maximize the potential benefits e.g. income generation from business services, systems thinking, developing volunteering, maximizing prevention through social media and other means helping to further enhance the local reach and impact of the service.
 - Reduce costs by operating jointly, for example by reducing management costs, and by bringing services currently commissioned elsewhere (because of lack of capacity and skills) back in house as the council builds that capacity and competence in a new joint service.
 - Enhance the national and regional profile and impact of the Trading Standards service. Increasing the influence we can have on policy making to ensure residents and local businesses are represented.
 - Increase income generation from specialist services for businesses and in securing additional external funding. The business case provides more detail of how this will be achieved, but one key element will be selling more services to businesses, such as the highly successful and valued Primary Authority Partnerships with local businesses.
5. A Project Board has overseen the development of the proposal. This Board recommends Governance arrangements via a Joint Committee which would have responsibility for the service delegated to it from

Surrey and Buckinghamshire. This would be underpinned by an “Inter Authority Agreement” (IAA) setting out the legal arrangements for the partnership. The authorities would also need to agree the Standing Orders which would apply to any meetings of the Joint Committee. These can be decided upon alongside the IAA.

6. The joint service would remain subject to the scrutiny of the relevant Select Committees in both Surrey and in Buckinghamshire.

7. The Cabinet agreed:

1. The proposal to create a new Joint Trading Standards Service with Buckinghamshire County Council with effect from 1 April 2015 be approved.
2. That the executive functions of the Council, which are within the remit of the Trading Standards service, shall be discharged by a newly constituted Joint Committee to be established with Buckinghamshire County Council with effect from 1 April 2015 be agreed.
3. That the Joint Committee will comprise one Cabinet Member from each partner authority, together with another member from each who may attend regularly in an optional advisory and supportive capacity but who would not form part of the Joint Committee itself be agreed.
4. The responsibility for agreeing the detail of an Inter Authority Agreement with Buckinghamshire, and other related issues including establishing the Standing Orders for the Joint Committee, be delegated to the Strategic Director for Customers and Communities, in consultation with the Cabinet Member for Community Services.
5. The responsibility to amend the Council’s Constitution to reflect the changes arising from the report be delegated to the Director of Legal and Democratic Services.

C ENDORSEMENT OF THE SURREY HILLS AREA OF OUTSTANDING NATURAL BEAUTY (AONB) MANAGEMENT PLAN

1. The Surrey Hills AONB is one of 37 Areas of Outstanding Natural Beauty in England. It covers 25% of the county and was one of the first landscapes to be designated in 1958. This is a landscape designation for the purpose of conserving and enhancing natural beauty, which is equal in status to National Parks in planning terms.
2. Under the Countryside and Rights of Way (CROW) Act 2000, the constituent local authorities in each AONB have a statutory duty to produce and review AONB management plans. Where the AONB

stretches across more than one local authority, for practical purposes local authorities work in partnership to produce a joint plan.

3. The Surrey Hills AONB extends across 6 constituent local authorities, including Surrey County Council, Guildford, Mole Valley, Waverley, Tandridge, and Reigate and Banstead. In conjunction with these authorities, Surrey County Council devolved the responsibility to the Surrey Hills Partnership, known as the Surrey Hills AONB Board. The Board is constitutionally a joint committee. The County Council is represented on the Board by the Cabinet Member for Environment and Planning.
4. The Surrey Hills AONB Management Plan 2009-2014 was adopted by Surrey County Council on 17 February 2009. Under the CRoW Act local authorities are obliged to review management plans every 5 years and this plan is now due for review.
5. The previous Management Plan had a Strategic Delivery Plan which sets out the objectives, and the activities that were measured to monitor the delivery of the plan and demonstrate its overall success. The AONB Unit has established three additional vehicles to deliver the management plan, Surrey Hills Enterprises, The Surrey Hills Society, and Surrey Hills Community Foundation. These three organisations are now represented on the AONB Board and are in the process of collaborating on the new Strategic Delivery Plan for the 2014-19 period. The Delivery Plan will tie all the organisations into delivering the actions in the plan and the Surrey Hills Board will take the lead in monitoring the implementation of the Plan.
6. The management plan needs to be adopted by each Local Planning Authority as the statutory plan which sets out the management of the Surrey Hills AONB, and demonstrates their compliance with the statutory duty to have regard to the purpose of the designation of the AONB when undertaking their functions.
7. **The Cabinet agreed:**

That the review of the AONB Management Plan be adopted as the statutory AONB Management Plan for the Surrey Hills for the period 2014 to 2019.

**Mr David Hodge
Leader of the Council
28 November 2014**

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OFFICER REPORT TO COUNCIL

PUBLIC RIGHTS OF WAY PRIORITY STATEMENT AND RIGHTS OF WAY IMPROVEMENT PLAN FOR SURREY

KEY ISSUE/DECISION:

To adopt the revised Public Rights of Way Priority Statement.

To adopt the revised Rights of Way Improvement Plan for Surrey.

BACKGROUND:

The Public Rights of Way Priority Statement

1. The Public Rights of Way Priority Statement sets out how the County Council prioritises and sets targets for undertaking legal orders associated with keeping the Definitive Map of Public Rights of Way in Surrey up to date.
2. As surveying authority for public rights of way, the County Council is required under the Wildlife and Countryside Act 1981 to keep the Definitive Map of Public Rights of Way under continuous review. The Priority Statement has recently been revised to better reflect the Council's statutory duties, address public safety issues and maximise opportunities to improve the rights of way network.
3. There are no direct budgetary implications of the review, although by allowing landowner-led public path diversion orders, where there is a public benefit, improvements to the path network can be undertaken without cost to the Council.
4. The Cabinet considered and approved the revised Priority Statement at its meeting on 21 October 2014, which is annexed at A.

The Rights of Way Improvement Plan for Surrey

5. The Rights of Way Improvement Plan (ROWIP) for Surrey was adopted and published by the County Council in 2007.

6. Every highway authority in England has a statutory duty under section 60 of the Countryside and Rights of Way (CROW) Act 2000 to prepare a ROWIP. It is intended to be the prime means by which local highway authorities identify the changes to be made in respect of the management and improvements to their local rights of way network, in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility difficulties. It is not designed to provide detailed solutions to access problems in every locality, but to take a strategic approach to managing public access. Local rights of way include footpaths, cycle tracks, bridleways, restricted byways and byways open to all traffic.
7. The document has been reviewed in response to changing policies and priorities of the Government and County Council. There is also a statutory duty to review the ROWIP within ten years of publication. The ROWIP considers the contribution an improved rights of way network can make to the objectives of many County Council strategies and priorities. In particular it is part of the Surrey Transport Plan. It considers the contribution to the local economy of visits to the countryside, as well as the necessity to work closely with partners such as the District and Borough Councils and the Surrey Countryside Access Forum.
8. The ROWIP revised edition 2014 is annexed at B.

RECOMMENDATIONS:

The County Council is recommended to:

- 1) Adopt the revised Public Rights of Way Priority Statement 7th Edition dated October 2014
- 2) Adopt the revised Rights of Way Improvement Plan for Surrey 2014

Lead/Contact Officers:

Steve Mitchell, Countryside Access Team Manager, Tel: 020 8541 7040

Sources/background papers:

Report to Cabinet 21 October 2014

Annex A: The revised (October 2014) Public Rights of Way Priority Statement

Annex B: The revised (2014) Rights of Way Improvement Plan for Surrey

Surrey Public Rights of Way Priority Statement

For keeping the Definitive Map and Statement under continuous review.

Prepared as a result of legislation contained in Part Three of the Wildlife & Countryside Act 1981

2005
7th Edition: October 2014



PRIORITY STATEMENT AND TARGETS FOR PUBLIC RIGHTS OF WAY

DEFINITIVE MAP - BACKGROUND

The National Parks and Access to the Countryside Act 1949 required every County Council in England and Wales to publish a Definitive Map and Statement showing all rights of way in their area. The presumed rights of way were surveyed and a draft Definitive Map was placed on deposit and advertised in the London Gazette and local newspapers. Members of the public and landowners could object to the inclusion or omission of a route. When these objections had been investigated a provisional map was placed on deposit and landowners could raise further objections to this. Only when all these objections had been resolved could the Definitive Map and Statement be published.

Surrey's first Definitive Map was put on deposit in 1952, a revised map was deposited in 1959 and a second revision was put on deposit in 1966. It took from 1966-1981 for all the objections to the second edition to be resolved and the new Definitive Map was published in 1982.

DEFINITIVE MAP – KEEPING IT UP TO DATE

The Wildlife and Countryside Act 1981 introduced new procedures for updating the Definitive Map and Statement for public rights of way. All changes to the network are now subject to individual legal orders so that objections are resolved at this stage.

The Wildlife and Countryside Act requires the Definitive Map and Statement to be updated and thereafter to be kept under continuous review. Some changes, such as Map Modification Orders, update the map and statement at the time of the order. Other changes, such as Public Path Orders, do not and the map and statement are then updated in an annual Legal Event Order. The Definitive Map was redrawn at a scale of 1:10,000 incorporating all the legal changes to the network since 1966. A consolidated Definitive Map and modified Statement was published in March 1996, and has been updated since.

CLAIMING PREVIOUSLY UNRECORDED RIGHTS OF WAY

Under Section 53(5) of the Wildlife and Countryside Act any person may apply to the County Council for an order modifying the Definitive Map and Statement. These are called Map Modification Orders.

The legislation states that on receipt of an application, the authority shall start to investigate and make a decision as soon as reasonably practicable. If the authority has not determined the application within 12 months, the applicant has the right to appeal to the Secretary of State who can direct the County Council to determine the claim within a given timescale. Investigation and determination of Map Modification Orders is a time consuming process, particularly if objections are received. Orders can take over a year to complete once started. The Secretary of State will take into account the authority's Priority Statement when considering appeals. Claims can be based on user and/or historic evidence. If after investigation it is considered that the balance of probability is that a right of way exists over a route and it should be recorded in the Definitive Map and Statement or that the status of a right of way should be changed then the County Council must publish a map modification order. The order is subject to objections and if these cannot be resolved they must be submitted to the Secretary of State for the Environment, Food and Rural Affairs and the issue may then be determined by public inquiry.

In keeping the Definitive Map and Statement under continuous review, we will undertake work in the following order of priority, and with the following targets for completing the work:

- 1 Publication of Legal Event Orders listing all legal Orders (for e.g. Diversion Orders) and other events in order to modify the Definitive Map and Statement including the publication of updated map sheets.

We will publish these annually.

- 2 Processing of Rail Crossing Orders under s118A and 119A of the Highways Act 1980 to improve public safety.

We will start processing Orders to improve public safety as soon as an application is received.

- 3 Investigation of all claims for Map Modification Orders under Schedule 14 of the Wildlife and Countryside Act 1981.

We will start processing the application within 2 years of receipt of an acceptable application and make a decision on whether to make a Map Modification Order within 3 years of receipt of an acceptable application. If directed to determine the application by the Secretary of State, we will process the application in accordance with the direction.

We will immediately acknowledge receipt, check notice has been served by the applicant and contact the landowner(s), if they are known, within 6 months of a claim being received.

Applications will be dealt with in date order of receipt. In exceptional circumstances an application may be processed out of date order. This will be decided by the Countryside Access Team Manager in consultation with the Cabinet Member where:

- Planning permission has been granted which, if fulfilled would have the effect of obstructing the alleged right of way;
- There is a safety issue, e.g. the route is an alternative to using a busy road;
- The alleged route would form part of a Rights of Way Improvement Plan improvement;
- A route anomaly would be resolved.

On receipt of an application, the route will be recorded on our on-line Register of Map Modification Orders and inspected on site.

- 4 Processing of Traffic Regulation Orders under the Road Traffic Regulation Act 1984 where there is a need and after considering a countywide assessment.

We will process these Orders in accordance with County policy ¹.

- 5 Processing of applications for Diversion Orders made and funded by landowners, in their interest and securing a significant public benefit in accordance with County policy ².

¹ Surrey County Council Policy on making Traffic Regulation Orders on Byways Open to All Traffic – Approved January 2009

We will process these Orders on receipt.

- 6 Consideration of applications for Public Path Orders made under sections 118B, 118C, 119B, 119C or 119D of the Highways Act 1980.

We will process these Orders when resources are available.

- 7 Processing of Public Path Orders under sections 26, 118 and 119 of the Highways Act 1980 to divert, create or extinguish public paths where the County Council are promoting them in order to resolve problems or improve the rights of way network.

We will process these Orders when resources are available.

- 8 Processing of Cycle Tracks Orders under the Cycle Tracks Act 1984 where there is a need and the route is not suitable as a public bridleway.

We will process these Orders when resources are available.

Since systematic review of the Definitive Statement requires major resource expenditure it will only be updated to reflect legal events. Map Modification Orders solely to modify the description of paths in the statement will only be made in exceptional circumstances.

WHERE THE DEFINITIVE MAP & STATEMENT CAN BE INSPECTED

The Definitive Map for Surrey consists of 89 map sheets and can be inspected together with the accompanying Statement at Countryside Access, Meroo Depot, Meroo Lane, Guildford or County Hall, Kingston-upon-Thames. Please phone 03456 009 009 for an appointment. Surrey County Council is a member of Travel Wise, and encourages visitors to use alternatives to the car. County Hall has secure cycle parking and is well served by public transport.

The Surrey History Centre at 130 Goldsworth Road, Woking (01483 594594) also holds a copy of the Map and Statement.

District and borough councils have copies of the Map and Statement for their area for inspection. Please telephone the appropriate authority for an appointment to view these documents. Parish and town councils also have copies of the Map and Statement for their areas and, where practicable, should make these available.

Surrey's rights of way network can be seen on our website: www.surreycc.gov.uk. Please follow the link to the interactive map. Please note the information shown does not constitute a legal record and for legal reasons such as buying property the paper copy should always be inspected.

Copyright legislation prevents photocopying complete map sheets. However the Ordnance Survey licence allows an A4 extract from the map to be provided. A charge will be made to cover costs.

² Surrey County Council Policy for processing applications for Public Path Orders under sections 118 and 119 of the Highways Act 1980 – Approved January 2009

Rights of Way Improvement Plan for Surrey

Revised 2014



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Foreword by Mike Goodman - Cabinet Member for Environment and Planning

Our Public Rights of Way network is a key asset available for residents and visitors to access Surrey's wonderful countryside. With this first revision of our Rights of Way Improvement Plan we aim to ensure the many benefits available from a well connected and promoted network are enhanced for both recreational and functional journeys.

By integrating improvements to our rights of way network with other Surrey transport plans such as the cycling strategy, we will encourage sustainable transport choices, work to reduce emissions, and achieve significant benefits for health and wellbeing. This Plan recognises the economic benefits of encouraging money to be spent locally supporting Surrey business and securing added value from visitors from outside the county. We are custodians of a valuable and unique public asset. If we maximise the contribution the network can make to quality of life, public health and wellbeing now, a well utilised network has the capability to provide a legacy of savings in other areas public expenditure well in to the future.

We will collaborate with District and Borough partners and Surrey Countryside Access Forum to secure resources to bring about improvements and connectivity to the network, with multiple benefits that serve the needs of existing rights of way users, and potential users to encourage more sustainable life styles. We recognise the need to gain agreement of landowners for specific improvements and to work with our customers to ensure local involvement and support.

We recognise that financial constraints mean funding improvement is more difficult. Schemes will need to provide clear value for money and contribute directly to the five objectives set out in this Plan. The County Council will consider opportunities to improve rights of way connectivity for users as part of any larger highway schemes. Delivering the objectives of this Plan will provide direct benefits for residents, and contribute to the County Council goal of ensuring that Surrey remains a leading economy with an attractive environment, better roads and transport networks.

2 Executive Summary

Our 3,444 km of rights of way are an invaluable asset for the people of Surrey. This Plan has been written to consider the status of the network, the needs of its users, and investigate how the network could be improved to reflect changing patterns of use and the changing requirements being placed upon it. Rights of Way provide the main access to Surrey's countryside and numerous links to and from our towns and villages.

This document has been reviewed in response to changing policies and priorities of the Government and County Council. There is also a statutory duty to review the Rights of Way Improvement Plan within ten years of publication. The maintenance and protection of our rights of way is also a statutory duty. This Plan is about improvements, it is not written to consider specific work on a path by path basis, but to set out overall objectives and direction so that any opportunity for work to enhance the network can be guided and prioritised.

In this Plan we have set out the wider policy context by considering what contribution an improved rights of way network can make to the objectives of many County Council strategies and priorities. In particular the Rights of Way Improvement Plan is part of the Surrey Transport Plan. Also we consider that visits to the countryside on foot, cycle and horseback contribute to the local economy. We have considered the necessity to work closely with partners such as the Districts and Borough Councils and Surrey Countryside Access Forum to ensure action to meet the objectives of this Plan can be achieved. We have established that a well used and publicised public rights of way network can contribute to overall health and wellbeing of the population.

We have examined the character of Surrey in relation to rights of way and what is special and also different about Surrey. Our assessment of present and future needs considers the status of the network, its value and has specifically identified that severance is one of the main threats and that improving connectivity is essential to improving the quality of the network.

Since 2007 the County Council has consistently scored highly for Best Value Performance Indicator 178, which is the percentage of the network that is 'easy to use', also the National Highways and Transport Public Satisfaction Survey 2013 ranked Surrey 1st for Key Benchmark Indicator (KBI) 16 'Satisfaction - Rights of Way (aspects)' and 3rd for KBI 15 – 'Rights of Way', out of twenty four County Councils.

The needs of path users (our customers), are considered in some depth; this has included market research, surveys and direct feedback from individuals and user groups. This in-put has shaped our intention as out lined in our 'Issues and Proposals for Action'.

We have identified five main objectives for improving our rights of way:

- to improve accessibility to services, facilities and the wider countryside along rights of way
- to improve connectivity of rights of way and to reduce severance
- to improve the quality of the rights of way network
- to increase recreational enjoyment
- to secure coordinated implementation of the Rights of Way Improvement Plan within resources available.

There are a number of factors that have an effect on our opportunity to bring about improvements; these issues are considered in section seven of this Plan. The difficult financial climate means securing resources for improvements is very challenging. Our conclusion is that often we need to pursue an opportunistic approach to improving our rights of way, without diverting resources from delivering statutory maintenance work. We are not in a position to outline in advance all specific work for a variety of reasons including landowner permissions and resource constraints. We must therefore achieve improvements in partnership with others and usually by responding to opportunities as they arise.

In our Action Plan we have set out under each objective several tasks we propose to carry out to meet our objectives. We will report on improvements made each year. We have included in Appendix 1 a summary of improvement works carried between the publication of our first rights of way improvement plan (2007) and this revision. Delivery of rights of way improvements will be led by the Countryside Access Team working closely with external partners and internal partners within the Environment and Infrastructure Directorate and other County Council services.

Our overriding aim is to bring about improvements that provide the possible results, at the best value for our customers, both existing users and those we hope to encourage.

3 Introduction

Many people in Surrey greatly value the counties beautiful countryside, historic towns and villages, the strength of the economy and overall quality of life. Surrey is one of the most beautiful and diverse counties in England and we are fortunate that large areas have been preserved in perpetuity for the public to enjoy. Surrey has the third largest area of common land of any English county. Both the protected areas and the wider countryside are readily accessible to millions of people.

The public rights of way network, is the principal means of access to the wider countryside, and yet reflects patterns of use from an earlier simpler age, when walking, horses and carriages were the only means of transport. With the preparation of this Rights of Way Improvement Plan, we have been challenged to look at the public rights of way network with fresh eyes. Not simply as an historical legacy to be preserved, but as a valuable asset to be developed and improved for future generations.

Massive economic and social changes have taken place since the public rights of way network was first mapped; yet the network remains substantially unchanged. Those changes that have taken place have been piecemeal, principally in the interest of private landowners or as a result of changing land use, and their overall effect has never been properly assessed.

This Plan draws from policy objectives from across many areas of local and national government. It demonstrates how a well maintained and enhanced network of rights of way has a major contribution to make to ensuring Surrey remains one of the best places to live and work. This is a Plan to ensure the rights of way network continues

to meet the requirements of the people of Surrey, and is improved so that the network is worthy to serve the changing needs of a world leading twenty-first century economy.

The network is not just about getting from A to B, it's not just about leisure; it is a network that provides great opportunities and possibilities for all. It is a link from the past to the future, a 3,444km asset that is of immense value for everyone every day.

It is a network that can contribute to improving public health and wellbeing, can help to reduce emissions and reduce road congestion; this is a network that can contribute to everyone's quality of life. It already does all of these things in some measure and could do more; with investment the multiple benefits of this great asset can be considerably enhanced.

Our rights of way are not just an add-on to the transport infrastructure, they have an essential role to play in an integrated system of public routes, and links to and from where people live and work.

The integrated application of policies and objectives from the many strategies referred to in this Plan can help to achieve enhancements across the network. By working with partners and actively looking for opportunities to assemble funding from multiple sources improvements can be secured, and at relatively low cost.

The Actions set out in this Plan do not solely rest with one section of one authority. All departments where policies and strategies are served by shared objectives have a role to play in implementing this Plan. Achieving a rights of way network fit for the people of Surrey and suitable for the twenty-first century is not just for local authorities to deliver; equally those that use the network and local community organisations have an essential role to play.

3.1 What is a Rights of Way Improvement Plan?

Every highway authority in England has a statutory duty under section 60 of the Countryside and Rights of Way (CROW) Act 2000 to prepare a Rights of Way Improvement Plan.

The Plan is intended to be the prime means by which local highway authorities identify the changes to be made in respect of the management and improvements to their local rights of way network, in order to meet the Government's aim of better provision for walkers, cyclists, equestrians and people with mobility difficulties. It is not designed to provide detailed solutions to access problems in every locality, but to take a strategic approach to managing public access. The Plan should draw broader, generic conclusions that are then the focus of a business plan for delivery on the ground.

The CROW Act 2000 defines 'local rights of way' as including footpaths, cycle tracks, bridleways, restricted byways and byways open to all traffic. The Act specifies that the Rights of Way Improvement Plan should be updated at least once every ten years and should be integrated into the Local Transport Plan. This Plan is part of the

County Councils third Local Transport Plan, known as the Surrey Transport Plan (STP).

This is the first revision of the 2007 Rights of Way Improvement Plan. It includes an assessment of:

- the extent to which the rights of way network meets the present and likely future needs of the public (Assessment of Present and Future Needs)
- the opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of Surrey's countryside (Users of the Rights of Way Network)
- the accessibility of local rights of way for blind and partially sighted people and those with mobility difficulties (Improving Accessibility)
- it also includes an action plan indicating the action the highway authority intends to take for the management of local rights of way to secure an improved network, with particular regard to the matters dealt with in the assessment. (Issues and Proposals for Action)
- a summary of actions completed between 2007 and 2013.

