

Minutes of the meeting of the
Spelthorne LOCAL COMMITTEE
held at 6.30 pm on 18 July 2016
at Council Offices, Knowle Green, Staines-upon-Thames TW18 1XB.

Surrey County Council Members:

- * Mrs Denise Saliagopoulos (Chairman)
- * Ms Denise Turner-Stewart (Vice-Chairman)
- * Mr Ian Beardsmore
- * Mrs Carol Coleman
- * Mr Robert Evans
- * Mr Tim Evans
- * Mr Richard Walsh

Borough / District Members:

- * Cllr Maureen Attewell
- * Cllr Mark Francis
- * Cllr Alison Griffiths
- * Cllr Ian Harvey
- * Cllr Naz Islam
- * Cllr Richard Smith-Ainsley
- * Cllr Howard Williams

* In attendance

63/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Councillor Alison Griffiths.

64/16 MINUTES OF PREVIOUS MEETING [Item 2]

Minutes from the Local Committee held on 14 March 2016 were agreed and approved as an accurate record.

Mr Richard Walsh asked the Area Highways Manager for a timeline regarding Charlton Village.

Members asked the Committee Secretary to send them an email with details of how to receive Trading Standards electronic newsletters.

65/16 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of interest.

66/16 CHAIRMAN'S ANNOUNCEMENTS [Item 4]

1. The Chairman welcomed the return of Ms Denise Turner-Stewart to the Local Committee. Ms Turner-Stewart has been appointed the Local

Committee Vice-Chairman. The Chairman thanked the previous Vice-Chairman Mr Tim Evans for his valued contributions in this role.

2. The Chairman also welcomed Cllr Mark Francis, Cllr Alison Griffiths, Cllr Naz Islam and Cllr Howard Williams as new Borough Council appointed Local Committee members.

3. The Chairman brought to the attention of members a tabled paper on Cycle Signage as part of Item 12.

4. The Chairman advised the Committee that members and officers have met with Network Rail regarding the Staines Moor issue and a further meeting is planned to progress this. She then read an excerpt from a newspaper article in The Times from Saturday 12 July regarding a similar story in Essex (attached to these minutes). Mr Ian Beardsmore suggested that similar example case studies could be gathered, especially involving any court cases.

67/16 PETITIONS & LETTERS OF REPRESENTATION [Item 5]

No petitions were received for this meeting.

68/16 PETITION RESPONSE [Item 5a]

A petition was received at the Local Committee on 7 December 2015 from Abigail Macarty from Spelthorne School which contained 85 signatures and read:

“Improving the Safety Outside Our School.

Following the recent accident to Mrs Julie Porter, we would like to present this petition on behalf of the students and their families.

We strongly feel that some or all the following suggestions could be implemented to improve the safety outside the school:

- A Pelican/Zebra crossing*
- More supervision on traffic control*
- Bring back the drop off zone*
- Yellow lines /Chevrons*
- Rising bollards.”*

A verbal update was provided at the 14 March 2016 Local Committee by the SCC Schools Sustainable Travel Manager and the SCC Road Safety Audit Team has carried out further investigations.

Duncan Knox, SCC Road Safety Team Manager, presented the petition response report which was for the Committee to note.

He reported the good news that Mrs Julie Porter has been able to return to work.

Mr Knox informed the Committee that the following text needs to replace the text in paragraph 3.3 of the report:

3.3 School Travel and Road Safety Education

The following are the road safety, travel planning and sustainability activities that Spelthorne Primary school undertake at the time of the initial assessment:

- Following the initial road safety assessment the county council Sustainable Travel Team have already worked with the school in providing the following training:
- Year 5 and 6 - Bikeability Level 1 and 2. Bikeability is cycling proficiency for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads.
- The school has registered for Surrey's 2016 annual green travel event, the Golden Boot Challenge, having taken part in previous years. Each summer, around 250 schools take part in the Golden Boot Challenge. It promotes healthy and sustainable travel and is run in a way that makes it possible for everyone to take part. Each class gets a point for each pupil who walked, scooted, cycled, or travelled by public transport to school. We don't forget pupils who have no alternative to the car and each pupil who used car share or park 'n' stride also scores a point. Classes compete against each other to win the coveted Golden Boot Trophy.

