

MINUTES of the meeting of the **ECONOMIC PROSPERITY, ENVIRONMENT AND HIGHWAYS BOARD** held at 10.30 am on 9 September 2015 at Ashcombe, County Hall, Penrhyn Road, Kingston upon Thames, KT1 2DN.

These minutes are subject to confirmation by the Committee at its meeting on Wednesday, 21 October 2015.

Elected Members:

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

In attendance

Mr John Furey, Cabinet Member for Highways, Transport and Flooding

12/15 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1/15]

Apologies were received from Pat Frost and Ken Gulati. There were no substitutions.

13/15 MINUTES OF THE PREVIOUS MEETING: 11 JUNE 2015 [Item 2]

The Minutes were agreed as an accurate record of the meeting.

14/15 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

15/15 QUESTIONS AND PETITIONS [Item 4]

- A member question had been received from Cllr Denis Fuller. A copy of the response was tabled at the meeting and is attached to the minutes.

16/15 RECOMMENDATIONS TRACKER AND FORWARD WORK PROGRAMME [Item 5]

Key Points Raised During the Discussion:

1. The Board noted the Actions and Recommendations Tracker and agreed its provisional Forward Work Programme. An informal forward work planning session was scheduled to be held on conclusion of the formal Board meeting.
2. The Chairman reported that at the initial meeting of the Performance & Finance Sub-Group there had been a discussion about ways of working and an outline work programme had been agreed. There had been an issue about the timeliness of information submitted to the Sub-Group for the meeting, and it had been agreed that meetings would in future be adjourned if papers weren't received at least two days in advance. The Chairman would provide an oral update on the work of the Sub-Group at each Board meeting.
3. The Chairman updated the Board on progress with the Superfast Broadband project, and it was noted that the target of 95% of properties in the programme area having superfast broadband by the end of the year was set to be exceeded. A copy of the performance and finance sub group update report would be circulated to the board.
4. The Board received updates from the Chairmen of its Member Reference Groups as follows:

Customer Service Excellence

The Members had visited the Council's Call Centre and had asked that resources for this service be protected because it provided a key first point of contact which was vital to the reputation of the Council. The Member Reference Group was reviewing highways contractors' response systems and had

also commissioned studies into specific highways projects such as Project Horizon. A visit to the Kier control centre had also been held.

A key on-going issue for the Member Reference Group was in relation to communications about highways work, including signage and letters to affected individuals and businesses. Members were encouraged to let the Group know about any examples of failings in the process. The issue of inadequate weights being used to secure temporary road signs was raised, and this was noted by the Cabinet Member. The importance of Members receiving a short bulletin about road works in their division was also highlighted, as good information significantly reduced the number of enquiries and help to set expectations.

10.40 Peter Hickman arrived at the meeting

Highways for the Future

Recent work of the Group had focussed on development of the five-year Highway Business Plan, which aimed to ensure alignment between the Services' goals and the Council's Corporate Priorities. The Group had also reviewed the Asset Management Consultation toolkit, which was used to inform future spending decisions.

A visit to Northamptonshire had been held to see how Kier operated their highways contract there. This had highlighted initiatives which could be introduced in Surrey, particularly in relation to the social value agenda such as providing employment opportunities for disabled people.

The Group was currently reviewing its findings, and recommendations would be presented to the Board at its meeting on November 2015.

Actions:

The Board to receive oral updates from its sub-groups as and when required at board meetings.

17/15 REPORT OF THE WINTER PERFORMANCE TASK GROUP [Item 6]

Declarations of Interest:

None.

Witnesses:

Tony Casey, Highways and Transport Maintenance Team Manager
John Furey, Cabinet Member for Highways, Transport & Flooding

Key Points Raised During the Discussion:

- 1 Copies of the Highways Cold Weather Plan for 2014/15 were tabled at the meeting.
- 2 Stephen Cooksey introduced the report on behalf of the Winter Performance Task Group and highlighted the key points. It was noted that the arrangements in the Cold Weather Plan had not been fully tested yet as the last two winters had been relatively mild.
- 3 It was reported that the purpose of the weather stations was to measure the road surface temperature, wind speed and air temperature in order to help to plan the response to cold weather. The Highways Team also received three weather forecasts every day, covering periods of 24 hours, one week and 30 days. Members commented that they found it helpful to receive email notifications in advance of severe weather, and it was suggested that the provision of information could be extended by using social media to distribute updates about gritting or other work being carried out.
- 4 All of the Borough and District Councils were now engaged in the delivery of the Cold Weather Plan and all provided a consistent range of services such as footway clearance. There was, however, variation in the amount of resource individual councils could allocate to carry out the work. It was agreed that additional information should be included in the resources section of the Cold Weather Plan, setting out the level of service provided by individual Boroughs and Districts in the event of the Plan being implemented.
- 5 It was explained that priority gritting routes could be amended but members would need to contact the relevant highways officers to discuss this first.
- 6 The Board commended the work of the Task Group.

Recommendations:

The Economic Prosperity, Environment and Highways board agreed and endorsed the following recommendations for submission to Cabinet,

- a) That the 2014/15 Gritting Route Network, with minor amendments resulting from member, resident and officer feedback, be maintained for the 2015/16 season.
- b) That communities be permitted to purchase additional grit bins at a total cost of £947 for an initial 4 year period and £639 for each subsequent 4 year extension, and that Parish Councils and other statutory bodies may be licensed to install grit bins on the public highway.
- c) That the Highways Cold Weather Plan 2015/16 be approved.

- d) That approval of any future amendments to the Highways Cold Weather Plan be delegated to the Assistant Director Highways and Transport in consultation with the Cabinet Member for Highways, Transport and Flooding.

Actions:

- The task group report will be submitted to Cabinet for consideration.

Bob Gardner left the meeting at 11.45am.

18/15 SURREY RAIL STRATEGY UPDATE [Item 7]

Declarations of Interest:

None.

Witnesses:

Paul Millin, Travel and Transport Group Manager

Key Points Raised During the Discussion:

- 1 The Board noted that the benefits from the proposed Crossrail 2 scheme would be better connectivity between the County and Central London and reduced congestion on trains, particularly between Wimbledon and Waterloo. Wimbledon would become a key interchange for passengers travelling to and from Surrey.
- 2 Assessment work being completed by the County Council demonstrated a case for Woking Station to be incorporated into the Crossrail 2 proposals. Research underway suggests that improved journey opportunities could be achieved by the inclusion of Woking Station in the scheme. Analysis currently suggests that no benefits would be derived from the inclusion of Guildford.
- 3 A Network Rail report on the electrification options, including the North Downs Line was expected imminently, and details would be shared with the Board in the next update report. The access issues at Dorking Deepdene Station were discussed, and it was noted that Mole Valley District Council planning officers had stated that the options for the provision of lifts and fully accessible ramps were very limited due to the lack of space available. However, the Travel and Transport Group Manager would raise this again with First Great Western to see if a solution could be found and how this could be funded.

Actions:

- It was agreed that a further update report would be brought to the Board in the new year.

- It was also agreed that a copy of the County Council's formal response in relation to the devolution of rail services in London would be circulated along with the Minutes (attached to the minutes).

19/15 DATE OF NEXT MEETING: 21 OCTOBER 2015 [Item 8]

It was noted that the next meeting would be held at 10.30am on Wednesday 21 October 2015.

Chairman

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Item 4: Members questions

Submitted by: Cllr Denis Fuller

1. Despite receiving reassurances that the consultation has been widely circulated, I have yet to speak to anyone who is aware of it. I have spoken to people using our recycling facility at Wilton Road Camberley who have not seen the notice or banner on the site. Further, the notices on the site do not actually use the word 'Consultation'.

Does your Board agree with my concerns? If so would you agree that we should extend the consultation period and use social media to spread the messages obtained therein. Wilton Road is a very successful site; the proposals in the consultation would involve significant changes. All residents must have a chance to comment.

2. The consultation details do not give the option to leave things as they are. I think we should be aware how many responders are content with the present facilities in our recycling centres. Does your Board agree that we should ask for the wording to be extended?