The Rights of Way Improvement Plan is closely linked to the County Council's Rights of Way Statement for Surrey (January 2010).

3.2 Surrey Countryside Access Forum (SCAF)

In preparing the Rights of Way Improvement Plan, highway authorities have a duty to consult with their Local Access Forum. The Surrey Countryside Access Forum was established in 2002 and is the primary countywide advisory body related to countryside access in Surrey. Information about the Surrey Countryside Access Forum is contained on the County Council website: www.surreycc.gov.uk.

The role of local access forums in relation to Rights of Way Improvement Plans may include, for example:

- commenting on opportunities for access to open countryside especially where new linear routes may be desirable
- assisting local highway authorities in setting priorities for implementing their plans
- commenting on published draft Plans.

The Surrey Countryside Access Forum was involved throughout the process of preparing the Rights of Way Improvement Plan 2007. A survey of the public's views was organised in 2006 this included suggestions for improvements to the rights of

way network. The draft Plan was made available for public consultation in 2007 for a 12 week period and comments received were discussed with the Surrey Countryside Access Forum. Amendments based on their comments were included in the finalised Plan which was approved by Surrey County Council's Executive Committee on 23 October 2007.

Since 2007 there have been a number of changes in policy, both nationally and locally. However, following discussion with the Surrey Countryside Access Forum the main content of the 2007 Plan is still considered to be valid and a modest revision is all that has been required.

The change that has been made is that the concept of a spine network proposed in the 2007 Plan and included in Rights of Way Statement of 2010 has been discarded. The key promoted routes that made up the proposed spine network will remain and will continue to be maintained and promoted.

Following reassessment of priorities and discussion with the Surrey Local Access Forum the County Council will seek to improve links to provide better connectivity to the network as a whole, and protect the network from severance.

4 Policy Context and Other Relevant Plans and Strategies

The Rights of Way Improvement Plan highlights how local rights of way and wider countryside access can support key public policy objectives contained in a wide range of existing plans and strategies. Improving the rights of way network will make an important contribution towards delivering several objectives of the Surrey Transport Plan and several other core corporate priorities.

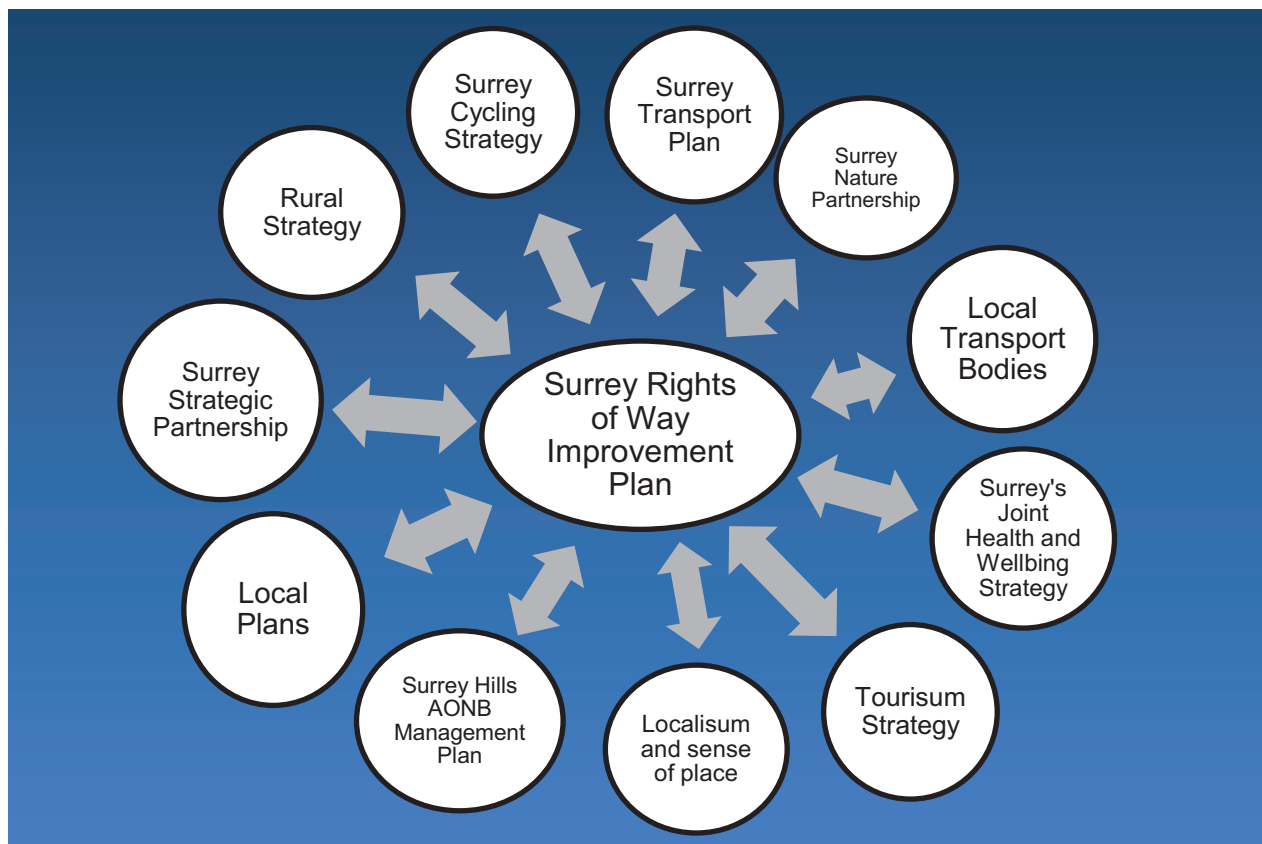
Since the definitive map of public rights of way for Surrey was first drawn up in 1952, the principal aim of public rights of way management in Surrey has been to preserve the existing network. As a result, management has been largely reactive. The duty to prepare a Rights of Way Improvement Plan is the first time that local authorities have been asked under the legislation to step back and consider the network from the point of view of a modern day user.

It is hard to overstate the significance of the move from reactive management to a more planned approach. Many users are concerned that it will lead local authorities to neglect their statutory duty to maintain less well-used parts of the network, which they have spent the past half-century fighting to preserve. But the public rights of way network is a priceless historic legacy worthy of preservation for its own sake and the statutory duty to maintain it will remain. This does not mean to say that we should always continue to maintain paths that no longer fulfil any useful function and are not used, but their extinguishment has always been, and will remain, an option of last resort.

Whilst there is a statutory duty to prepare a Rights of Way Improvement Plan, there is no corresponding duty to improve the network. There is, however, a duty on the highway authority to state the action it is proposed to take to implement the Plan and how that will be achieved (Factors Influencing Delivery and Action Plan).

This Plan does not stand alone, it is integral to a suite of plans and strategies designed to serve the needs of the population. The link between plans is evident and the understanding between them must extend in to practical actions in order for the County Council to secure some of its key objectives. It is important to recognise mutuality and channel resources effectively to provide value for money improvements that are appropriate and multifunctional.

The relationship between this Plan and other plans and strategies is shown below with two way arrows to indicate the necessary on-going interaction required for these plans to deliver their objectives.



4.1 Surrey County Council Environment and Infrastructure Priorities 2014

- Maintaining and improving highways and transport infrastructure to support economic growth
- Developing sustainable transport solutions that tackle congestion and support economic growth, quality of life and environmental improvement
- Maintaining and improving the county’s attractive environment
- Enabling and facilitating sustainable development

4.2 The Surrey Transport Plan

As part of the public highway network, public rights of way have a vital role to play in delivering objectives of the County Council's statutory Local Transport Plan (LTP3, known as the Surrey Transport Plan) and the shared priorities for transport, which are:

- tackling congestion to limit delays
- increasing accessibility to key services and facilities
- improving road safety and security
- enhancing the environment and quality of life
- improving management and maintenance of our transport network.

The Surrey Transport Plan recognises the opportunity the Rights of Way Improvement Plan represents to maximise the contribution that local rights of way can make to the delivery of accessibility and wider quality of life issues, such as healthier communities and better access to public spaces, particularly in rural areas. In particular, it states that, where appropriate, footpaths, bridleways and other rights of way should be examined to assess what opportunity they offer to improve accessibility to key services.

This Plan has the potential to guide the delivery of several objectives set out in the Surrey Transport Plan for example increasing the number of cycle trips. This could be achieved by upgrading suitable existing routes and creating new ones. It could also help to support improvements for the transport hubs of Guildford, Woking and Reigate/Redhill.

A full copy of the Surrey Transport Plan (STP) can be downloaded from www.surreycc.gov.uk/localtransportplan.

4.3 Local Plans

In Surrey, proposals for new built development are a significant threat to the rights of way network, both through the actual loss of paths and their incorporation into estate roads. New development can also make a major impact on the quality and character of the surroundings adjacent to routes, even where the routes themselves are not directly affected. However development also offers many opportunities, both for the creation of new routes to improve connectivity and the enhancement of existing rights of way. It is essential that local planning policies reflect and support the aims of this Plan.

The National Planning Policy Framework (NPPF) was published in March 2012; it supersedes previous planning policy guidance and planning policy statements. The new framework sets out the Government's planning priorities and how they are expected to be applied. The framework must be taken into account in the preparation of local and neighbourhood plans. Local Development Frameworks have been replaced by Local Plans which must be consistent with national policy set out in the NPPF. Local Plans are prepared by the boroughs and districts.

Planning responsibility for minerals and waste rests with the County Council. Nationally significant infrastructure projects are determined by Government.

The NPPF states that planning should 'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling' (NPPF, Core Planning Principles).

The NPPF also states that 'planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails'.

The NPPF also identifies travel plans as a key tool to protect and exploit opportunities for the use of sustainable transport modes for the movement of people. It requires all developments which generate significant amounts of movement to provide a Travel Plan. In and around urban areas a well connected rights of way network could contribute useful routes for a local travel plan. Travel plans around new and larger developments could fund improvements to the network to achieve better routes and enhanced sustainability.

All of the current local plans contain policies that support access to the countryside, the provision of public open space and the promotion of cycling and walking.

Many borough and district councils in Surrey own significant areas of open land and manage them for both formal and informal recreation. Many also promote countryside access by, for example, publishing self-guided routes and cycling leaflets, organising guided walks and countryside events and supporting walking for health initiatives.

4.4 The Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a new planning charge, introduced by the Planning Act 2008. From April 2014 development may be liable for a CIL charge.

The district and borough councils are the charging authorities. Money raised can be used to fund a wide range of infrastructure that is needed as a result of development. This includes transport schemes, which can include rights of way improvements, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres. Any rights of way improvement would have to be linked to development and should be identified as a failing in the network where an improvement is required.

Community Infrastructure Levy regulation 123 provides for a charging authority to set out a list of those projects or types of infrastructure that it intends to fund through the levy. When CIL is introduced any Section 106 requirements must be scaled back to those matters that are directly related to a specific site, and are not set out in a regulation 123 list.

If a district or borough includes in a 123 list generic terms that cover rights of way improvements then it will not be possible to secure Section 106 contributions from a larger scale development for a specific or linked rights of way improvement. It will be a decision for the district or borough as charging authority if any CIL funds should be directed towards rights of way improvements.

To help communities to accommodate the impact of new development 15% of CIL revenue received by the charging authority will be passed directly to Parish and Town Councils. This can be spent on wider range of items than general levy funds, including the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on an area, which can include access improvements.

The County Council will identify points on the network where there is a loss of connectivity or safe crossing issue
Suggestions and opportunities to enhance the network in line with the objectives of this Plan and the STP from parish councils, boroughs and districts funded from their CIL receipts will be considered

Following the Localism Act of 2011 the management of Local Major Transport Scheme funds (LMTS) is being devolved to Local Transport Bodies (LTBs). The areas covered by LTBs broadly follow the boundaries of Local Enterprise Partnerships (LEPs). Surrey is covered by two LEP areas, Enterprise M3 and Coast to Capital. The LTBs are consulting on a programme of schemes for 2015 – 2019 which will include road, rail, cycle, pedestrian, and bus and traffic management. There is high demand for LMTS funding, however any opportunities to make improvements to the rights of way network including linkages could be included as part of larger schemes.

There are a number of funding streams that LEPs and LTBs are able to bid, including the Local Growth Fund and Local Sustainable Transport Fund (LSTF). The LSTF is aiming to deliver multiple outcomes including health, emissions reduction and access to the natural environment.

Department of Transport guidance recommends that LTBs consider value for money, deliverability, environmental social / distributional impacts when prioritising schemes. Schemes also should reflect Local Plans and the Surrey Transport Plan.

Section 4.36 of the 2011 Government White paper 'The Natural Environment' states that 'the Local Sustainable Transport Fund will help local transport authorities do more to encourage walking and cycling, improve public transport and make better connections between different forms of sustainable transport'.

Section 4.33 of the Natural Environment White paper states that 'Clear, well-maintained paths and bridleways are important to give people access to the natural environment and can be enjoyed by cyclists, walkers and horse riders. There is considerable scope to improve and extend this network'. Also there is a commitment

that 'the Government will work with its transport agencies and key delivery partners to contribute to the creation of coherent and resilient ecological networks'.

Schemes that provide multiple benefits in line with both local and national transport and environmental policies will be best placed to offer value for money. From the rights of way improvement perspective this means increasing connectivity, preventing severance, improving access to local facilities, encouraging least restrictive access, and contributing to ecological corridors.

The Transport White Paper (1998) - 'A New Deal for Transport: Better for Everyone' highlighted UK Government commitment to reduce congestion and promote environmentally friendly modes of transport as well as emphasising the need for a package of measures to be developed through partnerships with local councils, businesses, operators and individuals. Improving the rights of way network particularly around urban areas will make a substantial contribution.

4.6 Green Corridors and Gateways

Green corridors provided a vital link between open spaces, urban areas, and the wider countryside, enabling wildlife migration and a sense of continuity of green space for residents. Green corridors provide important routes from town to countryside as well as enabling access within built-up areas between homes, shops and other facilities. A green corridor is likely to include a footpath, bridleway or cycleway.

A well designed green corridor will meet the principle of least restrictive access, and provide good levels of natural light and openness that will enhance the users experience and encouraging use. A well designed green gateway will provide a welcoming entrance to a route which can also encourage use and reduce any unwarranted access.

Opportunities to enhance the provision of green corridors and green gateways as part of Green Infrastructure planning can contribute considerably to improving the rights of way network, particularly in urban and urban fringe areas. Improvements can include work to enhance or up-grade existing paths and to improve connectivity between rights of way, making the network more complete and more useful for residents and enhance opportunities for wildlife.

Actively considering connectivity between where people live, local facilities and the wider rights of way network can encourage more people to take shorter local journeys on foot or by cycle and encourage more active lifestyles. Thoughtfully designed multifunctional green corridors with attractive gateways can substantially contribute to several corporate objectives.

Early consultation and cooperation during the planning and development phase will lead to well designed greenways that improve connectivity, enhance user experience and encourage use

4.7 Health and Wellbeing

As a result of the Health and Social Care Act 2013 Surrey County Council became responsible for a number of Public Health functions on 1 April 2013, these include;

- Health improvement for the population of Surrey, especially for the most disadvantaged
- Informing and advising all relevant agencies on health protection issues alongside Public Health England
- Providing professional Public Health advice to the six Clinical Commissioning Groups, the boroughs and district councils and all those who commission social health care services

From a public health perspective, helping inactive people to move to a moderate intensity activity level will produce a significant reduction in risk of ill health and premature death. Achieving the recommended levels of activity can be used effectively to manage and prevent over 20 conditions and diseases including coronary heart disease, stroke, type 2 diabetes, cancer, obesity, mental health problems and musculoskeletal conditions.

In 2009 physical inactivity in England was estimated to cost £8.3 billion a year. This included both the direct costs of treating major, lifestyle-related diseases and the indirect costs of sickness absence. It was estimated to cost the NHS in Surrey £12.8 million a year. These costs are predicted to rise.*¹

National statistics show that 65% of men and 56% of women are overweight or obese, and that if current trends continue obesity will rise.

Moderate physical activity including walking, horse riding and cycling can be beneficial for both physical and mental health,* but only around a third of people achieve the minimum recommended levels of exercise. Inactivity is one of the ten leading causes of death. (WHO 2002).

Surrey's Joint Health and Wellbeing Strategy, developed by Surrey's Health and Wellbeing Board, states that 'Through mutual trust, strong leadership, and shared values, we will improve the health and wellbeing of Surrey people'. The Board wants everybody in Surrey to be involved in improving their health and wellbeing.

There is substantial evidence that links the natural environment with good physical health and mental wellbeing. The rights of way network provides extensive opportunities to access and enjoy the natural environment and all the benefits it can provide. The network

- is free to use
- is available at any time
- is there to be shared with family and friends

¹ Department of Health (2009a). Be Active, Be Healthy: A Plan for Getting the Nation Moving. Available at: http://webarchive.nationalarchives.gov.uk/20130107105354/http://www.dh.gov.uk/en/publicationsandstatistics/publications/publicationspolicyandguidance/dh_094358 (Accessed on 06/10/13)

- offers plenty options and variety of routes
- can be used to tailor exercise to meet individual requirements (length / time)
- is a network that can be accessed locally and sustainably
- provides access to local facilities, open spaces and the wider countryside

Improvement and promotion of the network will contribute to the health and wellbeing of the people of Surrey.

Spending times in the outdoors and in contact with the natural environment can have a positive effect on mental health

Regular walking improves mood, reduces anxiety, aids sleep and improves self image

Regular walking improves mood, reduces anxiety, aids sleep and improves self image

Walking or cycling to improve health does not necessarily mean doing something extra; they can be part of everyday life, for example walking to the shops rather than taking the car. Walking to work, to the bus or train station, making walking or cycling part of every journey can make a difference. Encouraging more use of the rights of way network where people live can contribute significantly to a healthier society.



In this Plan we have prescribed a number of actions that will contribute to achieving some priorities of the health and wellbeing strategy. These are outlined in the Action Plan on page 55.

Relatively low cost well designed rights of way improvement schemes combined with suitable promotion for active healthy life styles for everyone can undoubtedly improve quality of life and save considerable public expenditure

The Surrey Cycling Strategy also forms part of the Surrey Transport Plan. It covers cycling as a means of transport – i.e. for journeys to work and school, and business and shopping trips, and also covers cycling for leisure and as a sport. The strategy sets out the aims for cycling in Surrey for the period to 2026.

Following the success of the 2012 Olympic Games, Surrey has been on the map as a destination for cycling. Every weekend hundreds of people head to the Surrey Hills to cycle through the beautiful countryside. This element of the Olympic legacy is welcomed, but a true Olympic legacy would see every child in Surrey learning to ride a bike, and being able to cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings.

Of particular relevance to the improvement of rights of way, the cycling strategy sets out that the County Council will:

- improve infrastructure for cycling by securing funding to develop high-quality, joined up cycle routes, taking account of international best practice, utilising off-road and quiet streets, and separating cyclists from motorised traffic on busy roads where feasible. We will focus our efforts on routes that connect where people live with where they work, shop and go to school, and with rail and bus stations for longer journeys.
- actively bid for external funding to do this, and integrate cycling considerations into our highways processes, programmes and initiatives.
- promote and encourage cycling as a means of transport, health promotion and for sport and leisure, building on the enthusiasm generated by the Olympic Games. This will include maps, information, events and other promotional measures.
- implement measures to make cycling in Surrey safer for all. In addition to the infrastructure measures described above, we will deliver cycle training available to all and will work with the Drive SMART Partnership to deliver media and publicity campaigns targeted at cyclists and motorists, alongside enforcement measures.
- ensure that every child in Surrey has the opportunity to learn to ride a bike. We will work in partnership with the Surrey cycling clubs and other partners to identify how we can best work together to ensure that no child in Surrey is denied this opportunity.
- manage the impacts of increased levels of cycling and cycling events on Surrey's highway network, countryside and communities through putting in place robust and transparent event approval and management processes and

working closely with the sport governing body to disseminate codes of conduct for event organisers and cyclists.

- support development of local plans that are responsive to local needs and concerns.
- a cycling Action Plan is to be prepared for each of the Borough and District areas

Encouraging use of existing rights of way and improving the network particularly improving connectivity will be an essential element to delivering many of the objectives set out in the cycling strategy



4.9 Surrey Walking Strategy:

The requirement for a walking strategy for Surrey has been identified in the Surrey Transport Plan (Executive Summary April 2011), improvement to rights of way may contribute towards possible targets in the walking strategy, such as encouraging sustainable transport options and encouraging walking for health and well being.

4.10 Tourism Strategy

A tourism strategy is being developed to set a vision for tourism in Surrey and provide a strategic lead. Key themes are likely to include walking, cycling, the natural environment, culture, heritage and business. One of the core proposed objectives is to establish Surrey as a centre for cycling, and secure economic benefits from cycling tourism.

The County has much to offer visitors, including several high profile attractions, some of national significance, and a varied natural landscape including more 16,000 hectares of publicly accessible land. The County is well serviced with rail and road links and is readily accessible to approximately 10 million people.

The tourism strategy will build upon existing partnerships and enterprises such as Visit Surrey and encourage more visitors. It is anticipated there will more use of the rights of way network, including cycle paths and bridleways, long distance walks, and local promoted walks. This will generate income and support local business. Tourism is the UKs fifth largest industry.

The tourism agenda includes the promotion of opportunities for residents to enjoy their leisure time through walking, cycling and riding activities. In so doing the tourism strategy can also influence the health and well being of residents and encourage low impact sustainable leisure activities.

Promotion will be a key part of the tourism strategy; in respect of the rights of way network this is already available on the SCC web site (www.surreycc.gov.uk/explore). Numerous other websites promote leisure routes in Surrey. Good links between web sites and good communication between web site managers/owners can lead to better services and more choices for the customer.

4.11 Rural Strategy

“Surrey’s Countryside: The Future – a Rural Strategy” was published by the County Council in October 2003. The current Surrey Rural Strategy (2010 – 2015) has been produced by the Surrey Rural Partnership. The Partnership brings together organisations with a concern for the future of rural Surrey. The Surrey Rural Strategy sets out a number of strategic objectives and action programmes.

Access is one of the topics covered. Countryside access normally implies informal public access to the countryside. The Rural Strategy pointed out that in Surrey a

large number of organisations are involved in providing countryside recreation facilities, developing new initiatives and managing access and open space, all with their own objectives and priorities.

In particular the Rural Strategy states:

‘Surrey is fortunate to have large areas of public open access land and an extensive public rights of way network for recreation and access. New facilities will be developed, where there is local support, for horse riding and mountain biking, and website information on Surrey walks made readily available’.