Divisional member Mr Ian Beardsmore thanked the team for the report. The Highways Manager confirmed that some of Mr Beardsmore's allowance has been allocated to do a feasibility study.

69/16 MEMBER QUESTION TIME [Item 6]

Two member written questions were received from Mr Robert Evans regarding:

1. Plans for the Brooklands College site and provision for additional school places.
2. The proposed closure of Staines and Sunbury fire stations.

The questions and answers are set out in Annex 1 to these minutes.

Mr Evans asked a supplementary question regarding the planning application and usage of public transport. Cllr Harvey asked Mr Evans to put any questions to him in writing so that he can ask the Spelthorne Borough planners to respond. It was noted that SCC is responsible for the provision of school places, not the Borough Council.

The Chairman said she would seek an update for the Local Committee on 26 September, regarding the last part of the written answer: "The Transport Development Planning team at SCC is considering the application, and its impacts in highways and transport terms, and they will be formally responding with their views in due course."

70/16 PUBLIC QUESTION TIME [Item 7]

Two public written questions were received from Mr Andrew McLuskey and Mr John Seaman. The questions and answers are set out in Annex 1 to these minutes.

Mr McLuskey had a supplementary question regarding the justification of spend in an area that already has a sports facility. Members and officers replied that the answer has already been provided in full and that we should welcome the funding into Spelthorne.

Mr Seaman had a supplementary question – he asked that Local Committee members read the original paper and minutes he referred to in his original question and see if they can reconcile the written answer he has received.

Mr Seaman had also asked a question in the Informal Public Questions session preceding the Local Committee meeting, regarding maps in Surrey Libraries. The 'Changes to Map Provision' paper subsequently sent to Mr Seaman is attached to these minutes.

71/16 SPELTHORNE CYCLING PLAN (SERVICE MONITORING & ISSUES OF LOCAL CONCERN) [Item 12]

The Chairman moved this item up the agenda so that members of the public could hear the item sooner.

David Sharpington, SCC Cycling Programme Team Leader, presented the report. He tabled a cycling signage paper which is attached to these minutes.

Mr Tim Evans would like to see information on the relationship between pedestrians and other footway/pavement and road users, such as mobility scooters and wheelchairs.

Ms Denise Turner-Stewart asked what process had to be followed to allow cyclists to use footways. Mr Sharpington replied that a formal legal process has to be followed to change the usage.

Mr Sharpington said that there are national standards and Surrey has to follow them. Mr Ian Beardsmore said that that cycle signage can be confusing. Mr Robert Evans agreed and said he would like to see Spelthorne's cycle paths similar to those in Kingston-Upon-Thames, i.e. very wide. Some members felt that this restricted road users too much.

Mr George Rushbrook, a member of the Lower Sunbury Residents Association, had asked a cycling question during the Informal Public Questions session preceding the Local Committee meeting, concerning a resident who had been knocked down by a cyclist. The Chairman asked Mr Rushbrook if the discussion had answered his query. Mr Rushbrook thanked the Committee and said that he found the discussion very useful as the signs on the internet were very confusing.

The Local Committee (Spelthorne) resolved to AGREE:

- (i) To approve the method for developing the Spelthorne Cycling Plan;
- (ii) That the development of the Cycling Plan be included in the remit of the Transport Task Group.

Reasons: A Spelthorne Cycling Plan will support the Spelthorne Local Transport Strategy. A long-term, consistent approach to provision, that supports other programmes, will help its effectiveness.

72/16 LOCAL COMMITTEE DECISION TRACKER [Item 8]

The Decision Tracker was acknowledged.

Mrs Carol Coleman queried whether the item regarding parking proposals should say Ashford Church of England Primary School or Ashford Park Primary School. The officer working on this will be consulted.

73/16 UPDATE ON SPELTHORNE YOUTH CENTRES (FOR INFORMATION) [Item 9]

This item was postponed until the Local Committee on 26 September 2016.

74/16 HIGHWAYS UPDATE (EXECUTIVE FUNCTION) [Item 10]

The report was presented by Nick Healey, SCC Area Highways Manager (NE).