Response:

1. At their meeting on February 24 2015, Cabinet resolved to approve the consultation process for potential changes at the community recycling centres. The consultation has been widely publicised by the following means,
 - **E-mail to stakeholders:** Immediately prior to its release, an e-mail describing the consultation and how it could be accessed was sent to a number of stakeholders, including all County Councillors and Surrey MPs.
 - **Press release:** Received wide coverage and prompted a debate on BBC Radio Surrey.
 - **Printed booklets:** These were sent to CRCs, libraries, district/ borough and SCC offices they have been very popular, especially as the school holidays are a busy time at the CRCs. Extra copies have been sent to libraries due to high demand. We had 5,000 printed and only have a few hundred spares left.
 - **Posters:** There are posters at all CRCs and banners at the largest sites.
 - **Digital advertising:** This has sent more than 2,000 people to the online survey.
 - **Social media:** From Surrey Matters, Recycle for Surrey and many districts and boroughs have sent more than 600 people to the online survey.
 - **E- newsletters:** It was promoted in this month's Surrey Matters e-newsletter and will be featured in the Recycle for Surrey e-newsletter later this month.

- **Press Advertising:** Now the school holidays are over, press advertising will be arranged.

The approach taken with publicising and communicating the survey has followed a similar approach to that which was undertaken for the Local Transport Review, which I understand was generally considered to be a well managed consultation. The leaflet and posters do not use the word 'consultation' but instead use the words 'Have your say on Surrey's CRCs and help us to provide the services you need the most'.

2. The consultation makes it clear that the aim of the CRC review is to make further cost savings, while maintaining this important service to residents.

The option of leaving things as they are would not meet the aim of the consultation, which is to deliver further savings. Residents have the option not to answer this question and to proceed with the remainder of the questionnaire, where they can add any further comments in the free text area.

David Harmer
Chairman of the Economic Prosperity, Environment and Highways Board



CLLR DAVID HODGE
LEADER

Richard Berry,
London Assembly,
City Hall,
The Queen's Walk,
London SE1 2AA

26 June 2015

Dear Mr Berry

Re: the devolution of national rail services in London

We welcome the opportunity to comment on the London Assembly Transport Committee's investigation into the devolution of rail services in London.

What is of most importance to Surrey County Council is that residents and businesses using inner suburban rail lines receive a good quality, improving rail service. The exact way in which these services are delivered is important but of less significance.

There is potentially merit in Transport for London (TfL) taking control of some inner suburban rail services that include stops in Surrey. We recognise that better integration with the London rail network could bring benefits to Surrey residents and businesses in terms of more frequent services and better connectivity.

In considering the devolution of rail services in London, we would be keen to ensure that service frequencies are protected in Surrey, fares are kept low and the capacity of services is increased.

Should services be devolved we would expect a formal role in overseeing those lines which service the county. Clear and transparent governance is crucial. This will help to ensure that the voice of passengers outside the capital is more clearly heard. It is important that timetables and stopping patterns reflect the needs of all the communities along the line, balancing the needs of communities in Surrey and in London.

The Surrey rail network

Like the London Assembly, the county council has identified several problems with Surrey's rail network. Many services in Surrey are at capacity and suffer from peak time overcrowding. The county has some of the most overcrowded train journeys in England and Wales and some parts of Surrey are poorly served by rail, with poor connections to the capital.

To ensure that the county has the rail infrastructure needed for sustainable economic growth and to identify proposals for improvements that partners in Surrey can plan and deliver, the county has developed a rail strategy.

The Surrey Rail Strategy was published in September 2013 following an extensive consultation process. It sets out the county's rail priorities:

- **Capacity on the South West Main Line**, including the Crossrail 2 scheme;
- **Local orbital rail services** (the North Downs Line);
- **Access to airports** – examined in the Surrey Rail Strategy: Surface Access to Airports study (October 2013).

Crossrail 2 is an example of a scheme where close working with TfL will help to secure an optimal solution for Surrey, with the potential for direct services into the county from London and vice versa.

The Surrey Rail Strategy, and the detailed analysis that underpins it, can be found at www.surreycc.gov.uk/surreyrailstrategy.

Since the publication of the rail strategy, Surrey County Council has been working with the rail industry to implement it and deliver an improved rail service for Surrey residents.

We hope that working with TfL as it seeks to ensure a better service for those that live and work in the capital will also help us to deliver our rail priorities and ultimately deliver a better service for Surrey residents.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David Hodge', enclosed within a large, loopy circular flourish.

David Hodge
Leader of Council