4.12 Surrey Hills Management Plan

The Surrey Hills was one of the first landscapes in the country to be designated an Area of Outstanding Natural Beauty (AONB) in 1958. It is now one of 37 AONBs in England and has equal status in planning terms to a National Park. The Surrey Hills AONB stretches across rural Surrey, covering about a quarter of the county.

The Countryside and Rights of Way Act (2000) placed a statutory duty on AONB local authorities to produce and review management plans that will formulate their policy for the management of the area. The 2014 -2019 management plan is currently out for consultation; additionally a boundary review of the AONB is being undertaken.



The landscape of the Surrey Hills is an attractive and desirable area to visit for both local people and visitors from further afield. The Surrey Hills are within easy reach of London for day trips. Under the topic of recreation and tourism, the current Surrey Hills Management Plan, suggests that visitors and visitor facilities should be encouraged where they lead to a significant contribution to the local economy and enhance peoples’ enjoyment and understanding of the Surrey Hills, but only where they are low impact and respect the tranquillity of the area. The Surrey Hills AONB Management Plan can be accessed on the website: www.surreyhills.org

Related actions include enhancing opportunities for walking, horse riding and cycling in the AONB by extending the National Cycle Network, developing mountain

biking routes, and developing equestrian tourism. It is likely that all of these actions would involve improvements to the public rights of way network.

4.13 Rights of Way Statement for Surrey

The County Council adopted the “Rights of Way Statement for Surrey, January 2010 which outlines the way the County Council fulfils its statutory duties and the service standards the Council has adopted for work on the rights of way network.

Copies of the Rights of Way Statement for Surrey are available by telephoning the County Council’s Contact Centre on 08456 009 009 and from:
www.surreycc.gov.uk/explore

Since 2000 the County Council has published an annual report setting out progress towards achieving targets and this is also available from the Council’s Contact Centre.

4.14 Localism, Sense of Place and Local Communities

The County Council is developing a placed based approach to deliver some services. This includes agreement with the district or borough council and other agencies of the local and strategic vision and priorities for an area. This can then lead and prioritise actions, investment and resources.

Place can be defined differently depending on the nature of the circumstances eg by district and borough council, by economic area, rural and urban setting, it is where people live.

The Place based approach is one mechanism to bring about improvements to the rights of way network for local communities, and achieve multiple high level objectives at the same time eg less polluting trips to work or school, more visits to enjoy Surreys countryside resulting benefits for health and wellbeing, and support for local business such as pubs, food and drink outlets, outdoor equipment suppliers.

The County Council’s community strategy vision for Surrey in 2020 is of a county of distinctive, confident, caring, creative, and safe communities, where individuals and organisations have taken responsibility for resolving the many challenges that the county faces. Community safety has a significant influence on peoples use of public rights of way.

During 2013 the County Council has launched a localism scheme which has replaced the parish council lengthsman scheme, with the aim of conserving and enhancing the character of the county, retaining attractive towns, villages and countryside. The aim is to provide more local influence and involvement by making the use of highways budgets available to local committees.

The localism scheme allows parish and town councils and other local organisations to bid for works to be done to their local area. This can be done through volunteering or employing a local contractor. The tasks involved are varied but could include small

scale maintenance works and improvements to the rights of way network such as local signage.

Local Committees include local County Councillors and borough and district councillors; they discuss and decide on many local issues, including:

- activities for young people
- funding for community groups and activities
- roads and road maintenance
- road safety
- driving speed limits
- parking restrictions
- Public rights of way

One of the guiding principles behind the Localism Act of 2011 is decentralisation, including devolving some powers and decision making from central Government to the local level. Localism also encourages self-help and volunteering. Our role will be to provide advice, support and also facilitation; mobilising local communities and interested parties to assist with the delivery of improvements to the rights of way network. Some elements of right of way work are particularly suited to volunteers; with appropriate guidance this community involvement is greatly valued.

The County Council will engage with local communities and encourage volunteers to assist with the maintenance, promotion and enhancement of the rights of way network in line with the objectives set out in this Plan

4.15 Partnerships and Resources

Surrey County Council's Countryside Access Team will take the lead in delivering targets outlined in this plan. Although the plan is a statutory requirement there is no direct matching allocation of resources. Since the plan was prepared in 2007 there have been significant cuts in resources available for all of the County Council's countryside access work.

Improving the network is a two way process (from the local level upwards and the strategic level downward). With multiple partners, scarcity of resources, and legal complexities even relatively short links or small scale improvements can take time to progress. It is therefore essential to consider access improvements at an early stage of any development proposal and ensure communication with appropriate partners and consider potential funding sources.

Localism and sense of place provide new opportunities to realise the objectives of this Plan.

Effective collaboration with both internal and external partners and alignment of resources can achieve multifunctional rights of way improvements that will improve access for everyone

The Rights of Way priority Statements set out guidance on how the County Council assesses priorities to meet its statutory duties for the rights of way network. Factors affecting the delivery of this plan are discussed on page 48.

As the network is improved and particularly as it expands or a path status is changed the liability of maintenance may increase. This is a reason to ensure improvements are carried out to the appropriate County standard and that improvements are fully funded. Consideration should also be given to future maintenance. This could be through the use of works agreements or commuted sums (that could if necessary be managed through a third party eg a Parish Council).

There is an opportunistic element to working with partners and achieving external income, and a need to balance potential improvements with objectives. This Plan sets out objectives and actions in a broad sense. Potential partners and funding opportunities may not align exactly with our priorities thus requiring a reasonably flexible approach in order to achieve improvements across the network. Close working with partner organisations including Visit Surrey and the Surrey Hills AONB will provide shared benefits.

Close working with volunteers has proved invaluable to the delivery of essential maintenance and improvement objectives. There has been a substantial increase in volunteer work on the rights of way network since 2007, lead by the two rights of way volunteer coordinators. A positive and productive working relationship with local community volunteers is essential. Coordinated and well managed volunteers can support the delivery of this Plan in a number of ways, including practical works, surveys, mapping, identifying new routes and demonstrating need.



5 The Character of Surrey

5.1 Geology and Landscape Character

To a significant extent the underlying geology, illustrated in Map 1, has shaped the pattern of settlement and in turn the public rights of way network. It is also the major factor influencing the characteristic diversity of the Surrey landscape.

The underlying geology is divided broadly, from north to south in bands, as follows:

- London Clay
- Barton, Bracklesham and Bagshot beds
- Chalk – locally overlain by clay with flints
- Upper Greensand
- Lower Greensand
- Weald Clay
- Hastings Beds.

In 1996 the former Countryside Commission and English Nature produced the Character of England Map, which combined English Nature's Natural Areas and the Countryside Commission's Countryside Character areas into a map of 159 Joint Character Areas (JCAs) for the whole of England. There are six of these areas in Surrey, from north to south, as follows:

- Thames Valley
- Thames Basin Heaths
- Thames Basin Lowlands
- North Downs
- Wealden Greensand
- Low Weald.

A brief description of the key features of these areas can be found in Appendix 2. The County Council published "The Future of Surrey's Landscape and Woodlands" in 1997 and this includes a description and assessment of the 25 county level landscape character areas which are contained within the six national areas specified above.

The underlying geology has not only shaped landscape character and the pattern of settlements but has also influenced the historic rights of way network including patterns of use to this day. For example, the clay of the Low Weald, being weak and relatively poorly drained, is prone to waterlogging, making it hard work for all but the most dedicated walker. Public bridleways often become boggy and all but impassable during the winter months unless expensive surfacing work is undertaken to make them usable throughout the year. The Wealden Greensand, by contrast, is much freer draining and consequently less inclined to waterlogging, but suffers much more from erosion, particularly on the steep slopes of the escarpment.

Landscape character also influences patterns of use – the North Downs and Wealden Greensand areas contain some of the most attractive and popular areas for countryside recreation.

5.2 Roads, Railways, Rivers and Canals

The other fundamental influence on the pattern of development, and historic transport links, has been the County's proximity to Greater London. Major road links radiate out from the capital towards the south coast and South West England and these have only relatively recently been intersected by the M25 orbital motorway. The railway network largely reflects this pattern and provides easy access from London to much of Surrey.

Three major rivers run through the County – the River Thames running west to east through the north of Surrey and through London; the River Wey, which rises in Alton in Hampshire and runs in a generally north-easterly direction to join the Thames at Weybridge; and the River Mole, which rises at Gatwick and runs north to join the Thames at Molesey. The Wey Navigation and the Basingstoke Canal also run broadly east to west across the County as shown on Map 2. The rivers and canals provide easy and picturesque routes primarily for walkers and in parts, cyclists.

5.3 What is Different about Surrey - Present and Likely Future Needs

- Population density for the County is 50% above the average for South East England. Population density is greatest towards the north of the County and less towards the south as shown on Map 3
- 73% of the land area of Surrey is designated Green Belt and the pressure for development in the remaining areas of the County is very high.
- 27% of the area of Surrey is contained in the Surrey Hills Area of Outstanding Natural Beauty - this most attractive countryside represents a strong draw for both local people and the urban population of London.
- In surveys 49% of Surrey residents say that they use the countryside more than once a week for recreation.
- Average daily traffic flows on A roads are twice the national average and flows on B roads are more typical of A roads elsewhere.
- It is estimated that there are over 20,000 horses in the County.
- The proportion of agricultural land in arable production is considerably below average for the region, whilst the proportion described as "other" agricultural use is correspondingly higher. Many farm holdings are sublet under various tenancy agreements and are not farmed by the occupier.
- There are a large number of comparatively small farm holdings, including many "hobby" farms.
- There is more than 16,000 hectares of publicly accessible open land, including famous beauty spots such as Box Hill, Leith Hill, Newlands Corner and the Devil's Punchbowl. Much of this is owned or managed by public bodies or the National Trust.
- Major visitor attractions include Thorpe Park and RHS Wisley, National

Trust properties such as Polesden Lacey, Hatchlands and Clandon Park and famous landscape gardens such as Claremont and Painshill Park.

- The population is more affluent than average for South East England and unemployment is comparatively very low, but there are also significant local pockets of deprivation.
- The proportion of the population from ethnic minorities is average for South East England but considerably lower than the national average. It is higher in Epsom & Ewell and Woking Boroughs, where it is at the national average, and correspondingly lower in Mole Valley and Waverley.
- The proportion of the population with limiting long-term illness is lower than the average for South East England, which in turn is lower than for the country as a whole.

5.4 Statistics – Comparison with Adjoining Counties

	Surrey	Bucks	Hants	Kent	East Sussex	West Sussex
Population*	1,132,390	508,600	1,317,800	1,463,740	531,201	795,00
Length of Network (km's)	3,470	3,363	4,593	6,887	3,179	4,079
Footpath	2,234	2,729	3,317	5,764	2,470	2,766
Bridleway	1,112	606	755	745	590	1,173
Byway	123	11	286	231	72	14
Restricted Byway	1	17	235	147	47	126
Relevant date of Definitive Map	1996	1996	1964	1987	1990	1999
Percentage of paths easy to use (BVPI 178)**	77	80	73	n/a***	n/a***	98****
Area of CROW access land (ha)	7,480	2,400	7,044	2,075	2,347	3,387
Days of Volunteer Time - 2012	2,327	1,800	1,251	6,154	848	3,643

*from the 2011 national census

**2011/2012

*** No figures available

**** using different methodology

6 Assessment of Present and Future Needs

Large numbers of local residents, visitors and tourists use the Surrey rights of way network. Walkers are the largest group of users and many walkers use the rights of way network frequently: many of these frequent users are dog walkers. Rights of way are particularly important in enabling those without a car to access local services. In the wider countryside many walkers are not “enthusiasts” and are likely to appreciate short, circular routes from villages and countryside sites. Many of these routes are likely to be accessed from car parks.

Cyclists are the second most numerous group after walkers. They include utility cyclists who cycle for day-to-day journeys often from home, and recreational cyclists who include trail riders, family groups and mountain bikers. Mountain biking is particularly popular in the Surrey Hills. Recreational cycling routes are often accessed from car parks.

Horse riding is very significant in Surrey where there is estimated to be more than 20,000 horses. Many horse riders are “enthusiasts”. Horse riders have many needs in addition to access to bridleways - including stabling, horse pasture, and parking for horse boxes. Surrey has an above average number of carriage drivers and some recreational motor vehicle users.

Countryside Agency surveys in 1997 and 2002-2005 identified that up to 40% of the population do not visit the countryside. These people include those without access to a car, black and minority ethnic people, disabled people, young people, people who live in inner cities, women, older people and people on low incomes. A non-user study could provide an understanding of the needs of these people.

The results of a survey of the public’s views of rights of way in Surrey in 2006 suggest that there is a public demand for circular routes, adequate waymarking, multi-user routes and more information.

6.1 Opportunities for Open Air Recreation

Surrey has an extensive rights of way network and considerable areas of open access land (land accessible to the public)- registered commons, heathland and downland. Much of the access land is in the ownership of public bodies - the County Council, the borough and district councils, the Ministry of Defence and the National Trust. The rights of way network is densest in the south of the County and less dense in the north, near the edge of London. The Surrey Hills Area of Outstanding Natural Beauty is particularly popular for open air recreation, including for visitors from London and tourists. Other popular areas include along the River Thames and adjacent to rivers, canals and areas of open water.

35% of the Surrey rights of way network is multi-user routes – public bridleways and byways - that can be used by cyclists and horse riders as well as walkers. There are a number of long distance routes crossing the County and many well used circular routes often located in or near to popular areas of open access land. The results of

the 2006 survey indicated a public desire for more circular routes. There are a large number of bridleways but problems in places where these are fragmented, often by roads, where there can be particular safety issues. Levels of road traffic in Surrey are twice the national average and some crossing points are particularly dangerous. Cyclists can use many rights of way but in places there are particular problems for them and for walkers with muddy, boggy conditions and erosion of surfaces.

6.2 Accessibility for Blind, Partially sighted and those with Mobility Difficulties

There are some routes (but not many) - often circular - specifically designed for those with mobility difficulties. It is estimated that 20% of the population has some sort of disability and with an ageing population this is a growing issue. Many of those who are blind, partially sighted and with mobility difficulties are among the 40% of the population who do not visit the countryside. The 2006 survey results suggest a need to replace stiles and barriers where possible, to improve way marking and to make information available, including for those with special needs. Routes for these people are also specifically needed to access local services.

On the basis particularly of the assessments of public needs, opportunities available and the needs of the blind, partially sighted and those with mobility difficulties a number of issues have been identified which require action to deal with them.

6.3 The Surrey Rights of Way Network

The extent to which the rights of way network meets the present and likely future needs of the public depends on a number of factors:

- network length and density
- availability of multi user routes
- connectivity and severance
- network quality

6.4 Network Length and Density

There are 3470 km of public rights of way in Surrey, consisting of:

- 2234 km of public footpath (65%) – pedestrians only
- 1112 km of public bridleway (31%) – pedestrians, cyclists and horseriders
- 123 km of public byway (4%) – all traffic, including motor vehicles
- 0.5 km of restricted byway (<1%) – all traffic, excluding motor vehicles

The network is not evenly distributed and the density of paths varies considerably from parish to parish. Network density is generally higher in the more rural parishes in the south and west of the County and lower in the more urban parishes to the north, where there is less open land and access is generally by metalled highways, as illustrated by Map 4. Some public byways may be subject to traffic regulation orders restricting their use by motorised vehicles.

The definitive map only shows recorded public rights of way and there are many other paths that are used with the permission of the landowner or as unofficial rights of way. There is no record of such routes and they only tend to come to the County Council's attention when use is interrupted. Permissive paths can make a substantial local contribution to improving access and can be more attractive to landowners than permanent rights of way. Maintenance can be an issue, however, and because they do not normally appear on any maps their use is likely to be restricted to local people.

Pathways that are not designated may provide essential links for some routes or individual journeys. This connectivity to the right of way network or between rights of way may be especially important for some users. Yet these undesignated permissive paths may not be recognised for their value, they may not be officially known about or mapped. But still be key paths for connectivity.



A well connected network is likely to be more user friendly, more beneficial to local people and therefore more likely to contribute to meeting targets such as encouraging more children to cycle or walk to school, reducing congestion and improving health. Additionally, particularly in urban areas, the links between rights of way, the connectivity may be via pavements or alleyways.

To encourage more people to undertake short local journeys by foot or cycle and increase use of the rights of way network means understanding and responding to their needs at a local level.

The County Council has the power to convert public footpaths into cycle tracks to enable them to be used by pedestrians and cyclists, but not horses.

This power is mainly of use in urban areas, because landowners can prevent the conversion of footpaths over agricultural land, and it also means that the route is deleted from the definitive map of public rights of way. Where it is appropriate and feasible to upgrade existing routes to create new multi-user routes, they normally will be public bridleways.

Where possible and appropriate the County Council will work with partners to upgrade existing routes to create new multi-user routes and also consider up grading permissive paths that enhance connectivity where there is opportunity

6.5 Multi User Routes

In a national Gallup poll in 1998, people were asked about the activities that they had undertaken in the countryside. 74% of people questioned said that they had enjoyed a short walk of less than 2 miles; 54% had walked 2 miles or more; 24% had ridden a bicycle and 6% had ridden a horse. Recreational vehicle users were not specifically identified in this survey. These figures are broadly supported by the results of a survey of countryside recreational activity by Surrey residents in 2000, which revealed that for 60% of those questioned walking was the principal recreational activity in the countryside, for 7% it was cycling and for 2% horse riding. The other national research on visits to the countryside – the UK Day Visits Survey – does not ask the same question, so the results cannot be directly compared, but it reinforces the conclusion that walking and cycling are the most popular activities.

The percentage of the Surrey network available to horse riders and cyclists is unusually high in comparison with adjoining counties, supporting both a large resident horse population and an active mountain-biking scene as shown on Map 5.

In addition the Law of Property Act 1925, which gave the public rights of access to many commons in Surrey prior to the CROW Act, included the right to ride a horse on commons, but not to ride a bicycle, and this legislation remains in force, although this is not necessarily widely known. In some cases horse riding is prohibited by byelaws.

Whilst horse riders and cyclists are relatively well served in terms of the amount of access available, it is not all of equal quality and much of it has become fragmented by busy roads. Reducing severance of the public bridleway network is a key issue, which could be addressed in a number of ways. These include diverting existing routes so that they form a more coherent network, upgrading existing public footpaths to bridleways, and creating new routes. New routes might be public rights of way, permissive routes, horse margins or highway verges. In many cases, increasing the provision of multi-user routes would require cyclists and horse riders to share space which was previously available exclusively for pedestrians. Factors such as the width of the existing route and the quality of sightlines are important

considerations in assessing whether a particular route is suitable for shared use. Whilst the prospect of shared use often leads to anxiety about potential conflict, there is little evidence to show that this is a significant problem in practice, while the physical segregation of different users often is difficult to achieve.

Surrey County Council completed the reclassification of its Roads used as Public Paths in 1996. All former RuPPs are now shown on the definitive map as public footpaths, bridleways or byways. The latter can be used by motor vehicles as well as walkers, cyclists and horse riders and represent about 4% of the network by length. Under the CROW Act many former RuPPs in adjoining counties have now been reclassified as restricted byways, meaning that they are no longer available to motorised vehicles. Other recent legislative changes mean that there is very little chance of any new routes becoming available to motor vehicles. As long as the numbers of all-terrain vehicles continues to rise, it is likely that public byways in Surrey, particularly in the Surrey Hills AONB, will come under increasing pressure and the demands to prohibit their use by motor vehicles will also increase.

Under Part II of the CROW Act, the definitive map of public rights of way may be closed to claims for new rights of way based on historical evidence in 2026 and any remaining unrecorded routes will be extinguished. The Government has funded a systematic independent search of the public records, known as the Discovering Lost Ways Project, which is working its way across the country searching for any evidence of unrecorded public rights of way. There is currently little evidence to suggest that there are significant numbers of unrecorded historic rights of way in the County.

6.6 Connectivity and Severance

The connectivity of the network is currently only quantifiable by painstaking manual analysis. By gathering proposals for actual improvements from local people and analysing them, it is possible to obtain the best available assessment of connectivity as it is perceived by network users. It is likely that the information obtained prior to the publication of this Plan is only a snapshot however and there are still many more potential improvements remaining to be recorded. The County Council will maintain a record of proposed improvements which will be map based. Members of the public are encouraged to put forward suggestions via the County Councils contact centre: www.surreycc.gov.uk/contact-us Telephone: 03456 009 009.

Connectivity and severance of routes has been identified as a major problem in some parts of Surrey, particularly where roads cross bridleways.

Where appropriate and feasible the County Council will consider diverting existing routes to form a more coherent network, including upgrade existing public footpaths to bridleways and create new routes

6.7 Network Quality

The quality of the rights of way network is not one simple parameter but a product of a number of different factors, including connectivity, safety, physical quality (width, surface condition and gradient), legal definition and information. The survey of public views of rights of way in Surrey carried out in 2006, which is discussed later in this plan, indicated respondents attitudes towards a number of these factors. There is a need to have certain basic data about the rights of way network in Surrey, for management purposes, including surface condition, location and condition of structures and slopes. Some of this information, including structures has recently been assembled.

6.8 Network Condition

Like every other highway authority, Surrey County Council has a statutory duty to assert and protect the rights of the public to the use and enjoyment of the public rights of way network. It has achieved consistently high figures for the Best Value Performance Indicator (BVPI) 178, which seeks to quantify the percentage of the network that is 'easy to use' – legally defined, clear and unobstructed and well signposted.

6.9 Surrey BVPI 178 Records 2007 to 2012

- 2007 82%
- 2008 79%
- 2009 71%
- 2010 80%
- 2011 75%
- 2012 77%
- 2013 80%

These figures place Surrey in the top quartile nationally.

Best value performance indicators (BVPIs) were introduced in 2000/01 and last reported for 2007/08. They were replaced by the National Indicator set which came into effect from April 2008. However, Surrey and several other authorities have continued to collect the BVPI 178 data as the figures are a helpful guide to best value performance.

The National Highways and Transport Public Satisfaction Survey 2013 ranked Surrey 1st for Key Benchmark Indicator (KBI) 16 'Satisfaction - Rights of Way (aspects)' 3rd for KBI 15 – 'Rights of Way', of twenty four County Councils.

6.10 Access to Open Country

The amount of land available for open public access in Surrey is considerable and forms a very significant part of the recreational resource, as shown on Map 6.

There are approximately 9900 hectares of registered common land in the County to which the public have a right of access on foot, and much of this land is also accessible on horseback. Whilst there is strong demand for cyclists to be allowed to ride on commons, in most cases this would require a change in national legislation. The County Council itself owns or has access agreements over 4000 hectares of publicly accessible land, which is leased to and managed by the Surrey Wildlife Trust. The Ministry of Defence own more than 3000 hectares, some, but not all of which is accessible, and other significant landowners include the National Trust (5000 hectares) and the borough and district councils (about 4000 hectares in total). The only area where there is less accessible open land is the southern part of Tandridge District, where the greatest proportion of farmland is also in arable production.