Mr Healey confirmed that work in Woodthorpe Road will be completed by 31 March 2017. Ms Turner-Stewart and Mrs Saliagopoulos said that this was too long for residents to wait.

Regarding paragraph 2.5, Mr Richard Walsh asked Mr Healey for a list of SCC trees by division, so that members can look at the trees and make a decision regarding which trees to nominate.

Mr Healey asked members to note paragraph 2.25 and the timetable for agreeing priorities for 2017-18.

Members thanked Mr Healey for the informative report.

The Local Committee (Spelthorne) resolved to AGREE:

- (i) To authorise the amended budget allocations detailed in Table 3 (paragraphs 2.1 to 2.5 refer).
- (ii) To authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman, and appropriate Divisional Members, to decide which schemes to take forwards, and to amend the budget allocations as appropriate, to ensure that as many as possible of the Members' priorities for 2016-17 are delivered (paragraph 2.8 refers).
- (iii) To authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

Reasons: It is necessary to review budget allocations following confirmation of the Local Committees' Highways budgets for 2016-17.

Programmes of work have been agreed with the Committee and individual Divisional Members. Committee is asked to provide the necessary authorisation to deliver those programmes of work in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

75/16 PAVEMENT HORIZON (FOR INFORMATION) [Item 11]

Area Highways Manager Nick Healey asked members to email their pavement nominations to him, but not all will be able to be done due to budget pressures.

The Local Committee (Spelthorne) AGREED to note:

- (i) The list of potential Pavement Horizon needs based schemes, for the 5 year programme, generated from the FNS for Spelthorne. (Annex 1).
- (ii) The request to identify schemes that are
 - High priority and should remain on the 5 year programme
 - Lower priority and could be deferred to a future programme
 - Currently not on the high priority list and should be considered for addition to the list.
- (iii) The process outlined in part 1 to verify that the schemes in Annex 1 meet local and community needs by meeting one or more of the following criteria;
 - Located in a town or village centre
 - Located near schools
 - Located near health centres
 - Located near hospitals.

76/16 TRAVEL SMART IN STAINES-UPON-THAMES 2015/16 (FOR INFORMATION) [Item 13]

Members welcomed the report. Mrs Carol Coleman asked about paragraph 10.3 and the Travel SMART bid for the 2017/18 DfT Access Fund for revenue funding. She asked "How likely is it that this bid will be successful?" and also "Why wasn't the last bid successful?" (see paragraph 10.1). The report's author will be asked to respond to Mrs Coleman.

77/16 REPRESENTATION ON TASK GROUPS & OUTSIDE BODIES (EXECUTIVE FUNCTION) [Item 14]

The Chairman requested that the Local Committee should receive feedback from task groups in future.

The Local Committee (Spelthorne) resolved to AGREE:

- (i) Members be appointed to the outside bodies, partnerships and task groups listed in the report.
- (ii) Members be allowed to bring update reports from those bodies and partnerships to the Committee, when relevant.
- (iii) The terms of reference of the Youth Task Group, the Parking Task Group, the Transport Task Group, the Walton to Halliford Transport Study Steering Group and the Education Action Group, as in Annex A, were agreed.

Reason: to enable the Local Committee to be represented on relevant outside bodies, partnerships and task groups and for Committee members to be able to report back to the Local Committee when appropriate.

78/16 DECISION ON LOCAL COMMITTEE SUBSTITUTES (EXECUTIVE FUNCTION) [Item 15]

The Local Committee (Spelthorne) resolved to AGREE that:

- (i) it wishes to co-opt substitutes for Spelthorne Borough Council co-opted members of the SCC Local Committee in Spelthorne in the municipal year 2016/17.

The vote was 10 members in favour, 3 members against.

79/16 EDUCATION: DATA OVERVIEW OF ACADEMIC PROGRESS WITHIN SPELTHORNE (SERVICE MONITORING & ISSUES OF LOCAL CONCERN) [Item 16]

Mr Tim Evans commented that the report was not very well set out. For example, a table could have been used for the text on the first page and there was no summary of what has actually happened in Spelthorne. Members agreed that the information needed to be presented more clearly and highlight the good results for Spelthorne.

Cllr Ian Harvey said that it was disappointing regarding the percentage of how many pupils live in Spelthorne. Mr Ian Beardsmore said that Sunbury has a large proportion of pupils from outside Spelthorne and Surrey has no control over this.