Whilst the management of open land for public recreation does not form part of this Plan, it is nevertheless important to ensure that existing access from the public rights of way network is improved and new points of access to open land created where appropriate. There is a need to review all of the areas of open access land that are available for horse riders to ensure that there is adequate safe access and byelaws should be reviewed where appropriate. It is also important to ensure that bridleways continue over commons where there is a right to ride horses, so that cyclists can legally continue across the common. A series of access information points have been placed across the county as a first step towards increasing the availability of public information about the extent of publicly accessible land.

7 Users of the Surrey Rights of Way Network

7.1 Walkers

Walkers represent by far the greatest proportion of users of the rights of way network: 80% of those responding to the survey in 2006 use the rights of way network on foot. Typically, most people who use the network on horseback and by bicycle also use it at other times on foot.

Walking is an extremely important form of transport. It is completely sustainable.

Rights of way form a valuable and sometimes overlooked part of the urban fringe access network

National research suggests that 30% of those visiting the countryside do so with a dog, and it is likely that the vast majority of those people exercising dogs will be on foot. In popular open access sites during the week, the percentage of walkers exercising dogs is likely to be well in excess of this figure and in many places they may constitute the majority of users.

The area covered by the 'Surrey Ramblers' group includes the adjoining London boroughs of Croydon, Kingston, Merton, Sutton and Richmond, reflecting the fact that Surrey is the natural place for most of these groups to enjoy their walking. It currently has over 8,500 members, making this the biggest membership of any group of The Ramblers in the country.

A questionnaire was sent to the 16 local walking groups associated with the Surrey Ramblers in July 2006, asking about their provision of local guided walks. The 7 groups who replied confirmed that on average they organised approximately 150 guided walks per year, attended by 15 – 20 people. Extrapolating these results for the remaining groups suggests that The Ramblers members alone may lead to up to 2000 guided walks per year, or more than 5 per day, across the County, representing up to 50,000 walk units (1 walk per person) per year. Whilst many walkers attend more than one walk and the number of individual walkers will be significantly less than the number of walk units, this is still an extremely impressive figure, particularly considering that all of the walk leaders are volunteers. Their walks are exclusively for members, although non-members are usually allowed to attend one or two walks before they are expected to join.

Many other groups organise and lead guided walks around the County, including countryside management projects, site managers and other local authority staff and volunteers trained by Natural England's Walking the Way to Health Initiative. Events and guided walks are listed on the County Council's website:

www.surreycc.gov.uk/explore

For the majority of people who are exploring the countryside on foot there is a natural hierarchy of access, from the least to the most challenging, as follows:

- site-based guided walk or self-guided trail
- guided walk in the countryside
- self-guided walk in the countryside
- free walking in the countryside.

This hierarchy is reflected in market segmentation models, which break people down into different groups that can be targeted for marketing, information and product development purposes. One such model, based on research by the Wales Tourist Board, identifies 4 main market segments that are common to all types of activity tourism:

- Samplers: people trying out an activity for the first time or on a very occasional basis
- Learners: people learning an outdoor activity or seeking to improve their skills
- Dabblers: people who occasionally take part in an outdoor activity as part of their leisure time or whilst on holiday; they will have some knowledge or skill, but do not undertake the activity regularly

- Enthusiasts: people who are very keen and regularly take part in an outdoor activity or activities; they will be experts in their chosen activity.

Whilst these profiles were developed in the context of activity tourism, they are relevant to countryside access more generally. In targeting rights of way improvements to benefit the greatest number of users, it is important to remember that different user groups typically have different profiles.

The walking market has a high percentage of Samplers and Dabblers and a relatively small percentage of Enthusiasts. Traditionally, rights of way management has tended to cater mainly for the minority of enthusiasts, and there is a clear challenge to move away from this towards an approach more clearly focussed on the needs of the majority of walkers. The type of improvements that are likely to benefit the majority of recreational walkers are short, high quality circular routes from towns and villages and countryside sites, also suitable for walkers with mobility issues.

7.2 Cyclists

Cyclists are the second most numerous user group after walkers and their needs are very diverse. From the point of view of the access provider they can be divided initially into utility users, who cycle rather than use the car for day-to-day journeys, and recreational users, who regard cycling more as a recreational activity. Many cyclists would not recognise this division, since they may be both at different times, and improvements that are mainly aimed at one may also benefit the other.

There are well-developed policies in the Surrey Cycling Strategy, which is also part of the Surrey Local Transport Plan. Public rights of way will be improved as part of the public highway network where necessary, to increase accessibility, tackle congestion, improve safety and security and enhance the environment and quality of life. This might include physical improvements to existing public bridleways to facilitate use by utility cyclists and those with mobility impairments, upgrading existing public footpaths where appropriate to enable them to be used by cyclists and horse riders and creating new routes to link existing rights of way, for example, to provide an off-road alternative to a stretch of busy road. Geographically, these are likely to be targeted on the priority areas of Guildford, Woking and Reigate/Redhill.

Leisure cyclists can be divided into a number of sub-categories, each with particular needs, based on the motivation for their chosen activity.

The first and largest group is motivated by a desire to enjoy healthy outdoor exercise and to appreciate the countryside. They mainly enjoy trail riding and can be catered for on existing public rights of way. This group mirrors the hierarchy of experience identified for walkers - from the least experienced family groups and casual cyclists who enjoy short, level waymarked trails to the most experienced trail riders with high-level map reading and technical skills who enjoy devising and exploring long distance and technically challenging routes.

The second smaller group is motivated by thrills and a desire to develop high level technical skills. They typically enjoy activities such as downhill and freeriding - sometimes known as 'extreme sports' which involve riding downhill as fast as possible or performing jumps and other tricks - activities which are not generally to be encouraged on the public rights of way network. These activities are more appropriately catered for by purpose-built facilities on private land, thus avoiding potential conflict with other users.

There is some concern amongst other user groups about the behaviour of a minority of cyclists, who are perceived as inconsiderate, travelling at excessive speed and giving insufficient warning of their approach. There is also a need for greater education amongst certain user groups about rights and responsibilities in the countryside. The Greensand ridge between Dorking and Guildford is a particular mecca for mountain bikers in Surrey because of the steep slopes and large areas of open access land. The free-draining soil also makes it suitable for year-round riding. The North Downs are also popular for both cyclists and horse riders due to the extensive public bridleway network and attractive scenery. Research by Tourism South East suggests that nearly 18 million leisure cycling trips are made annually in the South East, generating an estimated annual spend of more than £345 million.

There is considerable potential to improve provision for family cycling groups and casual cyclists. Not only would this encourage people to enjoy more healthy exercise but it would also provide an opportunity for young people and adults returning to cycling to develop their skills in a safe, traffic-free environment.

7.3 Horse Riders

Horse riders represent around 6% of users of the Surrey rights of way network. They differ from the other main user groups in two significant respects. Firstly, their use is almost entirely recreational and secondly, a significant percentage of horse riders are classed as enthusiasts in accordance with the market segmentation model. This means that they are well organised and committed. Nevertheless, the sector is quite fragmented and individuals involved in it are difficult to target. People who ride, drive or are responsible for the daily upkeep of a horse or pony do not necessarily own the horses they ride, and some who own horses do not necessarily ride them, making it difficult to estimate the actual horse population. National research suggests that 7% of the British population has ridden at least once in the past 12 months, and 49% of those ride at least once a month.

The value of the horse industry is considerable. Whilst no reliable data exists to quantify the value of the leisure sector to the economy as a whole, horse riding provides income for farmers and landowners, direct local employment caring for stabled horses and indirect support for related services such as farriers, vets, feed merchants and riding instructors. Commercial stables are also obliged to pay business rates.

Horse riding on public rights of way can incur considerable repair costs. Horses' hooves can cause significant surface damage to unsurfaced routes and historically approximately 25% of the annual Surrey rights of way maintenance budget has been spent on surface repairs to public bridleways. Whilst these works benefit all users, they are essentially reactive and serve to illustrate the potential revenue cost of increasing the number of multi-user routes. In some areas, groups of horse riders have funded improvements privately or with match funding from the highway authority.

There is no comprehensive record of stables in Surrey and whilst there is now a requirement for individual horses to have a passport, accurate population data is difficult to obtain. There are at least 500 horse keeping sites, 65 riding establishments (licensed riding stables) and more than 20,000 horses in Surrey. In 2002, recognising the significant impact that this has on the countryside, Surrey County Council set up a Horse Pasture Management Project to offer best practice advice and guidance to horse keepers on practical management issues. Information about this can be accessed on the County Council's website.

The Project has from 2002 to 2012 had contact with more than 400 individual horse keepers and horse keeping establishments, the approximate location of which are shown on Map 7. It is notable that there is no obvious clustering and the location of equestrian facilities seems to bear more relation to demand (ie mainly surrounding the major urban areas) than to supply (ie areas of good riding). Many equestrian establishments have all weather areas where horses can be exercised off-road, and horses may be boxed out to areas of better riding. It is not clear what the extent of this activity is, but the 2006 survey generated a number of requests for improved parking for horseboxes in areas of better riding.

The wholesale upgrading of public footpaths to bridleways is not necessarily the answer to the demand for more multi user routes. The 2006 survey results show that there is considerable antipathy amongst other users – particularly walkers – to this approach, and experience has shown that even relatively modest proposals can attract considerable local opposition. However, where the existing route is physically capable of accommodating horses –a farm track or private road, for example – and the landowner is agreeable, this can be a relatively inexpensive way of widening access.



There are areas of the County where the bridleway and byway network is sparse or non-existent, as shown on map 5. Whilst there may be a case for creating new bridleways in these areas in exceptional circumstances, the first priority must be to improve connectivity where the existing network is inadequate. Private owners and commercial stables often provide for horses to be exercised on site, either in a sand school or on adjacent land, and this is particularly important where the local bridleway network is inadequate. Toll rides are routes over private land that are used with the permission of the landowner on payment of an annual fee and these have been successfully established in areas of Surrey where horse riders themselves have identified a need for new bridleways. There is potential to expand the network

of toll rides in partnership with the Toll Rides (Off Road) Trust. Further information is available from their website: www.tollrides.org.uk

7.4 Carriage Drivers

Surrey has an above average number of drivers, and most carriage drivers ride as well as drive. Carriage drivers are only entitled to use the byway, restricted byway and public roads network by right and private land and public open land on a permissive basis. The volume of traffic on public roads makes it potentially dangerous for carriage drivers to use them, although many still do.

7.5 Recreational Motorists

Recreational motor vehicle users are a minority user group often controversial with other users. Their use of the public byway network, although lawful, can nevertheless be actively opposed by other users. They can be broadly sub divided between motorcyclists and 4-wheeled vehicles. The latter can provide a legitimate means of access for those who would otherwise be unable to access the countryside, but a minority of users actively seek out rough terrain and sometimes cause significant damage to path surfaces and areas of adjoining land. These users could be more appropriately catered for in purpose-built 'pay and play' facilities, but in some cases there may be difficulty in obtaining planning permission. There is strong pressure from some landowners and other users to ban motor vehicle use of public byways, particularly in the Surrey Hills AONB.

The County Council seeks to manage its public byways in accordance with government guidance and has an agreed policy for considering requests to ban motor vehicles which is set out in the Rights of Way Statement for Surrey.

7.6 Blind and Partially Sighted People and those with Mobility Difficulties

Blind and partially sighted people and those with mobility difficulties will generally be on foot or using a mobility vehicle, although there is potential for them to access the countryside on horseback and in a vehicle. Whilst they represent substantially less than 1% of respondents to the 2006 survey, they may represent up to 20% of the general population. As the population ages, the percentage of people with mobility difficulties and other disabilities will also increase and this may be exacerbated if levels of obesity continue to increase. By 2031, the median age of the population is predicted to rise from 38.6 to 42.9 years and the percentage of the population over retirement age from 19% to 23%.

There is a tendency to see the needs of disabled people as somehow separate from those of the population as a whole, and phrases such as "access for all" have become associated in many peoples' minds with schemes exclusively designed to serve the specific needs of disabled users. In fact, as the Countryside Agency state in their publication "By All Reasonable Means" (2005): "Disabled people do not have

‘special needs’. But different people do need different things to enable them to enjoy the outdoors....”

For this reason, one of the objectives of this Plan is to increase the accessibility of the network for all users, including blind and partially sighted people and those with mobility difficulties. It is proposed that this will be achieved by assessing every improvement on the basis of “least restrictive access”.

Least restrictive access includes:

- minimising barriers
- considering the needs of every potential user at the earliest stage in the design of a scheme aiming for the highest possible standards of construction

In order to accommodate disabled users as far as possible, it is proposed to pay particular attention to the following:

- quality of surfaces – providing firm level surfaces, well drained and free from mud
- natural hazards – protecting users from natural hazards of the landscape including steep slopes, sudden drops and overhanging vegetation which might cause injury
- signage – providing good quality signage and waymarking, accessible to the blind and partially sighted where appropriate
- barriers – removing barriers wherever possible and adhering to the principles of least restrictive access where barriers are unavoidable. Stiles will only be considered where no other option is practicable.

7.7 Frequent and Infrequent Users and Non-Users

The Countryside Agency (Chesters, 1997) identified 3 types of countryside visitors:

- frequent visitors:
 - 20% of the population
 - generally better off 2 car families
 - well informed about the countryside
 - non disabled
- occasional visitors:
 - 40% of the population
 - generally on middle incomes
 - 1 car per household
 - living in towns and suburbs
- missing visitors:

- 40% of the population
- generally on low incomes or state benefit
- living in poorer conditions
- reliant on public transport
- includes some ethnic minorities, older people and disabled people.

This analysis is relevant not only when considering improvements for recreational access to the countryside, but also reinforcing the need to improve pedestrian facilities in and around towns for access to schools, shops, bus stops and railway stations. Since the 'missing visitors' group relies to a significant extent on public transport, they walk more than the general population and stand to gain the greatest benefit from improvements to walking facilities. Being free at the point of use, public rights of way improvements in and around urban areas could also make a significant contribution towards the aim of promoting greater social inclusion.

The predicted increase in median population age and numbers in retirement is likely to result in increased use of rights of way network, with retired people having greater free time than those in employment.

Between 2002 and 2005 the Countryside Agency carried out a review of the diversity of people who access outdoor recreation in the countryside. The review comprised:

- research with under-represented groups to establish their needs and perceptions of what is available for them
- research with providers of outdoor recreation experiences assessing their awareness of the needs of the under-represented groups.

The research concluded that:

- all the groups researched clearly expressed a desire to enjoy the benefits of outdoor recreation
- a lack of information and concern about not being made welcome would undermine people's confidence to access outdoor recreation and those without access to a car found transport a major barrier
- a lack of confidence in engaging with diverse groups was also apparent amongst recreation providers.

As a result of the research the Countryside Agency recommended that:

- diversity and equality principles should be embedded into the planning and practice of service providers in the outdoor recreation sector so that under-represented groups are made welcome and have their needs met
- a climate of confidence should be created in under-represented groups about visiting the countryside, so they feel able to visit and enjoy it.

The Countryside Agency identified that certain groups are under-represented amongst users of the countryside. People from black and minority ethnic backgrounds, disabled people, young people, people who live in inner cities, women, older people and people on low income all make limited use of the countryside and green outdoor spaces. The Countryside Agency suggested that many service providers take what they regard as an even-handed approach and promote 'Countryside for All' - nobody is excluded, but equally nobody is specifically encouraged. The needs of specific groups are often insufficiently understood and potential opportunities that inclusion would bring to both the user and provider are lost. The non-user study suggested in the Surrey Countryside Access Review could provide an understanding of these needs and opportunities.

7.8 Survey of the public's views on rights of way in Surrey

In discussion with the Surrey Countryside Access Forum, the County Council organised public consultation in advance of preparing the draft Rights of Way Improvement Plan. The public consultation was designed to identify:

- the broad issues to be addressed by the Rights of Way Improvement Plan
- individual suggestions for actual improvements to the rights of way network.

A pilot consultation was organised in April 2004 and based on this a full countywide consultation was carried out in May 2006. As a result of the pilot and countywide consultations over 300 individual improvements were identified which have been plotted on a geographic information system. The list of proposed improvements is not intended to be closed and the County Council welcomes suggestions for improvements to the rights of way network at any time.

The results should be treated with caution because in total the over 600 responses to the pilot and countywide consultation is a relatively small number compared with the many thousands of people who use Surrey rights of way. Nevertheless the results do provide some indication of people's views. In particular many respondents believe:

- the rights of way network in Surrey are well maintained
- footpaths should be upgraded to bridleways where it is safe to do so
- rights of way are easy to find but many people would like more information and better waymarking
- there is strong support for additional links to create more circular routes
- stiles and barriers are a major problem to some people in some places
- there are significant problems caused by disjointed bridleways, severance by roads, visibility at road junctions vegetation growing across paths and surfaces getting too rough or muddy.

A quantitative research survey of 'Surrey residents' attitudes towards, and use of the countryside', carried out in March and April 2012 concluded that there was very strong public appeal for a campaign about exploring Surrey's countryside. The research found that residents wanted more information about what to do and where to go in the Surrey countryside. They also wanted more information about the countryside and how they could volunteer.

Following this survey the County Council has promoted the Explore Surrey campaign, including a booklet, a revised and user friendly website and social media, supported by advertising and media coverage. A post-campaign evaluation suggests that this has been successful.



Many priorities for health and well being and for transport are depended on encouraging more residents to enjoy the benefits of access to the countryside as part of their daily lives, to improve general health and reduce congestion and emissions. Improving the rights of way network and particularly improve connectivity will certainly contribute to achieving these priorities. However, without the provision of good information and active encouragement through promotional campaigns achieving a substantial change in behaviour is unlikely. Therefore, in combination with direct practical improvements to the rights of way network a consistent coordinated level of publicity and promotion is essential.

Explore Surrey – available as an e-newsletter

The County Council will promote the rights of ways network and encourage more walking, riding and cycling to support the local economy and a sustainable and healthy society

8 Issues and Proposals for Action

The overall aim of our rights of way improvement action is to enhance and promote the rights of way network to make it more useful and attractive for everyone.

Five main objectives have been identified:

- to improve accessibility to services, facilities and the wider countryside
- along rights of way
- to improve connectivity of rights of way and to reduce severance
- to improve the quality of the rights of way network
- to increase recreational enjoyment
- to secure coordinated implementation of the Rights of Way Improvement
- Plan within resources available.

Each of these objectives is discussed below with a summary of our priorities for that objective. The actions we intend to take to meet these priorities are set out in the Action Plan on page 55.

8.1 Improving Accessibility (IA)

The rights of way network can make an important contribution to improving accessibility to local facilities – work, schools, healthcare, shops and other key services - and rights of way improvements can offer exceptional value for money in comparison with conventional highway schemes. Being free at the point of use, public rights of way can make a significant contribution to reducing the cost of travel.

There is much potential for improving strategic sections of the existing public bridleway network in particular, to provide high quality off road walking and cycling links between employment centres and as safe routes to schools. Where existing public bridleways are provided with all-weather surfaces to facilitate such uses, the surfacing material must be appropriate to the needs of all users and sensitive to its surroundings. High quality multi-user routes close to where people live could make a substantial contribution to modal shift by allowing young people to develop their cycling skills in a safe environment and giving adults returning to cycling a place to build up confidence before taking to the roads again. Such routes would naturally be accessible to all and could thus improve accessibility for blind and partially sighted people and those with mobility difficulties. When creating multi-user routes, it is important to recognise potential conflict between different types of users and particularly the vulnerability of those with mobility difficulties, the blind and partially sighted.

Stiles can present barriers to dog walking, so this issue will be considered when considering 'least restrictive access' measures. Multi-user routes normally will be public bridleways.

There also is considerable potential to improve route accessibility around popular "honeypot" sites in the countryside. The Basingstoke Canal and Wey Navigation towpaths are important linear multi-user routes which could be improved to provide access for all.

Links to the rights of way network from park and ride sites could be considered to increase accessibility, as park and ride sites are also well served by regular bus services.

In order to make a meaningful assessment of the extent to which the existing rights of way network is accessible, basic data including surface condition, location and condition of structures and slope needs to be collected in a consistent and systematic way. A complete network survey has recently been completed for asset management purposes, which identifies the location and condition of every structure (stile, gate and barrier) on the network. Surface condition and slope have not yet been captured and therefore the systematic collection of accessibility data will be an objective of this Plan.

If this data could be supplied to the public it could play a significant role in improving accessibility, particularly for people with disabilities, since it would give people the choice of where to go on the basis of an informed decision. The assessments of public needs, opportunities available and the needs of the blind, partially sighted and those with mobility difficulties and the public survey discussed above, identified a number of broad issues for the management and improvement of the public rights of way network in Surrey. These are discussed below with proposals for action to deal with the issues.

Therefore the provision of accessibility data to the public will be a key objective of the Plan.

Priorities to improve accessibility therefore will be:

- improve access for those who are blind, partially sighted and with mobility difficulties: ensure that all improvements comply with the principle of least restrictive access, including minimising barriers and slopes, providing firm level surfaces and appropriate signage. (Action Plan reference: IA 1)
- create and upgrade routes giving access to local services, particularly safer routes to schools (IA 2, IA 3)
- improve access for blind and partially sighted people and those with mobility difficulties, especially around honeypot sites and along the Basingstoke Canal and Wey Navigation (IA 4, IA 5)
- collect data on the accessibility of the network and make this publicly available (IA 6).
- Create and improve equestrian access to Commons where there is a right to ride horses (IA 7)

8.2 Improving Connectivity (IC)

The rights of way network in Surrey is very fragmented, in places, reflecting its historical origins. There are 8 main long distance routes crossing the County, as follows:

- North Downs Way national trail
- Thames Path national trail

- Downs Link
- Greensand Way
- London Loop
- Basingstoke Canal towpath
- Wey Navigation towpaths
- National Cycle Route (21, 22, 221 and 223)

There are a number of other long distance routes. These include:

- E2 European route from Galway to Nice
- London Country Way
- Sussex Border Path
- Vanguard Way
- Wey South Path.
- Millennium Trail

There are many shorter routes that utilise parts of the rights of way network, some directly promoted by the County Council, boroughs and districts, and numerous other trails and routes promoted by a wide variety of organisations.

The high level of road traffic in Surrey has several negative impacts on users of the rights of way network, who are by definition vulnerable road users.

Firstly, where a path ends at the highway with no direct connection, vulnerable road users are forced to use the carriageway, which can act as a serious disincentive to use of the route particularly for those on horseback.

Secondly, even where there is a direct connection across the road, the volume and speed of traffic can make the crossing itself a serious obstacle.

The effect of these problems is felt more in relation to the bridleway and byway network, which is generally more fragmented than the footpath network, but the effect of road traffic is felt across the entire network. In areas further away from where people live there is a need to develop an approach based on evidence of need to ensure targeted use of resources. This is currently hampered by a lack of reliable census data on the distribution of the horse population, or any objective data to quantify the actual level of use of the existing network.

Action to deal with particular problems of this type will be considered especially where there are public safety concerns. The other main objective for improving connectivity will be to provide continuous off-road circular routes for health and recreation, particularly close to centres of population, to enable people to take their outdoor recreation locally without the need for a car. The County Council will use its powers under the Highways Act to create and divert public rights of way to improve connectivity. Creating horse margins and creating routes over highway verges will also be considered where appropriate.

Priorities to improve connectivity therefore will be:

- divert existing routes or create new ones to reduce severance or improve connectivity, in areas of highest demand and where there are particular safety issues, especially on bridleways and multi-user routes (IC 1, IC 2)
- routinely collect data to quantify use of the network (IC 3).

8.3 Improving Quality (IQ)

The quality of the rights of way network is variable - not only in terms of the condition of surfaces and structures (stiles, gates, bridges, etc) but also the surrounding environment - including overgrowing vegetation and views of the landscape. The County Council is committed to maintaining the rights of way network to a basic minimum standard in accordance with its legal duty, as set out in the Rights of Way Statement for Surrey.

Rights of way in and around towns are often heavily used but also under the greatest threat, of closure, neglect and abuse. They are often blamed for facilitating crime and antisocial behaviour. Yet this is the network that could contribute most to improving accessibility and to other quality of life issues, such as providing opportunities for healthy exercise. The quality of urban paths can be adversely affected by poor maintenance of adjoining property, which could be addressed by more rigorous enforcement. Routes through new developments need to be well designed to avoid facilitating crime. These routes also have the potential to provide alternative car-free means of access to the countryside, particularly when linking with public transport. 'Greenways' are high quality multi-user routes giving direct access from towns into the wider countryside. The potential to upgrade and improve existing routes to create new greenways will be assessed.

In Surrey proposed built development is a significant threat to the rights of way network, both through the actual loss of paths and their incorporation into estate roads. However development also offers many opportunities, both for the creation of new routes and the enhancement of existing ones. Local planning policies therefore should reflect and support the aims of this Plan, in particular by securing developer contributions for local rights of way improvements.

Research has indicated that overgrowing vegetation is the single most important factor spoiling people's enjoyment of the network. Whilst seasonal vegetation clearance constitutes maintenance rather than improvement, a programme of targeted additional clearance work in excess of the minimum statutory requirement could make a significant contribution to improving quality, particularly of the bridleway network. This could also have the benefit of reducing the amount of surface maintenance required, by allowing users to spread out and allowing light and air to dry the surface out.

Priorities to improve quality therefore will be:

- identify, create, improve and promote greenways giving access to the countryside from urban areas (IQ 1)

- work with the local planning authorities to enhance and create rights of way through proactive use of the development control system (IQ 2).

8.4 Increasing Enjoyment (IE)

Research carried out in Surrey on behalf of the Countryside Agency has shown that recreational use of the rights of way network is well above the national average. There is no local data concerning use of the network by people from ethnic minorities and people with disabilities but extrapolating national research suggests that they are likely to be significantly underrepresented in Surrey. Based on the suggestion in the Countryside Agency's Diversity Review, a non-user survey will be carried out to understand the reasons why certain sections of the population do not participate in countryside recreation including using the rights of way network.

The finest countryside, particularly in the Surrey Hills Area of Outstanding Natural Beauty, is a strong draw for both local people and those from Greater London and other adjoining counties. Many of the most beautiful countryside sites are in public ownership or otherwise protected for public use and these sites form the core of the countryside recreation resource for many people. Away from the honeypot sites in the Surrey Hills AONB there are other areas of attractive countryside where the rights of way network could sustain a much higher level of use than it currently enjoys. These areas will be identified to achieve a more balanced pattern of use.

Research has shown that one of the most effective ways to broaden access to the countryside is to ensure that more people enjoy the experience. It is therefore proposed to identify and develop well-connected, good quality and highly accessible networks of countryside sites and linear and circular public rights of way in the areas of highest use, which are promoted to the public. Recreational cyclists including family cycling groups represent a substantial proportion of recreational users but their needs probably have not been sufficiently recognised. Routes for cyclists will therefore be developed and improved.

The 2006 survey has shown that there is public demand for more information about the rights of way network. Public enjoyment could be increased by making information available about access to and facilities along routes in popular areas.

Many visitors to popular parts of the Surrey countryside come from London. Access by public transport will be promoted for these visitors. The County Council's website has an important role to play in making this information available.

Surrey's historic environment is also a factor in encouraging more people to enjoy the experience of accessing the countryside. Where appropriate heritage features should be included within both new and improved cycle routes, circular village walks and in local mapping.

The County Historic Environment Record and the Heritage Conservation Team should be consulted on plans for new and enhanced routes, to ensure both that heritage assets can be included within the implementation of any plans, and also to

ensure that where fragile monuments might be adversely affected the proposed routes can be amended to take account of this.

Priorities to increase enjoyment therefore will be:

- develop and improve circular and linear routes, especially cycling routes, in areas of high demand (IE 1)
- develop well connected, good quality and highly accessible new routes in areas of high demand outside existing honeypot areas (IE 2)
- increase information available about rights of way in popular areas, particularly through the web and promote public transport access from London (IE 3, IE 4).
- Encourage and support parish and town councils to develop high quality circular village walks and create local rights of way maps for display on parish notice boards (IE 5)
- Identify and promote areas suitable for equestrian tourism (IE 6)

8.5 Securing Implementation (SI)

446 specific improvement proposals have been received since 2007. This list is not closed. Experience has shown that improvements are most likely to be delivered on the ground where the people most affected – the landowners – are actively engaged and supportive of the process. In some cases there might be mutual benefit in promoting packages of route creations, diversions and extinguishments which are in the interest of the landowner and which also help to achieve the objectives of this Plan. It is also essential to harness the energy and commitment of local users to drive the process forward. The Surrey Countryside Access Forum is a statutory forum composed of users, landowners and other interests, which advises the County Council on improving access to the countryside. Because it covers the whole County, its view is necessarily strategic.

Many borough and district councils and parish and town are keen to promote access in their local area and may have local influence and contacts that would enable them to deliver practical improvements in partnership with the County Council. With appropriate advice and support, local councils could become key partners in disseminating local access information and devising and supporting local access improvements.

The County Council currently publishes an annual report detailing work on the rights of way network including maintenance over the previous 12 months. This document will also include a summary of rights of way improvement actions completed.

The County Council employs a small number of staff to deal with rights of way work and allocates an annual budget for maintenance. The borough and districts councils and parish and town councils also undertake work on rights of way in appropriate

places. Much work on rights of way will be funded through Surrey Transport Plan each year, or the Community Infrastructure Levy and there is also some potential to make bids for other external funding.

Possible external sources of funding include:

- European Union – inter regional funding
- Landfill tax credits – only available to local environmental groups
- Sport England – initiatives to promote health
- Sustrans – local cycling initiatives including Safe Routes to Schools.

Since the Wildlife and Countryside Act 1981 first introduced the duty to keep the definitive map and statement under continuous review, more than 280 public rights of way have been added in Surrey – 194 footpaths, 84 bridleways and 2 restricted byways. Most of this additional access has been created through long use by the public. An examination of the pattern of claims can help to indicate the areas of greatest demand. The County Council is currently working on 29 claims and there with a backlog of 22 claims awaiting investigation. This work will continue as priority.

Since publishing the consolidated definitive map of public rights of way in 1996, the County Council has kept a record of all legal anomalies as they have come to the Council's attention. This includes situations where the route on the ground is unavailable, does not correspond with the route on the definitive map, or where a path changes status part way along its length or at the County boundary. The list is actively managed and since April 2000 more than 472 such anomalies have been resolved. The situation is never static and problems continue to be added to the list as they are discovered, but the rate of new additions has slowed considerably and at the date of this Plan some 172 anomalies remain on the list. This work will also continue as a priority.

The County Council has identified all of the cross-border anomalies and these are listed separately as Appendix 3 'Definitive Map County Boundary Anomalies'. This is clearly a relatively minor issue and will be dealt with as part of the County Council's routine management of definitive map anomalies.

Priorities to secure co-ordinated implementation of the Rights of Way Improvement Plan within resources available therefore will be:

- investigate claims for new public rights of way promptly (SI 1)
- resolve anomalies where routes on the ground do not correspond with the legal record (SI 2).

9 Factors Influencing Delivery

Resourcing improvements to public rights of way and countryside access is a challenge, particularly in the current economic climate. The Rights of Way Statement for Surrey (2010) sets out guidance for the assessment and prioritisation of maintenance and enforcement problems on the rights of way network. Similar factors also apply to improving the network. However, there are no direct budget allocations for rights of way improvement. Improvement actions will only be possible where the

resources to implement them are secured from new funds not already allocated to maintenance or enforcement.

The policy context of this Plan has identified that the rights of way network is of great value and can contribute towards many corporate policies and priorities. This presents opportunity for improvement by developing delivery partnerships and securing funding from a wide variety of sources on a scheme by scheme basis. This piecemeal approach has been successful as shown on the 'Summary of actions completed between 2007 and 2013' (Appendix 1). The most significant factors affecting the deliverability of schemes are resources, landowner permission and following the reorganisation of 2012, staff time.

This opportunistic approach to improving the network where securing funding is possible still requires direction and prioritisation. Improvements schemes that will be prioritised;

- must improve public safety
- must have landowner consent for physical improvements on or near a route
- must be fully resourced and deliverable to an acceptable standard
- must improve connectivity locally and/or across the network
- are strategically important, contributing to the Surrey Local Transport Plan, Local Plans and other County Council and borough and district priorities, including economic and health and wellbeing priorities
- are likely to be well used and have local public support
- comply with the principles of least restrictive access
- provide access to local facilities (public services including transport links, local shops and facilities including safer routes to school)
- provide multi-user routes, including linear and circular walks and cycle routes
- provide attractive links such as greenways from and between urban areas and open spaces
- are low maintenance and have long term affordability

The cost of an improvement scheme is not just direct practical works, it also includes time to negotiate, organise, plan and oversee implementation. It will be necessary where possible, to include personnel costs in order to ensure improvements can be achieved and opportunities are not missed.

Developing delivery partnerships is essential to achieving the objectives of this Plan, corporate priorities and securing best value. Partnerships may be transient, formed to deliver a specific scheme, or have a more permanent role. Ensuring rights of way and public access routes, linkages and connectivity are properly considered, particularly in areas of development and transport schemes is essential. Members of the SCAF may be well placed to carry out this type of liaison, to understand local need and help to secure resources for improvements. Good and regular communication is essential.

Rights of way and wider access objectives as set out in this Plan and the STP must be considered at an early stage of any plans or developments.

10 Action Plan

Each of the proposed actions listed below is intended to build on the objectives set out in the Framework for Action. They are not listed in any particular order.

The delivery of this action plan will be reviewed annually, in association with the Surrey Countryside Access Forum.

Objective	Action	Partners	Actions summary completed 2014/15
IA Improving Accessibility			
IA 1	Ensure that all improvements comply with the principles of least restrictive access	disabled access groups landowners	
IA 2	Identify and list proposed utility improvements	disabled access groups landowners user groups	
IA 3	Create high quality multi-user routes giving access to local services	disabled access groups landowners user groups borough and district councils	
IA 4	Create high quality accessible multi-user circular routes around popular visitor sites	disabled access groups landowners borough and district councils parish and town councils user groups	
IA 5	Improve access for all to and along existing routes with good accessibility including: the Basingstoke Canal and the Wey Navigation	disabled access groups landowners Basingstoke Canal Authority National Trust borough and district councils user Groups	

Objective	Action	Partners	Actions summary completed 2014/15
IA 6	Collect and publish data to quantify accessibility of the network		
IA 7	Create and improve equestrian access to commons where there is a right to ride horses	Disabled access groups Landowners Borough District Councils Parish and Town Councils User groups	
IC Improving Connectivity			
IC 1	Improve the safety of road crossings	landowners borough and district councils	
IC 2	Identify and create new links which improve connectivity	landowners parish and town councils user groups	
IC 3	Collect data to quantify use of the network	user groups	
IQ Improving Quality			
IQ 1	Identify, create or improve and promote greenways/gateways, which give access to the wider countryside without the need for a car	disabled access groups landowners district council parish and town councils user groups	
IQ 2	Develop supplementary planning guidance for incorporation into Local Development Frameworks	borough and district councils	
IE Increasing Enjoyment			
IE 1	Develop recreational cycle routes suitable for use by families	landowners borough and district councils parish and town councils user groups	
IE 2	Identify areas of high demand outside existing honeypot areas and develop new routes in these areas	disabled access groups landowners borough and district councils parish and town councils user groups	
IE 3	Develop and make publicly available information about rights of way	user groups borough and district councils parish and town councils	

Objective	Action	Partners	Actions summary completed 2014/15
IE 4	Through publicity and information promote use of public transport to access routes for visitors from London	rail and bus companies	
IE 5	Encourage and support parish and town councils to develop high quality circular village walks and create local rights of way maps for display on parish notice boards	parish and town councils	
IE 6	Identify and promote areas suitable for equestrian tourism	Tourism South East British Horse Society	
SI Securing Improvements			
SI 1	Investigate claims for new public rights of way promptly		
SI 2	Maintain a list of legal anomalies and seek to resolve them		

Appendix 1 - Summary of actions completed between 2007 and 2014

Each of the proposed actions from the 2007 Rights of Way Improvement Plan is listed below.

The final column summarises the actions taken against the objective and action proposed.

Key:

£: within existing staff and funding

££: requiring additional staff resources from outside the Service or additional external funding (< £20000/ ½ FTE)

£££: requiring substantial additional staff resources and/or substantial external funding (> £20000/ ½ FTE)

Targets are intended to be specific and measurable.

Objective	Action	Timescale	Resources	Partners	Target/Indicator	Actions summary completed 2014
IA Improving Accessibility						
IA 1	Ensure that all improvements comply with the principles of least restrictive access	Year 1 and ongoing	£	disabled access groups landowners	100% of completed schemes comply	Revision of application process for new stiles and gates 180(approx.) kissing gates installed, mainly in place of stiles
IA 2	Identify and list proposed utility improvements	Year 1	£	disabled access groups landowners user groups		ROWIP database set up and populated, updated with new proposals
IA 3	Create high quality multi-user routes giving access to local services	Year 2 and ongoing	£££	disabled access groups landowners user groups borough and district councils	2 schemes completed per year	Routes created: -Riverside Walk Leatherhead -Bonesgate Cycle route -Dorking to Westcott Cycle route -Downslink extension, Shalford

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
IA 4	Create high quality accessible multi-user circular routes around popular visitor sites	Year 2 and ongoing	££	disabled access groups landowners borough and district councils parish and town councils user groups	1 scheme completed per year	Routes created: -Downslink extension, Shalford -BOAT 500 Hindhead (A3 tunnel scheme) -9km Bridleway network , Horton Country Park
IA 5	Improve access for all to and along the Basingstoke Canal and the Wey Navigation	Year 1 and ongoing	£££	disabled access groups landowners Basingstoke Canal Authority National Trust borough and district councils user Groups	250m of improved access per year	Basingstoke Canal towpath surfaced from Wey Navigation junction to Brookwood 13km (approx.) completed. Part of Woking Cycle Town Scheme – SCC/Sustrans
IA 6	Collect and publish data to quantify accessibility of the network	Year 5 and ongoing	££		Accessibility data available on public website	Not done
IA 7	Collect data to quantify the local horse population	Year 1 and ongoing	£	British Horse Society		Not done

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
IA 8	Create and improve equestrian access to commons where there is a right to ride horses	Year 2 Ongoing	££	Disabled access groups Landowners Borough District Councils Parish and Town Councils User groups	1 access created or improved per year	Commons Access Project investigated - not funded/progressed
IC Improving Connectivity						
IC 1	Identify and agree a spine network of public rights of way taking account of public need and demand	Year 1	£	Surrey Countryside Access Forum Local Access Forums		Spine network concept dropped – agreed with SCAF
IC 2	Improve the safety of road crossings	Year 2 and ongoing	£££	landowners borough and district councils	1 road crossing improved per year	BOAT 500 Hindhead (A3 tunnel scheme)
IC 3	Identify and create new links which improve connectivity	Year 2 and ongoing	£££	landowners parish and town councils user groups	2 new links per year	Haslemere link route to W Sussex/National Park – LSTF funded scheme
IC 4	Collect data to quantify use of the network	Year 1 and ongoing	££	user groups		User monitoring work undertaken on sample BOATs and cycle routes Focus groups, interviews and campaign evaluation completed as part of 'Explore Surrey' campaign
IQ Improving Quality						
IQ 1	Develop, agree and use a County standard for management and maintenance of the	Year 1 and ongoing	£	Surrey Countryside Access Forum		Revision of stile and gate licensing criteria

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
IQ 2	spine network Identify, create or improve and promote greenways which give access to the wider countryside without the need for a car	Year 3 and ongoing	£££	disabled access groups landowners district council parish and town councils user groups	1 greenway per year	Routes created: -Bonesgate scheme
IQ 3	Develop supplementary planning guidance for incorporation into Local Development Frameworks	Year 1	£	borough and district councils	Supplementary planning guidance adopted	Not done
IQ 4	Develop a programme of targeted additional vegetation clearance in excess of minimum statutory requirements	Year 1 and ongoing	££	landowners user groups	10 km of clearance per year	Additional vegetation clearance carried out – 1km per year (approx.)
5 Increasing Enjoyment						
IE 1	Develop recreational cycle routes suitable for use by families	Year 3 and ongoing	£££	landowners borough and district councils parish and town councils user groups	1 family cycle route per year	Routes created: -Dorking to Westcott cycle route -Riverside Walk, Leatherhead -Downslink extension, Shalford -Basingstoke Canal towpath improvements -9k Bridleway network , Horton Country Park
IE 2	Identify areas of high demand outside existing honeypot areas and develop new routes in these areas	Year 4 and ongoing	££	disabled access groups landowners borough and district councils parish and town councils user groups		Not done

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
IE 3	Develop and make publicly available information about rights of way	Year 1 and ongoing	£	user groups borough and district councils parish and town councils		'Explore Surrey' campaign Revision of web pages Arrows and Acorns leaflet Parish Council ROW training Volunteer Path Warden training
IE 4	Through publicity and information promote use of public transport to access routes for visitors from London	Year 1 and ongoing	£	rail and bus companies		'Explore Surrey' campaign targeted train and bus routes linking with London
IE 5	Encourage and support parish and town councils to develop high quality circular village walks and create local rights of way maps for display on parish notice boards	Year 3 and ongoing	£££	parish and town councils	2 circular walks per year 2 parish maps per year	Not done
IE 6	Identify and promote areas suitable for equestrian tourism	Year 3	££	Tourism South East British Horse Society		Not done
SI Securing Improvements						
SI 1	Create and maintain a rights of way improvements overlay on Surrey Interactive Map	Year 1 and ongoing	£		Improvements overlay available on public website	Not done
SI 2	Develop and maintain an on-line reporting tool for proposed improvements	Year 1 and ongoing	£		On-line reporting tool available on public website	Not done. Proposed improvements can be submitted via existing on-line enquiries tool
SI 3	Establish local rights of	Year 1 and	£	landowners		ROWIP issues incorporated into

Objective	Action	Timescale	Resources	Partners	Target/ Indicator	Actions summary completed 2014
	way improvement forums	ongoing		user groups local councils		existing ROW local forums
SI 4	Investigate claims for new public rights of way promptly	Year 1 and ongoing	£		No backlog of definitive map modification claims	Not achieved. 22 claims waiting investigation, 11 exceeding 12 months old
SI 5	Maintain a list of legal anomalies and seek to resolve them	Year 1 and ongoing	£		10 anomalies resolved per year	61 anomalies resolved

Landscape character areas

Character Area	Key features
Thames Valley	<ul style="list-style-type: none"> • Hydrological floodplain of the river Thames as a landscape feature provides unity to the large areas of fragmented poor agricultural land. • To the south, the open Thames floodplain dominates with its associated flat grazing land, becoming characterised by a number of formal historic landscapes on higher ground such as Windsor Park. • Towards London in the east, the natural character of the area is overtaken by urban influences; a dense network of roads including the M25 corridor, Heathrow Airport, railway lines, golf courses, pylon lines, reservoirs, extensive mineral extraction and numerous flooded gravel pits.
Thames Basin Heaths	<ul style="list-style-type: none"> • Particularly diverse landscape unified by the high incidence of heathland and coniferous forestry, the open unenclosed nature of which is unusual within the context of the southeast region. • Heavily populated and developed area characterised by large towns plus numerous smaller settlements along transport corridors interspersed by open land. • Fragmented but often connected blocks of largely neglected remnant heathland as a result of early agricultural clearances and widespread development, with most heath retained on large commons or as Ministry of Defence training areas. • Cultivated farmland and pasture is typically enclosed within small and irregularly shaped fields divided by hedgerows with small areas of wood and heath heavily used for horse grazing. • Large tracts of coniferous plantations or mixed wood with beech and birch are typical of much of the area, with significant areas of ancient woodland in the west.
Thames Basin Lowlands	<ul style="list-style-type: none"> • A small-scale lowland farmed landscape lying within a generally flat but gently undulating clay vale. • Characterised by small mixed holdings with brick-built farms, a mosaic of small fields interspersed by oak/ash woods and shaws, field ponds, meadows, heathland and individual mature tree specimens. • Gentle lowland character reinforced by river tributaries, which meander through flat farmed valley landscapes with large areas of estate land. • Some of the essential farmland character has been fragmented by the expansion of settlements and the associated major roads that dissect this area. <p style="text-align: center;">Page 116</p> <ul style="list-style-type: none"> • Edges of settlements characterised by an

	<p>unkempt appearance of wire fences, sheds, derelict hedgerows and weed-infested fields associated with pony paddocks.</p>
<p>North Downs</p>	<ul style="list-style-type: none"> • Dramatic and distinctive Chalk downland with a continuous and steep scarp giving extensive views across Kent and Surrey towards the South Downs. • The broad dip slope gradually drops towards the Thames and the English Channel. The dip slope is incised by a number of valleys or 'coombes' of the rivers Stour, Medway, Darent and Mole. • Chalk soils on the scarp, at the base and in the dry valleys, support areas of high-quality unimproved chalk grassland. Clay-with-flints soils on the upper parts of the dip-slope supports oak/ash woodland and scrub with beech/ash/maple is common on the valley sides, such as on Box Hill. • Land use includes a few pockets of traditional downland grazing but (especially in Kent) it is largely dominated by arable fields. These fields at the base of the scarp have extended their regular pattern up the sides of the Downs. • The North Downs are a rural landscape with scattered flint-walled farmhouses and large houses. Towards London, while some valleys of species-rich grassland are still retained, the character changes to urban, with the topography masked by the built-up areas. • In some areas, major motorway and railway corridors introduce a discordant feature into an otherwise quiet and peaceful rural landscape. • Lanes follow the lines of old drove roads in many places.
<p>Wealden Greensand</p>	<ul style="list-style-type: none"> • Large belt of Greensand typified by its scarp/dip-slope topography and by extensive belts of ancient mixed woodland of hazel, oak and birch together with more recent coniferous colonisation and plantations. • Large sections of the winding Upper Greensand escarpment are noted for their steep 'hanger' woodlands with areas of remnant heath and wet heath. • Settlements are generally scattered villages and hamlets linked by deep, overhanging, winding lanes with some small, irregular fields remnant of Saxon clearances. • In the western Surrey area, the Wealden Greensand is flat with much heathland and former heathland. Towards the east, the slopes become steeper and are generally densely wooded with an extensive oak/birch/pine cover, numerous small woodlands and also 18th century conifer plantations. Farming is predominantly mixed with dairy pastures in small irregular fields with well-maintained hedgerows and shaws. The latter give a wooded feel to the area. • In east Surrey and western Kent, there are many wooded commons ('charts') with oak/birch woodland. • Tree-lined winding sunken lanes connecting small settlements built of sandstone or malmstone and the overall undulating and organic landform combine to give a sense of

	<p>intimacy to the landscape.</p> <ul style="list-style-type: none"> • Older deer parks and more recent 18th century parklands are a distinctive feature of the Wealden Greensand with extensive views out over the Low Weald.
<p>Low Weald</p>	<ul style="list-style-type: none"> • Broad, low lying and gently undulating clay vales underline a small-scale intimate landscape enclosed by an intricate mix of small woodlands, a patchwork of fields, and hedgerows. • Topography and soils vary locally in relation to higher drier outcrops of limestone or sandstone, which are commonly sites of settlements. • Low Weald generally includes an abundance of ponds and small stream valleys often with wet woodlands of alder and willow. • Tall hedgerows with numerous mature trees link copses, shaws and remnant woodlands, which combine to give the Low Weald a well-wooded character. Field trees, usually of oak but now declining, are characteristic of the area southeast of Dorking. • Grassland predominates on the heavy clay soils while lighter soils on higher ground support arable cropping in a more open landscape. • Rural in character with dispersed farmsteads, small settlements often include mainly timber and brick-built traditional buildings where not now dominated by recent urban development. • Historic settlement pattern was dictated by a preference for higher drier outcrops of limestone or sandstone with moated manor houses being a characteristic feature. • Urban and airport related development sprawl in the flat plain around Gatwick, and in the Horley-Crawley commuter settlements, contrast with the pleasant, wet, woody, rural character of the area and as such are less distinctively Wealden. • Hop growing and orchards are still a distinctive land use in the east. • The Kentish Low Weald is traversed by numerous narrow lanes with broad verges and ditches; these are continuous with the drove roads of the North Downs.