Cllr Smith-Ainsley noted that members had the opportunity to ask in-depth questions at the private meeting held in February 2016 with SCC education officers and some of Spelthorne's headteachers.

The Local Committee (Spelthorne) AGREED to:

Note the content within the report for information only purposes.

80/16 FORWARD PROGRAMME 2016/17 [Item 17]

It was agreed that the following items should be added to the forward programme:

- Cycling Plan;
- Transport links with London;

Spelthorne Joint Committee.

81/16 DATE OF NEXT MEETING [Item 18]

To be held on Monday 26 September 2016 at 6.30pm in the Council Chamber, Spelthorne Council Offices, Knowle Green, Staines-upon-Thames TW18 1XB.

(6.30pm – 7pm: Informal Public Question Time)

The meeting which commenced at 6.30pm ended at 9.16pm.

Meeting ended at: 9.16 pm

Chairman

A SUMMARY OF CYCLE ROUTE SIGNS AND MARKINGS FOR SPELTHORNE LOCAL COMMITTEE

Mandatory cycle lane



These are marked with a continuous white line and are supported by a Traffic Regulation Order that prohibits vehicles from driving or parking in the lane.

Staines Bridge



Recommended on-road cycle route

“Route recommended for pedal cycles on the main carriageway of a road” *

**This and the other descriptions of signs are from: Traffic Signs Regulations and General Directions 2016*



With an advisory cycle lane

Advisory cycle lanes indicate an area of the road that is intended for cyclists. They instruct other vehicles not to enter unless it is safe to do so. They do not require a Traffic Regulation Order.

Upper Halliford Bypass



Without an advisory cycle lane

A recommended route without an advisory cycle lane. The sign is used with the cycle symbol marking on the road. Spelthorne probably has more of these than any other area of Surrey.

Kingston Road



Cycle tracks

“a way over which the public have the following but no other, rights of way, that is to say, a right of way on pedal cycles with or without a right of way on foot” *section 329(1) Highways Act 1980*

Cycle tracks might be created through the conversion of a footway (by committee resolution) or footpath (Cycle Tracks Act 1984), or by constructing a new highway. The term “greenway” is sometimes used for a construction away from roads where cycling is permitted but the route doesn’t have the legal status of a cycle track (for example, where there is permissive use from the owner).

“Route for use by pedal cycles only”



Track between Station Path and South Street. In practice, this type of track usually operates as a shared path.

“Route for use by pedal cycles and pedestrians only”



Chertsey Road
This type of path is also often called “unsegregated”.

“Route comprising two ways for use by pedal cycles only and by pedestrians only, with those ways separated”



Older square version of the sign at *Fordbridge roundabout.*
This type of path is also often called “segregated”

Three methods are used for separating the pedestrian and cycle ways (separation can also be by a kerb or barrier but that is rare in Surrey):

Ordinary white line



Mustard Mill Road

Tactile white line



Bedfont Road

These are profiled lines, 12-20mm high, detectable by a cane. They are used with the 'tramline' tactile paving shown*.

Metal studs



Marshall's roundabout

Over the last three years, Surrey CC has innovated with the use of metal studs as a less visually-intrusive form of marking.

* In addition, the corduroy "hazard, proceed with caution" tactile paving can be used where a footway or footpath joins a cycle track.

The decision whether to separate pedestrians and cyclists, as well as other considerations such as overall width of the cycle track, is taken scheme-by-scheme.

Directional signing

These signs can be used to guide cyclists along a promoted route that might use a variety of cycle tracks, greenways, bridleways and roads.



Bridleway between Moor Lane and Poyle Trading Estate near the A3113/M25 underpass



National Cycle Route 4, Staines-upon-Thames

END OF CYCLE TRACK OR LANE



“End of cycle lane, track or route”



“Pedal cyclists to rejoin main carriageway or dismount at the end of, or at a break in, a cycle track or route”



Thames Street (cycle track goes to the left, straight on is footway only)



Gaston Bridge Road, cycle track to cycle lane
The ‘No Cycling’ sign has been used to show the end of track, as the sign can be smaller.