Appendix 3 - Definitive Map County Boundary Anomalies – as at Oct 2013

Mole Valley

- i) **South of Ridge Farm, Rusper Rd, Capel** – FP in West Sussex but no link in Surrey.
- ii) **BW 556 Abinger** – BW links with a Byway in W Sussex

Runnymede

- i) **FP 80 Egham** – doesn't connect with existing FP in Berks.

Surrey Heath

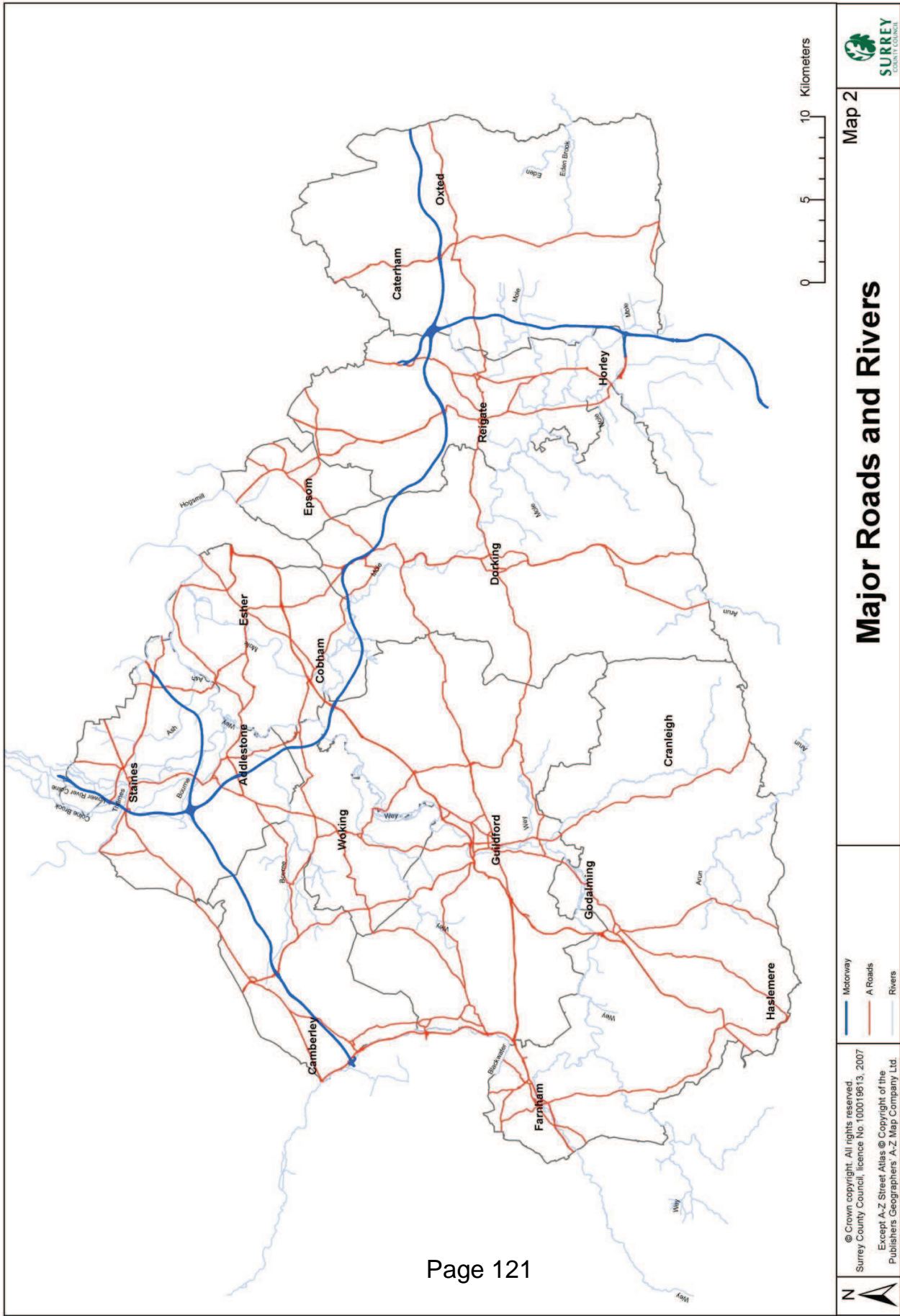
- i) **BW 1 Camberley & Frimley, FP 60 Windlesham, BW 58b Windlesham & BW 170 Windlesham** – meet county boundary with no linking ROW in Berks. Access allowed by Crown Estate but only cycling with permission. FP 60 and BW 170 are fenced across at the county boundary.

Tandridge

- i) **FP 583 Chelsham & Farleigh** – northern end doesn't link with a ROW in Croydon to reach Featherbed Lane.
- ii) **FP 46 Limpsfield** – doesn't link with a ROW in Kent to reach Kent Hatch Road.
- iii) **BOAT 18 Tatsfield** – cul de sac at county boundary, meets private road and Footpaths.
- iv) **BW 638 Tatsfield** – no continuation in Kent.

Waverley

- i) **Crondall Road East of Hill Farm and West of Willey Place** – Restricted Byway on Hampshire side, ends on county boundary with no linking ROW in Surrey.
- ii) **FP 162 Farnham** – ends on county boundary with no linking ROW in Hampshire.
- iii) **BOAT 407 Alfold** – ends on county boundary joining a FP and BW in W Sussex.
- iv) **BW 579 Haslemere** - continues SE into Hampshire as a UCR on their List of Streets.
- v) **BOAT 7 Haslemere two sections** – join with a BW(?) in Hampshire in the middle of them both.
- vi) **FP 50 Dockenfield** – doesn't link with Hampshire FP, opposite sides of hedge on county boundary.



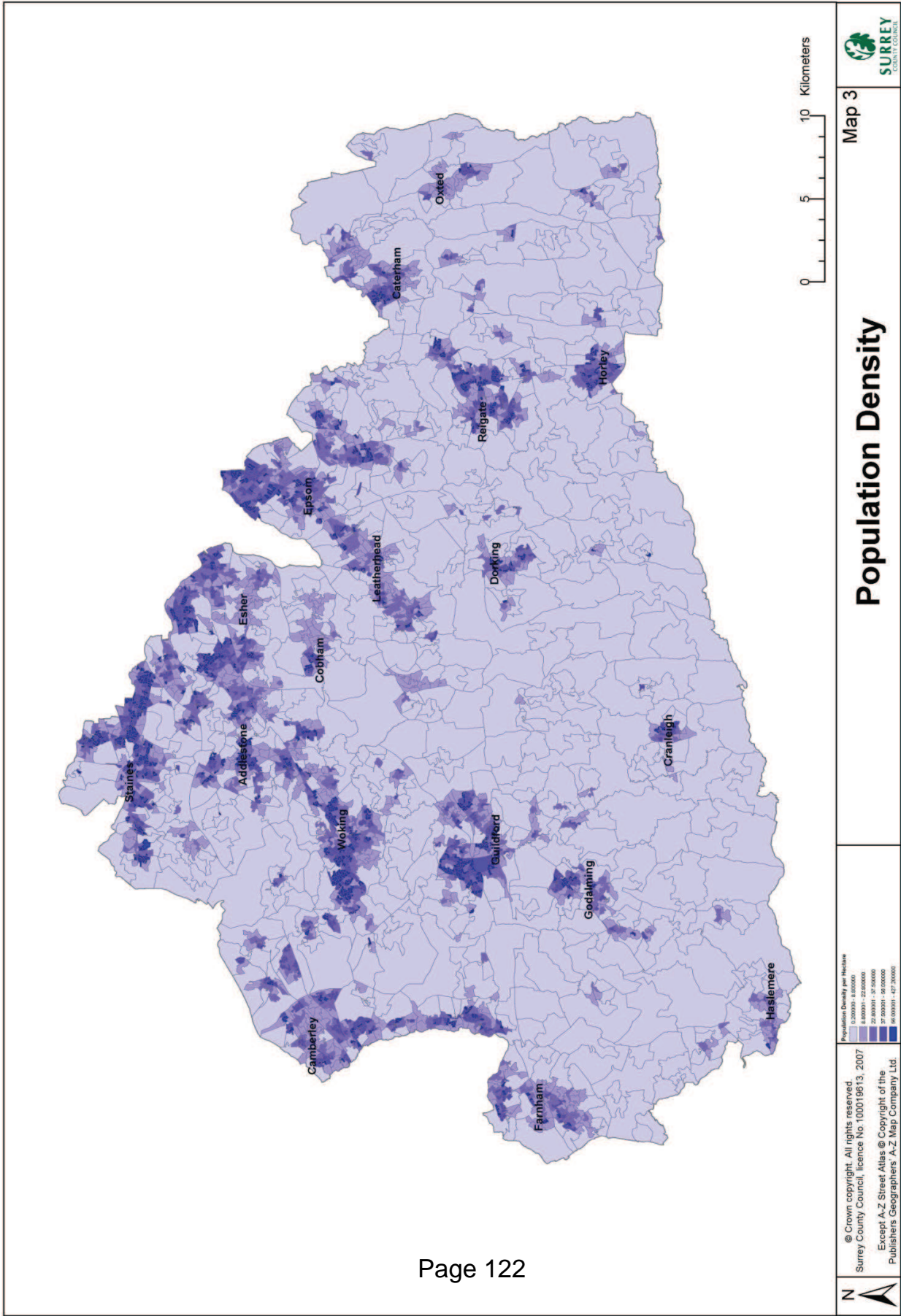
Map 2

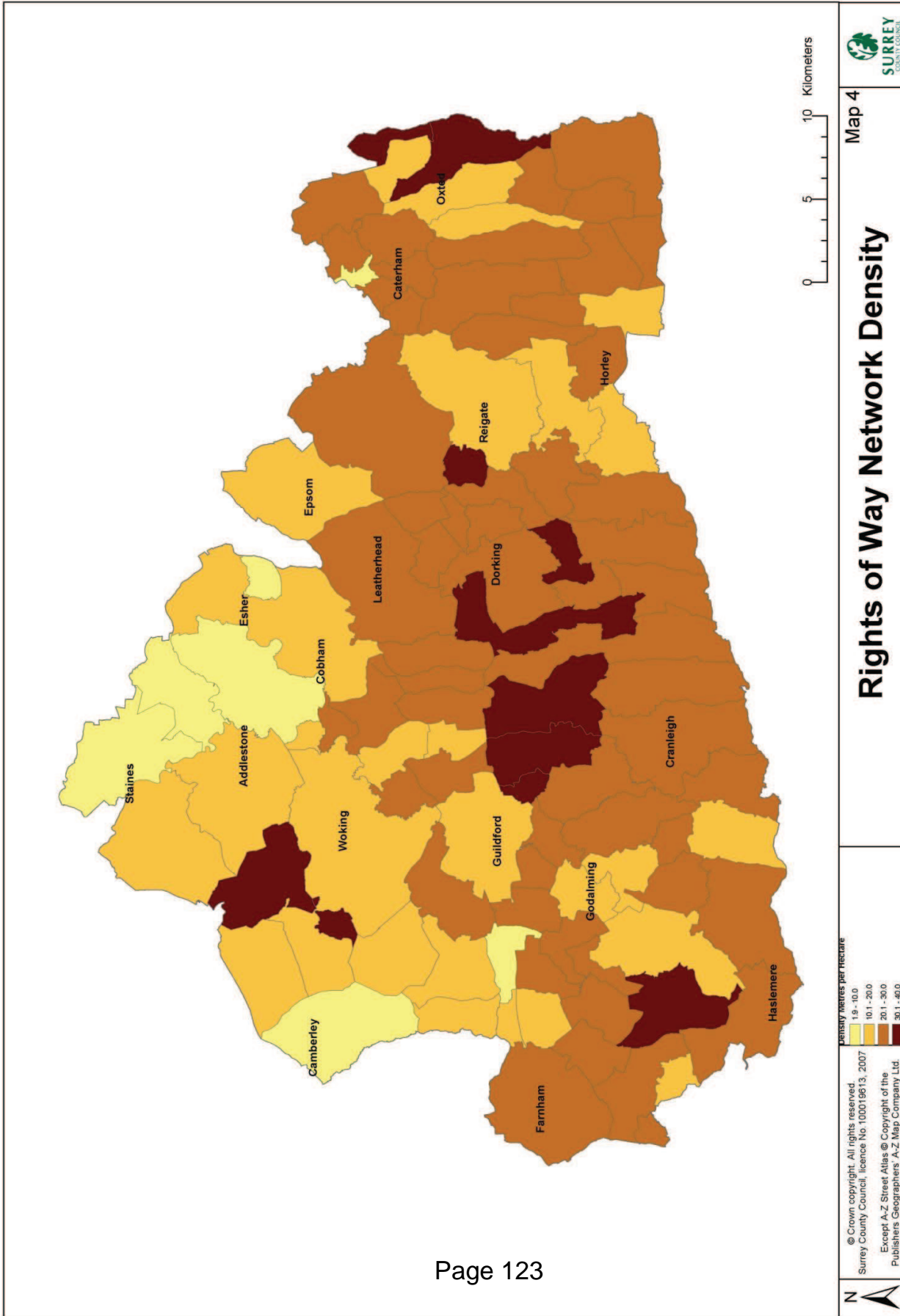
Major Roads and Rivers

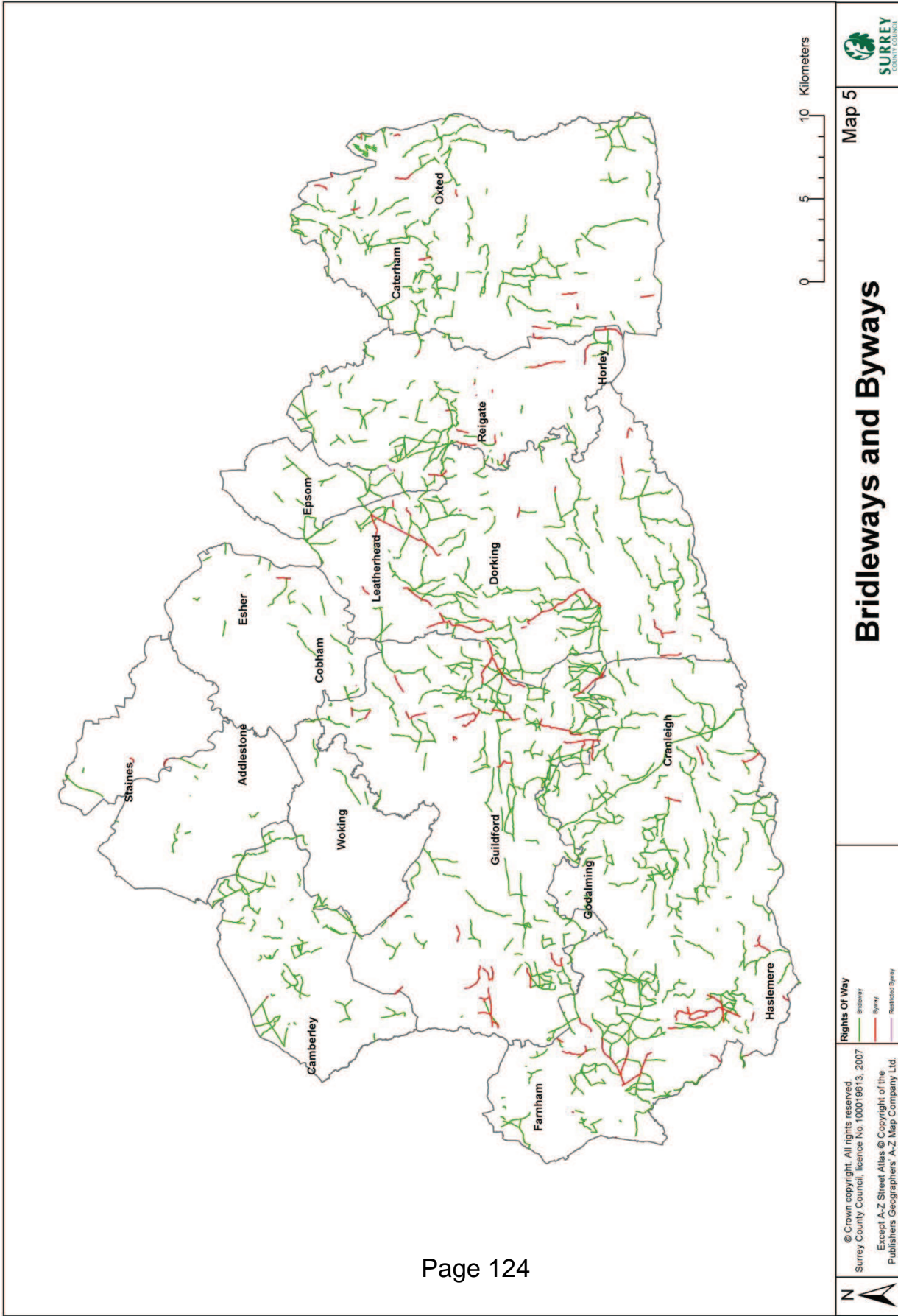
- Motorway
- A Roads
- Rivers

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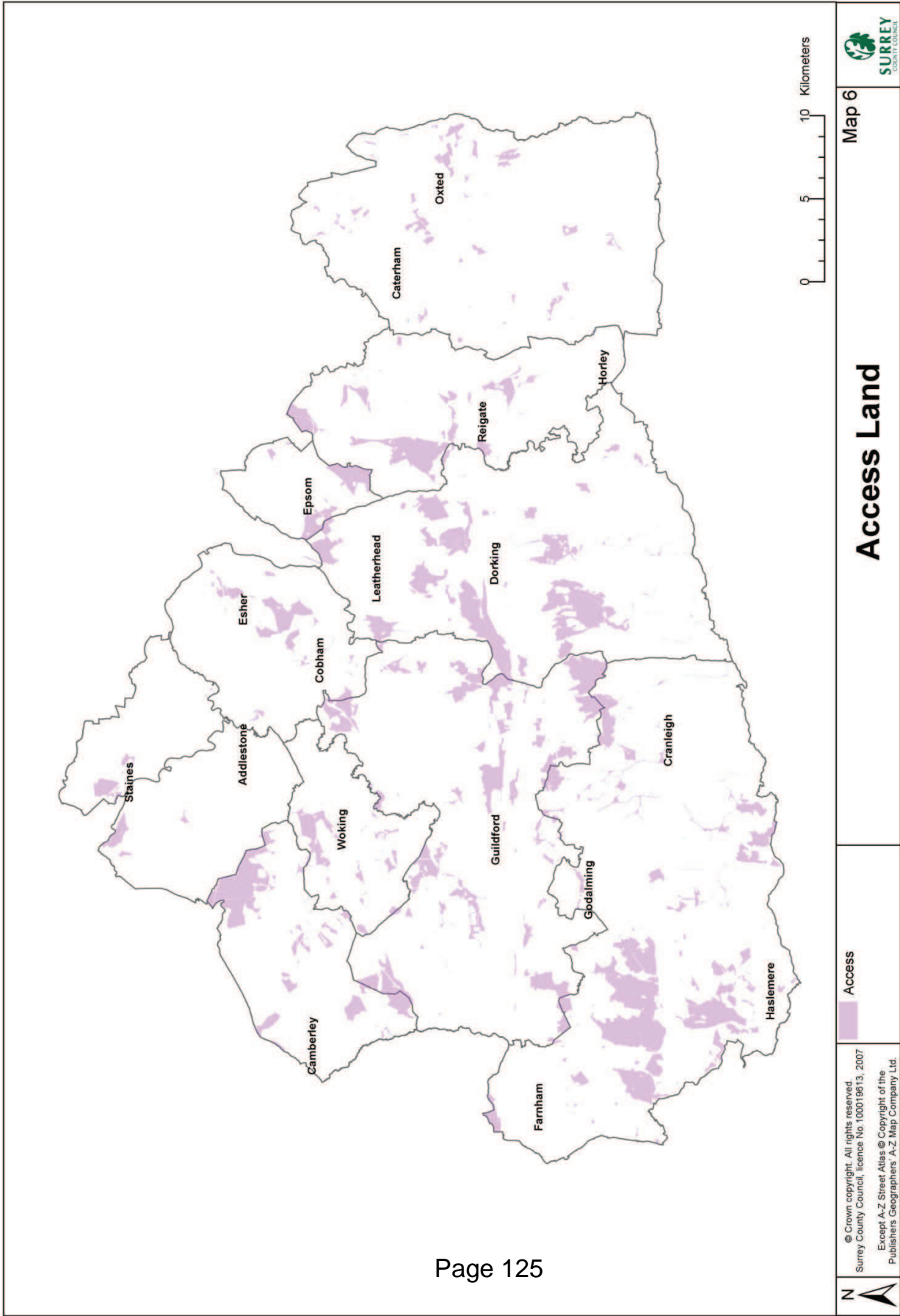
Map 5

Bridleways and Byways

Rights Of Way
 — Bridleway
 — Byway
 — Restricted Byway

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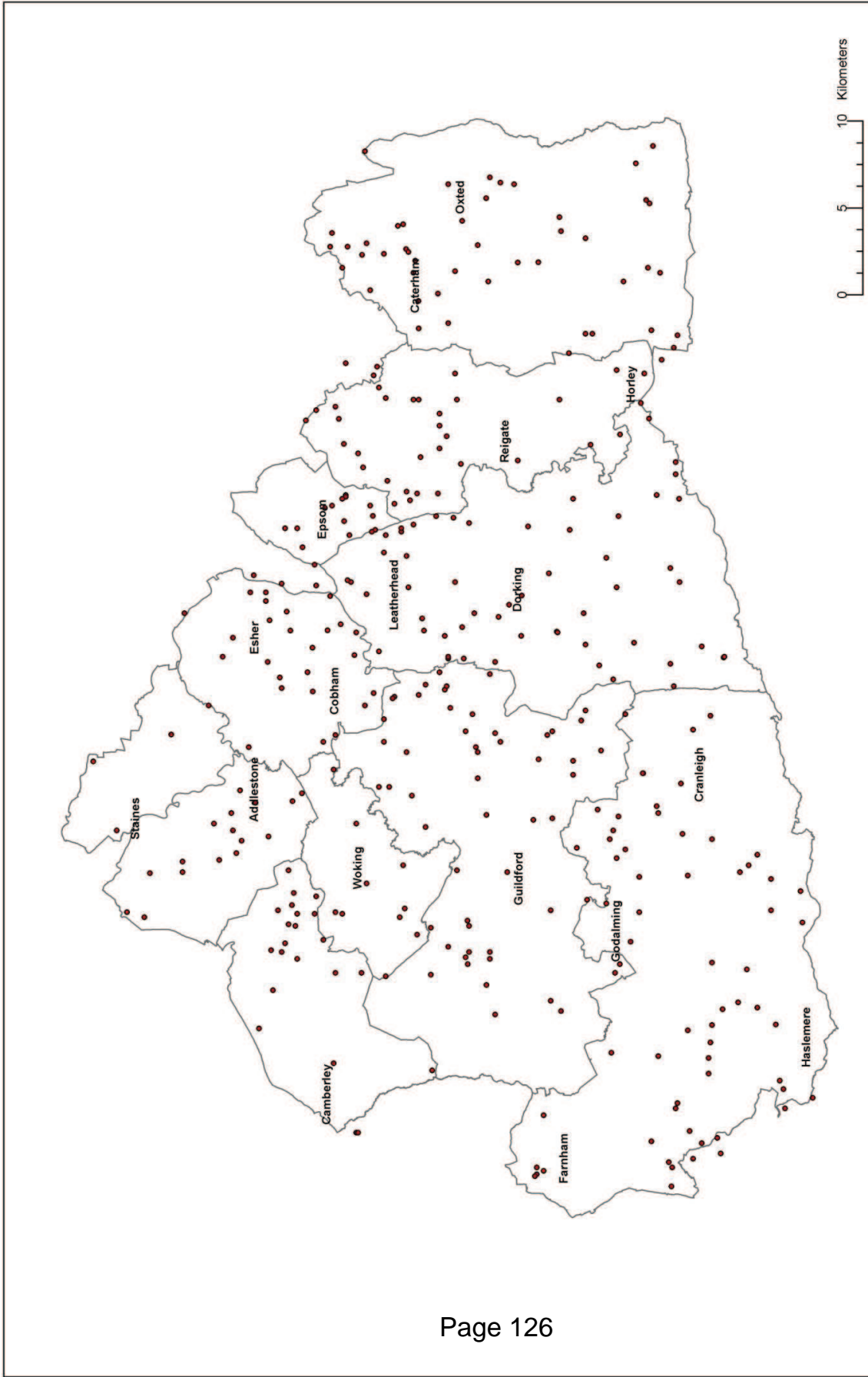
Map 6

Access Land

Access

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Stables

Map 7

Location of Stables

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County Council Meeting – 9 December 2014

REPORT OF THE PLANNING & REGULATORY COMMITTEE

* Mr Keith Taylor (Chairman)
 * Mr Tim Hall (Vice-Chairman)
 * Mr Ian Beardsmore
 A Mrs Natalie Bramhall
 * Mrs Carol Coleman
 * Mr Jonathan Essex
 S Mr Denis Fuller
 A Mrs Margaret Hicks
 * Mr George Johnson
 * Christian Mahne
 * Mr Ernest Mallett MBE
 * Mr Michael Sydney
 * Mr Richard Wilson

* = Present

A = Apologies

S = Substitute

A. COMMONS REGISTRATION: NEW PROCEDURE FOR APPLICATIONS TO AMEND THE COMMONS REGISTER

1. The County Council is the Commons Registration Authority under the Commons Registration Act 1965 and the Commons Act 2006 which administers the Registers of Common Land and Town or Village Greens.
2. On 18 November 2014, the Planning & Regulatory Committee received a report on new regulations which will shortly be commenced to allow for the amendment of the commons register where land has been wrongly registered as common land or a town/village green. The regulations enable the Registration Authority to introduce a reasonable fee for certain types of applications.
3. The Committee APPROVED the reasonable charge to be levied on an applicant for applications submitted under Paragraphs 6 to 9 of Schedule 2 of the Commons Act 2006 to be set at £1000.
4. The Committee APPROVED that, for applications where the County Council is the determining authority, if no significant objection has been received and the authority has no legal interest in the land, after consultation with the Chairman of the Planning and Regulatory Committee, the decision to determine an application is delegated to the Head of Legal and Democratic Services.

5. The Committee RECOMMENDS to Council that the Scheme of Delegation is amended so that:

For applications, under section 19 and paragraphs 6 to 9 of Schedule 2 of the Commons Act 2006, where the County Council is the determining authority, if no significant objection has been received and the authority has no legal interest in the land, after consultation with the Chairman of the Planning & Regulatory Committee, the decision to determine an application is delegated to the Director of Legal and Democratic Services.

Keith Taylor
Chairman of the Planning & Regulatory Committee
November 2014

MINUTES OF THE MEETINGS OF CABINET

Any matters within the minutes of the Cabinet's meetings, and not otherwise brought to the Council's attention in the Cabinet's report, may be the subject of questions and statements by Members upon notice being given to the Democratic Services Lead Manager by 12 noon on Monday 8 December 2014.

**MINUTES OF THE MEETING OF THE CABINET
HELD ON 21 OCTOBER 2014 AT 2.00 PM
AT ASHCOMBE SUITE, COUNTY HALL, KINGSTON UPON THAMES,
SURREY KT1 2DN.**

These minutes are subject to confirmation by the Cabinet at its next meeting.

Members:

*Mr David Hodge (Chairman)	*Mr John Furey
*Mr Peter Martin (Vice-Chairman)	* Mr Mike Goodman
*Mrs Mary Angell	Mr Michael Gosling
*Mrs Helyn Clack	*Mrs Linda Kemeny
*Mr Mel Few	*Ms Denise Le Gal

Cabinet Associates:

*Mr Steve Cosser	*Mrs Kay Hammond
Mrs Clare Curran	*Mr Tony Samuals

* = Present

PART ONE
IN PUBLIC

144/14 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Mrs Curran and Mr Gosling.

145/14 MINUTES OF PREVIOUS MEETING: 23 SEPTEMBER 2014 [Item 2]

The minutes of the meeting held on 23 September 2014 were confirmed and signed by the Chairman.

146/14 DECLARATIONS OF INTEREST [Item 3]

There were none.

147/14 PROCEDURAL MATTERS [Item 4]

(a) MEMBERS' QUESTIONS [Item 4a]

There were none.

148/14 PUBLIC QUESTIONS [Item 4b]

A question from David Beaman was received. The question response is attached as **Appendix 1**.

Mr Beaman asked a supplementary question regarding when the traffic works would be completed and Mr Hodge confirmed that he would ask the Cabinet Member for Highways, Transport and Flooding to reply on this issue outside of the meeting.

149/14 PETITIONS [Item 4c]

There were none.

150/14 REPRESENTATIONS RECEIVED ON REPORTS TO BE CONSIDERED IN PRIVATE [Item 4d]

No representations were received.

151/14 REPORTS FROM SELECT COMMITTEES, TASK GROUPS, LOCAL COMMITTEES AND OTHER COMMITTEES OF THE COUNCIL [Item 5]

Report of Council Overview and Scrutiny Committee in relation to the Finance and Budget Monitoring report for August 2014 as appendix 2.

The response from the Leader of the Council is attached as appendix 3.

[Note: Items 12 and 13 were moved up the agenda and taken after this item as the Deputy Leader left to attend another meeting at 2.30pm]

152/14 SUPPORTING ECONOMIC GROWTH: IMPLEMENTING THE LOCAL GROWTH DEALS [Item 12]

The Deputy Leader introduced the report detailing how the Council proposed to support local growth deals around transport and infrastructure. He explained that it was the second paper of three, looking particularly at the principles around how Surrey County Council would contribute to schemes in conjunction with district and boroughs.

The report sought agreement about how the Council proposes to: take forward securing the local contribution to the second tranche of schemes for which funding had been agreed by the Enterprise M3 (EM3) and Coast to Capital (C2C) Local Enterprise Partnerships (LEPs) for 2015/16; prioritise bids for currently unallocated funds held by the LEPs for 2015/16 to support sustainable transport and resilience projects; and prioritise new projects for funding through the LEPs from 2016/17.

The Cabinet Member for Highways, Transport and Flooding explained that the major issue was timing and having the resources to obtain additional resources from central government.

The Cabinet Member for Business Services said that Surrey is the powerhouse of the national economy and that investing in infrastructure is critical for the country's further prosperity.

RESOLVED:

1. The principles and approach for determining local contributions for transport schemes be agreed and a further report to Cabinet in December 2014 will seek agreement to the County Council match funding contribution to the second tranche of 2015/16 schemes.
2. The proposed approach to prioritising schemes be agreed and be applied to the sustainable transport and resilience schemes for 2015/16.
3. That approval of the prioritised list of sustainable transport and resilience schemes for submission to the LEPs be delegated to the Strategic Director for Environment and Infrastructure, in consultation with the Leader, the Deputy Leader and the Cabinet Member for Transport, Highways and Flooding Recovery.
4. That further schemes should be prioritised for funding for 2016/17. Identification of these schemes be delegated to the Strategic Director for Environment and Infrastructure in consultation with the Leader, the Deputy Leader and the Cabinet Member for Transport, Highways and Flooding Recovery.

Reasons for Decisions:

The LEPs' Strategic Economic Plans, submitted to Government in March 2014, were developed with considerable input from the County Council and identified priority schemes for Surrey. Almost all of the schemes put forward for funding for 2015/16 were successful, including all of the transport projects.

Councils are required to provide a local contribution to the schemes to reflect the local benefits that will be secured. A critical part of the business case submission to secure funding will be identifying the source and amount of such local contributions. Hence the need for agreed principles and a firm agreement with the relevant borough or district on their financial contribution (Recommendation 1). The second tranche of schemes for 2015/16 requiring a contribution from the County Council will come forward in a report to Cabinet in December.

Whilst large schemes were identified in the Growth Deals for specific funding, smaller schemes will be supported through pots of additional funding. The Council needs to make bids into these pots reflecting priority schemes. The approach set out in this report will be the basis for such prioritisation (Recommendation 2). Given the deadlines for submission of proposals to the LEPs and the level of detailed work still to be completed within these timescales, the report proposes that the application of these principles is delegated to the Strategic Director for Environment and Infrastructure, in discussion with the relevant portfolio holders (Recommendation 3).

Government have also set a very tight timetable for any bids for further funding for 2016/17. The report identifies the schemes being considered for Surrey and proposes that the final decision on which ones to put forward is also delegated to the Strategic Director, in consultation with the relevant portfolio holders (Recommendation 4).

153/14 LOCAL STRATEGIC STATEMENT AND SURREY STRATEGIC PLANNING AND INFRASTRUCTURE PARTNERSHIP [Item 13]

The Deputy Leader presented the report on the Surrey Strategic Planning and Infrastructure Partnership and drew attention to the Localism Act (2011) and the National Planning Policy Framework (NPPF) that required public bodies to cooperate on planning issues that crossed administrative boundaries.

This sets out that, at a Local Plan Examination, local planning authorities are expected to demonstrate evidence that they have complied with this legal 'Duty to Cooperate'. Infrastructure was a strategic planning matter and the County Council had a key role in Local Plan preparation as the Local Highways Authority, the local planning authority for waste and minerals and as a major infrastructure provider, particularly for transport and schools, and was subject to the duty.

He explained that Surrey Leaders had agreed to meet as the Surrey Strategic Planning and Infrastructure Board to provide a vehicle for cooperation and joint working to help districts and boroughs in Surrey meet the challenging requirements of the duty. They have agreed a Memorandum of Understanding on how the local authorities in Surrey will work together to prepare a Local Strategic Statement setting out common priorities on strategic planning matters and actions. The partnership would also facilitate a co-ordinated approach to engaging with neighbouring authorities, particularly London and its growth impacts on Surrey.

The Cabinet Member for Business Services commented that it was very important to have a coordinated approach on this and this was supported by the Cabinet Member for Environment and Planning stating that working together would achieve so much more.

RESOLVED:

The Leader of the Council be authorised to sign the Memorandum of Understanding for the Surrey Strategic Planning and Infrastructure Partnership to work towards the preparation of a Local Strategic Statement for Surrey.

Reasons for Decisions:

A number of local authorities who have recently had their plans examined have failed to meet the requirements of the Duty to Cooperate and have had to withdraw their Local Plans. Most Surrey local authorities are in the process of preparing planning documents and it is increasingly clear that meeting the requirements of the duty is a test that has been extremely difficult and would be significantly more likely if an appropriate framework to coordinate partnership working to address common strategic planning issues is established.

The Memorandum of Understanding and preparation of a Local Strategic Statement setting out common priorities can help overcome the difficulties that local authorities are presently experiencing and will help to make the

case for investment in Surrey, especially funding for transport and other infrastructure from the Local Enterprise Partnerships.

The proposed partnership will also ensure a collective voice exists within Surrey to manage relationships with neighbouring authorities, particularly London, where projected increases in population suggest that it will not be able to meet all its future housing needs and this is likely to create further pressure to increase housing provision above locally identified needs in Surrey.

154/14 SURREY SAFEGUARDING ADULTS BOARD ANNUAL REPORT 2013 - 14 [Item 6]

The Cabinet Member for Adult Social Care asked the Cabinet Associate for Adult Social Care, Mr Cosser, to introduce the Annual Report of the Surrey Safeguarding Adults Board (SSAB). Mr Cosser highlighted that the report presented the priorities and programmes covered by the board in 2013/14 and stated the SSAB would become a statutory board from 1 April 2015 as part of the implementation of the Care Act 2014. He then invited the independent chairman, Simon Turpitt to provide an overview of the report.

Mr Turpitt began by stating how pleased he was that the SSAB would become statutory and that he felt that this would provide the accountability and responsibility to deliver safeguarding for adults on the same footing as children. He referred to the Adult Social Care peer review findings in relation to safeguarding and stated that the Council and Members should be proud of these achievements.

He talked about challenges and highlighted resources as the biggest challenge. The Cabinet Member for Business Services questioned Mr Turpitt on what the board was doing to address the constraints on resources to ensure that they were ready for the implementation of the Care Act. Mr Turpitt replied that all 6 member agencies were looking at adjusting policies and procedures and he is confident in the board but there was some work to do.

The Cabinet Associate for Assets and Regeneration asked what the board was doing about shared resources to which the Chairman of the SSAB stated that joint funding would assist with improving governance going forward as the board was solely funded by the Adult Social Care directorate.

The Cabinet Member for Adult Social Care thanked the Board for the report and referred to the dedicated team of officers that manage the cases.

The Leader closed the discussion by extending a personal thank you to the SSAB on behalf of the residents of Surrey.

RESOLVED:

1. Prior to it being published, the Surrey Safeguarding Adults Board Annual Report be noted.
2. The provision of paper copies of the Surrey Safeguarding Adults Board Annual Report to Surrey libraries be agreed.

Reasons for Decisions:

By accepting the recommendations, the Cabinet will show that the council has fulfilled its obligations to co-ordinate the activities of the SSAB. It will support the SSAB to be transparent by providing information to the public on the performance of the Board in the delivery of its strategic plan.

The provision of paper copies of the SSAB Annual Report to Surrey libraries will assist to ensure that there is easy access to the report for Surrey residents who do not have internet access.

From 1 April 2015 when the Care Act 2014 will be implemented, it will be a statutory requirement for Safeguarding Adults Boards to produce and publish a Strategic Plan and an Annual Report. The Strategic Plan will need to set out how SSAB will protect and help adults in Surrey and what actions each member of the SSAB will take to deliver the plan. The Annual Report will need to state what both the SSAB and its members have done to carry out and deliver the objectives and other content of its strategic plan. The SSAB wish to comply with these future requirements in advance of the statutory duty.

155/14 SURREY SAFEGUARDING CHILDREN BOARD (SSCB) ANNUAL REPORT 2013 - 2014 [Item 7]

The Cabinet Member for Children and Families, Mrs Angell, introduced the Annual Report of the Surrey Safeguarding Children Board (SSCB) for 2013/14 which it is a statutory, multi agency board, chaired by an independent chairman, Mrs Alex Walters. She commented that 2013/14 had been a difficult year with budget constraints and a major restructure within Children's Services and that the Board had played a key role in monitoring and evaluating changes. Mrs Angell invited Mrs Alex Walters, to present the detail of the report.

Mrs Walters began by explaining that there had been a statutory duty to have the SSCB since 2006 and that it was a strategic partnership and not a delivery board. Its primary function was to coordinate safeguarding arrangements and look at the effectiveness of safeguarding. She signposted Members to the four priority areas of achievement from within the report and outlined the key achievements of the SSCB. She commented on the publication of the Serious Case Reviews and highlighted the evidence of learning from these. Mrs Walters then praised the positive engagement of partner agencies before referring to the key messages at the end of the annual report.

Cabinet Members queried attendance at the board and were reassured that Mrs Walters felt that engagement was increasing and the work of subgroups was helping with this.

The Cabinet Member for Schools and Learning commented that she was very pleased to see that section 11 had been completed for schools.

The Cabinet Member for Children and Families thanked the Chairman and Board Members for their hard and the step up in performance made.

The Leader of the Council concluded the discussion by providing his personal thanks on behalf of the 272,000 children in Surrey.

RESOLVED:

1. Prior to it being published, the Surrey Safeguarding Children Board Annual Report be noted.
2. The provision of paper copies of the Surrey Safeguarding Children Board Annual Report to Surrey libraries be agreed.

Reasons for Decisions:

The Board is constituted Under Section 13 of the Children Act 2004; its objectives are set out in Section 14 of the Children Act 2004. Regulation 5 of the Local Safeguarding Children Board (LSCB) Regulations 2006 sets out the statutory functions of the LSCB.

Section 14a of the Children Act 2004 requires that the independent Chairman publishes an Annual Report on the effectiveness of child safeguarding and promoting the welfare of children in the local area.

Accepting the recommendation will provide evidence the Council has fulfilled its obligations under Section 13 of the Children Act 2004.

156/14 SURREY EDUCATIONAL TRUST - ANNUAL REPORT [Item 8]

The Cabinet Member for Schools and Learning introduced the first report of the Surrey Educational Trust. She explained that the Trust was established as a Company Limited by Guarantee in 2010, to distribute a proportion of the earnings generated through the joint venture between Surrey County Council and Babcock 4S and that the purpose of the Trust was to provide support to Surrey state funded schools, educational projects and organisations for the benefit of children, young people and learners from Surrey.

She explained that applications must support one of a number of criteria themes including:

- Leadership development;
- Extending educational opportunity;
- Increasing young people's resilience and personal growth;
- Modern Foreign Languages;
- English as an Additional Language; and
- Promoting Science, Technology, Engineering and Mathematics.

There was a nominal limit of £25,000 on bids and that £360,755 had been allocated to 25 projects to date through three bidding rounds.

Mrs Kemeny also drew attention to paragraph 19 of the report where Trustees were considering investing £600,000 into a building society.

The report highlights 3 case studies where funding had been granted and Members showed their support for them.

RESOLVED:

That the projects funded through the Surrey Educational Trust be noted.

Reasons for Decision:

Reporting the activity of the Trust to Cabinet demonstrates a continuing investment in improving outcomes for Surrey's children and young people. It also ensures greater public accountability and transparency about how the funds are used to support projects of an educational nature. To date the funding allocated to the Trust by the County Council totals £1,213,003.07.

157/14 FINANCE AND BUDGET MONITORING REPORT FOR SEPTEMBER 2014 [Item 9]

The Leader of the Council presented the budget monitoring report for the mid year point for 2014/15, for the period up to 30 September and focused his introductory comments around the four core elements of the Council's financial strategy to:

- Keep any additional call on the council taxpayer to a minimum;
- Continuously drive the efficiency agenda;
- Develop a funding strategy to reduce the Council's reliance on council tax and government grant income; and
- Continue to maximise our investment in Surrey.

He stated that the forecast revenue position was for an overspend of £400,000 at year end and that he was pleased to report this £2m improvement on the previous month's forecast.

He also highlighted the recommendation to transfer budgets of £1.1m to reflect the movement of the vast majority of the Pensions Administration team into Shared Services, building the capacity to offer efficient pensions services to the public sector. The remaining £100,000 transfer brought the pension fund management and commissioning of pensions administration into the same team.