French Street, leaving path “TP26”
Road markings used in conjunction with the ‘End of Route’ signing

NO CYCLING



”Riding of pedal cycle prohibited”

A cycling prohibition is supported by a Traffic Regulation Order (TRO) and is found most often on paths:



Sunbury Crossroads
‘No Cycling’ through the subways.



Public footpath 21, Sunbury
Public footpaths only have a right of way on foot. The presence of a TRO makes cycling an offence where otherwise it might be a civil matter.

Villagers cut off by closure of level crossings

News

Ben Webster Environment Editor

Gill Baker has used an ancient footpath twice a day for more than 20 years to visit her elderly parents and feed her horses at a farm near her home. Now she faces being forced to walk with her two dogs along a road that has no pavements and is used as a rat run.

Ms Baker, 54, from Essex, is one of thousands of people threatened with long and potentially dangerous diversions from footpaths under Network Rail's plans to close 130 level crossings.

The closures will sever footpaths that were in use hundreds of years before the railways were built. Long-distance paths through scenic areas, including

St Edmund Way and Stour Valley path through Constable country in Essex and Suffolk, will be affected.

Network Rail says it wants to close as many crossings as possible to reduce the risk of accidents and to save money on maintaining them. In some cases it wants to close crossings to allow trains to travel faster and more frequently.

The 130 crossings earmarked for closure are all in East Anglia but Network Rail is expected to seek closures in other regions.

Residents and conservation groups opposing the closures say that many are on branch lines used by a handful of trains an hour where there is no significant risk to pedestrians. They accuse

Network Rail of ignoring the much greater risk that pedestrians will face when they are forced to walk on busy roads.

Ms Baker said that Network Rail had proposed alternative routes between Great Bentley and Thorrington but they were up to three times longer. She added there had been no accidents at the crossing and there was a clear view of trains from a long distance. Richard Harvey, another local resident opposing the closure, said he had measured cars driving at 60mph on the narrow road on to which walkers could be diverted. Trains using the line travelled more slowly and were far less frequent.

Rebecca Bearn is opposing the

closure of another crossing in Essex that would deprive her village, Lamarsh, of the most convenient route to the nearest shop in the neighbouring village of Bures.

She said: "It is completely unnecessary because there has not even been a near miss. The path predates the railway and it connects two communities."

She said an alternative route proposed by Network Rail would force walkers through muddy fields and rob them of views of the Stour Valley.

A Network Rail spokeswoman admitted that the footpath crossings were "not high risk", unlike many of the road crossings it has closed in recent years. She added, however, that "risk

exists even though accidents haven't happened", and claimed that "the safest crossing is a closed one".

She said that Network Rail was consulting on the proposed closures and seeking alternatives that would not increase the risk to pedestrians.

Darren Cottrell, head of level crossing safety at Network Rail, said: "Level crossings are a historic legacy from a bygone age when there were far fewer and slower trains, no cars and a slower pace of life."

"Railways built today are constructed without level crossings."

Three people were killed at crossings in the past 12 months, the lowest number ever recorded.

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Minutes Annex 1

SCC LOCAL COMMITTEE IN SPELTHORNE – 18 July 2016

AGENDA ITEM 6

MEMBER WRITTEN QUESTION TIME

1. Mr Robert Evans will ask the following question:

"What is the current situation regarding plans for the Brooklands College site in Church Road Ashford and what provision has been made for additional school places?"

Julie Stockdale, SCC Head of Schools Commissioning and Admissions, will give the following answer:

"The proposal (ref 16/00972/FUL), which can be viewed on the Spelthorne Borough Council website, is for the redevelopment of the site for a total of 366 dwellings, with commercial floor space and educational floor space.

Spelthorne Borough Council Planning has, as of 14 July 2016, formally consulted the Education Authority in respect of this application.

The deadline for a formal response to Spelthorne Borough Council has been set as 4 August 2016.

Once the School Commissioning Officer has revised the housing data, which includes either specific housing development or revised borough trajectories, the School Commissioning Team will assess whether or not there will be sufficient school places in Ashford to mitigate the impacts of this development on local school place provision.

The School Commissioning Officer will give careful consideration to the impacts of this application upon local education provision and the formal response will be provided to Spelthorne Borough Council for consideration as part of the planning application process.