In relation to keeping any additional call on the council taxpayer to a minimum he highlighted:

- The end of year revenue forecast was for services to overspend by £0.4m.
- Though services had forecast a small overspend, the Cabinet's strong commitment to tight financial management, backed up actions of managers across the council would make this the fifth consecutive year the council has a small underspend or a balanced budget.
- The Chief Executive and Director of Finance had held support sessions with heads of service and concluded the key efficiencies strategies were valid. To keep up progress in the rigour of services' savings plans, the support sessions would continue. The Chief Executive and Director of Finance would continue to report progress at the council's regular briefings to all Members.

On Continuously drive the efficiency agenda he stated:

- At the end of September, services forecast delivering efficiencies of £69m.

- Of the £69m, nearly 75% had either already been achieved or was on track, about 15% had some issues and less than 10% was considered to be at risk.

With regards to developing a funding strategy to reduce the Council's reliance on council tax and government grant income, the Leader reported the following:

- Reducing reliance on government grants and council tax was key to balancing the budgets over the longer term. The Revolving Infrastructure and Investment Fund had already invested over £5m this year and forecasts delivering £0.5m net income.

With regard to continuing to maximise our investment in Surrey he said:

- The Council's capital programme not only improved and maintained the Council's services, it was also a way of investing in Surrey and generating income for the Council.
- The reprofiled capital programme plans £780m investment for 2014-19, including £200m in 2014/15. The current forecast was to overspend by £6.5m, including long term investments.

Other Cabinet Members were invited to highlight the key points and issues from their portfolios, as set out in the annex to the report.

RESOLVED:

That the forecasted +£0.4m overspent revenue position for 2014/15 (paragraph 2 of the submitted report) be noted.

That services' forecast achieving £69.0m efficiencies and service reductions by year end (paragraph 54 of the submitted report) be noted.

That the Council forecasts investing £207m through its capital programme in 2014/15 (paragraph 58 of the submitted report be noted).

The quarter end balance sheet as at 30 September 2014 and movements in earmarked reserves and debt outstanding (paragraphs 61 to 63 of the submitted report) be noted.

Services' management actions to mitigate overspends (set out throughout the submitted report) be noted.

The virement of £1.1m gross expenditure budget from Human Resources & Organisational Development to Shared Services (£1m) and Finance (£0.1m) to realign budgets and service responsibilities (paragraphs 33 to 35) be approved.

Reasons for Decision:

This report was presented to comply with the agreed policy of providing a monthly budget monitoring report to Cabinet for approval and action as necessary.

158/14 SURREY SCHOOLS' FUNDING FORMULA 2015/16 [Item 10]

Schools were funded on the basis of a formula determined by each local authority within parameters set by the Department for Education (DfE). Following annual consultation with all school during September and the Schools Forum on 1 October 2014, the report set out the recommended formula for the funding of Surrey schools in 2015/16.

The Cabinet Member for Schools and Learning began by thanking officers for their work and then explained that the submitted report was necessarily a technical report seeking approval for the proposed funding mechanisms and values of key formula factors through which Surrey schools would be funded in 2015/16.

Schools and many school support services are funded by Dedicated Schools Grant (DSG) and were split into three categories of educational provision. The report recommended that a transfer of £10 million was made from Schools to High Needs to support children with special educational needs and disabilities (SEND) and this was a key piece of work.

She went on to say that the report set out the recommendations from the Schools Forum (Annex 2 of the submitted report) and that the Council was required to submit its proposed schools' funding formula to the Education Funding Agency by 31 October 2014. The equalities impact assessment (annex 3 of the submitted report) was referred to.

The Leader of the Council considered that this was the result of the good work done over a number of years by a number of Members and officers.

RESOLVED:

1. The funding formula for Surrey schools be prepared on the basis of a £10m transfer within Dedicated Schools Grant from Schools to High Needs -principally to children with special educational needs and disabilities (SEND).
2. The commitment to a long term resolution of funding pressures in special educational needs and disabilities (SEND) be noted, with the Cabinet to receive a report on progress in February 2015.
3. The revisions to the schools' funding formula, as recommended by the Schools Forum and set out in paragraph 21 of the submitted report, be introduced.
4. The proposed Surrey formula factors as set out in Annex 2 of the submitted report be approved for submission to the DfE by the 31 October deadline.
5. Authority is delegated to the Assistant Director, Schools & Learning, in conjunction with the Leader and the Cabinet Member for Schools & Learning, to update and amend the formula as appropriate following receipt of the DSG settlement and DfE pupil data in December 2014. This is to ensure that total allocations to schools under this formula

remain affordable within the council's DSG settlement to be announced during December.

Reasons for Decisions:

To comply with DfE regulations requiring notification of the Council's funding formula for schools by 31 October 2014.

159/14 CREATION OF A JOINT TRADING STANDARDS SERVICE WITH BUCKINGHAMSHIRE COUNTY COUNCIL [Item 11]

The Cabinet Member for Community Services introduced the report and explained that the proposal was a natural continuation from the 2012 Public Value Review and recommended the creation of a joint Trading Standards Service between Surrey and Buckinghamshire.

The new service would provide an enhanced service for residents and businesses in both counties. It would also ensure future service resilience, whilst at the same time reducing costs. The cashable savings would equate to approximately 12% of the joint service delivery costs by year 4. The alternative for each service would be service delivery reductions which would reduce both the protection for residents and the support for local businesses.

She commented that Buckinghamshire County Council had agreed the proposal at their Cabinet meeting the previous day and that the Communities Select Committee had also reviewed the proposals and voted in favour of the approach.

The Cabinet Member for Adult Social Care stated that he welcomed the approach and that it was a fantastic development for the Trading Standards service.

Following agreement of the recommendations in the submitted report, Councillor Margaret Ashton from Buckinghamshire County Council spoke to explain her enthusiasm for the joint service and confirmed that Buckinghamshire Cabinet had agreed wholeheartedly with the approach yesterday. She asked Members to note the importance of the work done and how it should be used as a promotion tool to other local authorities who may be considering similar options. She expressed particular thanks to the officers from Surrey and Buckinghamshire for the work they had done and that she looked forward to working together in partnership.

RESOLVED:

1. The proposal to create a new Joint Trading Standards Service with Buckinghamshire County Council with effect from 1 April 2015 be approved.
2. That the Executive functions of the Council, which are within the remit of the Trading Standards service, shall be discharged by a newly constituted Joint Committee to be established with Buckinghamshire County Council with effect from 1 April 2015 be agreed.
3. That the Joint Committee will comprise one Cabinet Member from each partner authority, together with another member from each who may attend regularly in an optional advisory and supportive capacity but who would not form part of the Joint Committee itself be agreed.
4. The responsibility for agreeing the detail of an Inter Authority Agreement with Buckinghamshire, and other related issues including establishing the Standing Orders for the Joint Committee, be delegated to the Strategic Director for Customers and Communities, in consultation with the Cabinet Member for Community Services.
5. The responsibility to amend the Council's Constitution to reflect the changes arising from the report be delegated to the Director of Legal and Democratic Services.

Reasons for Decisions:

The creation of a new joint Trading Standards service will enhance services for residents and business in Surrey and in Buckinghamshire.

A new joint service will enable both local authorities to achieve the Medium Term Financial Plan targets, and will position the service better to generate further income in future years.

The alternative for each service would be to make service delivery reductions which in turn would reduce protection for residents and the support available for local businesses.

160/14 RIGHTS OF WAY PRIORITY STATEMENT [Item 14]

The Cabinet Member for Environment and Planning introduced the revised Rights of Way Priority Statement set out as an annex within the submitted report.

He explained that the Rights of Way Priority Statement set out how the County Council prioritises and sets targets for undertaking legal orders associated with keeping the Definitive Map of Public Rights of Way in Surrey up to date.

He thanked the officers involved in this area of work and explained that the changes set out will benefit Surrey residents and landowners. He referred to the equality impact assessment (annex B of the submitted report) and

commented that although this was set out in the old format and dated 2009, what was included was relevant but he had asked officers to update the EIA going forward.

RESOLVED:

The revised Rights of Way Priority Statement be approved by the Cabinet and recommended to Council for approval.

Reasons for Decisions:

The revision alters the document to better reflect the Council's statutory duties, address public safety issues and maximise opportunities to improve the rights of way network.

161/14 SUNNYDOWN SCHOOL, CATERHAM: SPECIAL EDUCATION NEEDS IMPROVEMENT PROJECT [Item 15]

The Cabinet Member for Schools and Learning explained that the purpose of this item was to approve the Business Case for the improvement of teaching and dining facilities at Sunnydown School. The school was a specialist facility that taught 90 boys from 11 to 16 years of age with specific difficulties. The proposal would enable refurbishment and specialist teaching facilities to be provided.

The financial information was detailed under item 19 but was subject to part 2 requirements.

It was confirmed that the local member Mr John Orrick supported the improvement project for Sunnydown School.

RESOLVED:

That subject to the agreement of the detailed financial information for the expansion as set out in agenda item 19 in Part 2 of this agenda, the business case for the provision of improved teaching and dining facilities at Sunnydown School in Caterham be approved.

Reasons for Decisions:

The proposal supports the Authority's statutory obligation to provide appropriate facilities for all vulnerable children who attend the school and who have failed to thrive in a mainstream setting and will benefit from this specialist facility.

162/14 SURREY COUNTY COUNCIL IN HOUSE RESIDENTIAL CARE HOMES FOR OLDER PEOPLE [Item 16]

The Cabinet Member for Adult Social Care began by stating that the Council was well aware of the impact on all residents, their families, carers, staff and that any decision on the future of these homes would have over time.

Mr Few stated that the primary role of the Council was the safeguarding of all vulnerable adults and that no action would be taken if it put any adult in an unsafe position. He also stated that should the consultation support the preferred option to close these homes, no relocations will take place until spring of 2015.

The decision to proceed with this consultation on the future of the homes has been taken after considering the following factors.

- Along with the trend throughout the country the strategy was to encourage the elderly to remain in their own homes where many have lived for many years among their own friend's families and communities.
- It is also recognised that this change was creating a need for nursing homes where the elderly move to when they can no longer remain in their own homes. None of Surrey's homes were equipped to provide such care.
- The six homes were commissioned in the late 1970's. The facilities do not match today's requirements in that bathrooms and toilets were not gender specific. Also bedrooms were not of an acceptable size, which often places stress on the staff as they regularly have to manoeuvre the resident's furniture to accommodate lifting equipment.

Mr Few went on to state that the homes were under-utilised, and would continue to remain so in order to enable staff to provide the attention that each resident requires.

He confirmed that the sites on which the homes were located limited the amount of expansion that could be achieved including implementing ensuite rooms and additional facilities and in doing this, the bed capacity would be reduced by between 40-60% making the cost of running these homes cost prohibitive. In order to modernise these homes it would require significant capital expenditure in the order of £60m.

Mr Few highlighted that the report and annexes contain the details of all the homes under consultation, details of the consultation process and a full equalities impact assessment. He confirmed that the results of the consultation process were expected in February 2015 and following this the Cabinet will be asked to assess the results and accept the conclusion that they deliver.

The Leader of the Council concluded that it is important that the Council provided the right form and level of care but the realities were that the physical state of the homes. He stressed the importance of seeing the evidence from the consultation to find the best way forward for the residents.

RESOLVED:

1. That a consultation with residents, families, carers, staff, trade unions and other affected stakeholders commences regarding the future of Surrey County Council's six in-house older people's residential care homes be approved

The homes are as follows:

- Brockhurst in Ottershaw
 - Cobgates in Farnham
 - Dormers in Caterham
 - Longfield in Cranleigh
 - Park Hall in Reigate
 - Pinehurst in Camberley
2. Further recommendations on the results of the consultation on 24 February 2015 be received.

Reasons for Decisions:

As people continue to live independently in the community for longer, when they do require residential care their needs tend to be more complex. As such, there has been an increase in the number and proportion of nursing care placements being commissioned as opposed to residential care placements. Surrey County Council is considering its commissioning strategy as a result of this.

Surrey County Council's Adult Social Care Directorate, in partnership with Clinical Commissioning Groups, continues to commission services that support a shift away from residential care to personalised social care in community settings, supporting individuals to live independently and safely. The physical environments of the homes reduce the ability to deliver a quality service maintaining dignity and no longer represent best value for money in light of the new CQC requirements.

163/14 LEADER / DEPUTY LEADER / CABINET MEMBER DECISIONS TAKEN SINCE THE LAST CABINET MEETING [Item 17]

The delegated decisions taken by Cabinet Members since the last meeting of the Cabinet were noted.

Gratitude was expressed by a number of Cabinet Team regarding the Leader's Community Improvement Fund.

RESOLVED:

The decisions taken by Cabinet Members since the last meeting as set out in Annex 1 of the submitted report be noted.

Reasons for Decisions:

To inform the Cabinet of decisions taken by Cabinet Members under delegated authority.

164/14 EXCLUSION OF THE PUBLIC [Item 18]

RESOLVED that under Section 100(A) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following items of business on the grounds that they involve the likely disclosure of exempt information under paragraph 3 of Part 1 of Schedule 12A of the Act.

PART TWO – IN PRIVATE

THE FOLLOWING ITEMS OF BUSINESS WERE CONSIDERED IN PRIVATE BY THE CABINET. SET OUT BELOW IS A PUBLIC SUMMARY OF THE DECISIONS TAKEN.

165/14 SUNNYDOWN SCHOOL , CATERHAM: SPECIAL EDUCATION NEEDS IMPROVEMENT PROJECT [Item 19]

This report was the confidential annex for item 15 of this agenda.

RESOLVED:

1. The business case for the provision of improved teaching and dining facilities at Sunnydown School in Caterham be approved at a total estimated cost of £2,167,960.
2. The arrangements by which a variation of up to 10% of the total value may be agreed by the Strategic Director for Business Services, in consultation with the Cabinet Member for Schools and Learning, the Cabinet Member for Business Services and the Leader of the Council.

Reasons for Decisions:

The proposal supports the Authority's statutory obligation to provide appropriate facilities for all vulnerable children who attend the school and who have failed to thrive in a mainstream setting and will benefit from this specialist facility.

166/14 WOKING FIRE STATION [Item 20]

The Cabinet agreed in September 2012 that Surrey County Council (SCC) would participate in a Joint Venture Company, Bandstand Square Developments Ltd (BSDL), with Woking Borough Council (WBC) and Moyallen Ltd to regenerate Woking Town Centre. An important element of the project was the provision of a new fire station in Woking.

The Cabinet were requested to approve a payment to BSDL Ltd for improvements to facilities that would be delivered under Phase 1 of the project, and which were required to ensure future resilience and flexibility as determined by the Public Safety Plan.

The Cabinet Member for Business Services confirmed her support for this project.

RESOLVED:

1. A payment of £2m (in two tranches as set out below) to BSDL Ltd in consideration of improvements in facilities delivered in relation to the new Woking Fire Station, being developed under Phase 1 of the

project, over and above the direct replacement of the existing station be approved.

2. The consideration be paid in tranches; for example with the first payment being made upon exchange of the Development Agreement and a second tranche upon effective completion of the new Fire Station in 2016, with the proposed underlying contractual arrangements being subject to appropriate financial and legal due-diligence be approved, in principle.
3. Appropriate contractual and financial arrangements, following completion of the required due-diligence be delegated to the Strategic Director for Business Services, in consultation with the Cabinet Member for Business Services and the Section 151 Officer.

Reasons for Decisions:

The proposal to develop an enlarged fire station on Goldsworth Road in Woking will provide a modern facility with enhanced capability and enhanced training facilities and will ensure resilience to the provision of fire fighting capability in the west of the county.

The project as a whole will deliver further regeneration of Woking Town Centre and will improve the long-term viability of the existing retail offer in the town. The development will create additional employment in both the development phase and in the longer term.

The Council's payment to BSDL recognises that the new fire station delivers substantial betterment compared to the facilities at the existing station and to recognise that the backlog maintenance associated with the existing building can be removed.

167/14 PUBLICITY FOR PART 2 ITEMS [Item 21]

That non-exempt information relating to items considered in Part 2 of the meeting may be made available to the press and public, if appropriate.

However, it was agreed that Sunnydown School, Caterham: Special Education Needs Improvement Project would be publicised.

[Meeting closed at 3:55pm]

Chairman

**CABINET – 21 OCTOBER 2014
PROCEDURAL MATTERS**

Public Questions

Question (1) from David Beaman to ask:

There is a long standing concern of many residents of Hale and Upper Hale regarding the increasing level and general speed of traffic which includes a high number of HGVs using Upper Hale Road. On behalf of the constituents of Upper Hale that I represent on Farnham Town Council I submitted a question to the meeting of the SCC/Waverley Local Committee that was held on Friday 26 September regarding a number of issues relating to Upper Hale Road including a number of suggestions to improve safety of all road users and pedestrians using Upper Hale Road as well as improving the general environment of all residents living along Upper Hale Road and associated side roads. The response that I received to my question was more or less what is already known although there is one interesting fact given in the reply that the average recorded speed on Upper Hale Road is 32 mph which is higher than the speed limit along most of this road and being an average implies that some traffic is travelling even faster! The reply that I received does not give any indication of any action that is planned to be implemented in the foreseeable future by either SCC or WBC to either reduce the number of HGVs and /or reduce the general average speed of all traffic using Upper Hale Road. I am particularly concerned that any proposals that are implemented to reduce the level of traffic passing through Central Farnham to improve conditions for people living, working and visiting Farnham Town Centre and in particular reduce vehicle emissions to levels within allowed European limits will only result in more traffic including more HGVs using Upper Hale Road. A high number of children walk and cross Upper Hale Road when travelling to and from Hale Primary School which has 443 children aged between 3 and 11 on its school roll (Ofsted report on visit made in June 2013) and Hale Sure Start Children's Centre whose reach area includes 754 children under the age of 5 (Ofsted report on visit made in January 2014). Both Hale Primary School and Hale Sure Start Children's Centre are located on Upper Hale Road as is the Sandy Hill Community Bungalow which is used for a number of various community activities at all times of day by a significant number of local residents and particularly those living on the Sandy Hill estate whilst the Tesco Express store at the junction of Upper Hale Road with Alma Lane is the main convenience store used by residents of Hale and Upper Hale many of whom are elderly. With this high level of pedestrian movement and with narrow footpaths in many places the current situation is an accident waiting to happen.

I have the following questions for Surrey County Council's (SCC) Cabinet:-

1. Could an assurance be given that any traffic measures that are implemented in Farnham Town Centre will not result in any increase in total traffic and in particular HGVs using Upper Hale Road;

2. Could SCC working with Waverley Borough Council and Farnham Town Council actively investigate means that could be implemented to reduce the level of traffic, and in particular HGVs, using Upper Hale Road and reduce the average speed of traffic that is currently recorded at 32 mph to an average speed within the existing 30 mph speed limit; and
3. In the response to my written question to the SCC/Waverley Local Committee, I was advised that in October and November work would be undertaken to raise kerbs at vehicle accesses to preserve a surface water check along the edges of Upper Hale Road and in the supplementary question allowed to me, I asked if specific attention could be given to resolving the problems caused by the formation of surface water outside 67 Upper Hale Road which currently takes place on a frequent basis, and has remained unresolved despite being reported to SCC on several occasions over recent years. I would be grateful if an assurance could now be given to ensuring that whatever action is necessary will be taken to resolve this long outstanding problem.

Reply:

1. A public consultation has been undertaken considering pedestrianisation of Farnham Town Centre. This has been led by the Local Member of Parliament (Mr Jeremy Hunt) but has not yet formally been considered by the County Council. Before any formal decision is made as to the viability or otherwise of such a proposal, work will be undertaken to assess any potential consequences. In advance of this work, it is not possible to give you an assurance that there will not be any impact on Upper Hale Road.
2. Highway improvements to amend traffic flow or speeds are a matter for the Waverley Local Committee, who have to determine priorities for their area. I would refer you to the answer provided at the Waverley Local Committee on 26 September 2014.
3. The County Council is arranging kerbing works to be completed as you have described in the coming months. Officers have been advised of your concerns for 67 Hale Road and will address the problem as appropriate.

Mr John Furey
Cabinet Member for Highways, Transport and Flooding Recovery
21 October 2014

COUNCIL OVERVIEW & SCRUTINY COMMITTEE

**Item under consideration: FINANCE AND BUDGET MONITORING
REPORT FOR AUGUST 2014**

Date Considered: 2 October 2014

- 1 At its meeting on 2 October 2014 the Council Overview & Scrutiny Committee considered the finance and budget monitoring report for August 2014. This had previously been reviewed by the Committee's Performance & Finance Sub-Group, along with detailed monitoring reports for the three areas within the Committee's remit: Business Services; Chief Executive's Office; and Central Income & Expenditure.

- 2 The Committee was mindful of the budget pressures faced by services in the current financial year, and was also aware that these pressures were likely to intensify in the coming year. The Central Income & Expenditure budget includes risk contingencies totalling £5m, and the Committee was of the view that, as the budget position was likely to become more challenging in the future, this contingency fund should be carried forward in its entirety and not be used to deal with any budget shortfalls which may arise in services in the current financial year. The Committee therefore **recommends:**

That the full risk contingency budget of £5m contained within the Central Income & Expenditure budget be carried forward to 2015/2016.

**NICK SKELLETT
Chairman of the Council Overview & Scrutiny Committee**

**CABINET RESPONSE TO COUNCIL OVERVIEW AND SCRUTINY
COMMITTEE**

**FINANCE AND BUDGET MONITORING REPORT FOR AUGUST 2014
(considered by COSC on 2 October 2014)**

COMMITTEE RECOMMENDATION:

The Committee recommends that the full risk contingency budget of £5m contained within the Central Income & Expenditure budget be carried forward to 2015 / 2016.

RESPONSE:

The council takes a multi-year approach to its budget management, which has served it well in meeting and managing the budget pressures it has faced. As a part of this approach, the council has successfully balanced its budget each year and been able to carry forward the risk contingency each year. The council has achieved this by considering the use of reserves and balances, along with the carry forward of budgets, as a part of a coordinated approach to budget planning. In doing so, the council is aware that the use of carry forwards and reserves are only a one-off measure, and that ultimately, the council must achieve a sustainable budget through achieving on-going savings and, or increases in income.

The budget monitoring for the end of September 2014, which is on the agenda for today's meeting, is forecasting that the council will have a balanced budget for the current financial year. The forecast is for an overspending of £400,000. While this is positive and welcome, there are still risks ahead.

The option of carrying forward the risk contingency budget to help off-set pressures in the next financial year is only achievable if revenue budget does not overspend. Officers are working on plans to achieve a balanced budget and the Chief Executive and the Director of Finance are continuing their supportive challenge sessions with budget managers to ensure the Medium Term Financial Plan is delivered. If successful, the council can look to carry forward the risk contingency budget to be used as the motion recommends when it considers the budget outturn.

**David Hodge
Leader of the Council
21 October 2014**