As Spelthorne Borough Council is now operating the Community Infrastructure Levy (CIL) regime the Education authority is no longer able to secure s106 contributions to mitigate the impact of this development upon local education provision.

This is confirmed by the Regulation 123 List on Spelthorne BC's website wherein it states that such education provision can only be secured through CIL, there being no s106 exception for education.

The Transport Development Planning team at SCC is considering the application, and its impacts in highways and transport terms, and they will be formally responding with their views in due course."

2. Mr Robert Evans will ask the following question:

"What is the current situation regarding the proposed closure of Staines and Sunbury fire stations and the relocation to the new Fordbridge site?"

Clive Whitethread, Assistant Group Commander Spelthorne Borough, Surrey Fire and Rescue Service, will give the following answer:

"The proposed merger of Staines and Sunbury fire stations to the new Fordbridge site is progressing.

Planning permission has been secured and the tendering process has been completed with a successful contractor having been identified.

The development will probably open in late 2017/ early 2018."

AGENDA ITEM 7

PUBLIC WRITTEN QUESTION TIME

1. Mr Andrew McLuskey will ask the following question:

“How can the Committee reconcile the recent decision of Surrey County Council not to renew sheltered housing in Sunbury’s round-the-clock service (allegedly because of financial pressures) with the simultaneous decision to lavish £100,000 on a private gym, also in Sunbury?”

Mr David Hodge, Leader of Surrey County Council, will give the following answer:

“The contract for the current care provider ended at the end of June 2016; the care hours provided have been replaced by personal support plans or individual budgets for tenants. The SCC Area Director for NW Surrey Adult Social Care is continuing to talk with tenants regarding the support provided to them from both the landlord A2 Dominion and the individual care arrangements that are needed. The 24 hour presence of care staff has remained in place.

Spelthorne Gymnastics is a successful sports club that has been based at Brooklands College in Ashford for over 30 years. Due to development at the site, a new facility is required and a site has been identified at Bishop Wand School in Sunbury. The London Diocesan Board for Schools is sponsoring the project that is aimed at serving the needs of the community, the school as well as Spelthorne Gymnastics. This is not a private club but will provide new specialist facilities for the benefit of the 1,000 pupils at Bishop Wand School during the day, as well as over 1,700 children use the Club each week. In addition, the facilities will be used by the children at the Manor Mead School in Shepperton, which is a special school for children with learning difficulties.

The County Council's contribution of £100,000 needs to be seen in the context of the total cost of the provision of £2.7m and the substantial fund raising the Club and the Schools have already achieved to fund this. This provides good value for money to the Council in meeting its corporate goals of wellbeing, economic prosperity and resident experience.

My cabinet and I were pleased that we could support this excellent project that so many children will benefit from for years to come.”

2. Mr John Seaman will ask the following question:

“On 9 December 2015 Surrey County Council's Planning and Regulatory Committee was informed that the Health and Safety Executive would be consulted to obtain confirmation that both the design of the Eco Park and its future operations would comply with Health and Safety Legislation.

When did this consultation with the Health and Safety Executive begin and what is its current status?

The statement to the Planning and Regulatory Committee stated without reservation that the Health and Safety Executive would make these confirmations of compliance. Should the Health and Safety Executive not issue both confirmations of compliance will Surrey County Council allow the Eco Park to be commissioned and to be operated?."

Alan Stones, SCC Planning and Development Team Manager, will give the following answer:

"On 9 December 2015 the County Council's Planning and Regulatory Committee (P&RC), acting as the County Planning Authority (CPA), resolved to grant planning permission for:

CHANGES TO THE PLANNING CONDITIONS ATTACHED TO THE CHARLTON LANE ECO PARK PLANNING PERMISSION (REF: SP13/01553/SCC DATED 25 SEPTEMBER 2014) IN ORDER TO INCORPORATE MINOR MATERIAL AMENDMENTS TO THE SURFACE WATER DRAINAGE AND CONTAINMENT DESIGN ASSOCIATED WITH THE TANK AREA LOCATED TO THE NORTH OF THE RECYCLABLES BULKING FACILITY AND ANAEROBIC DIGESTION FACILITY BUILDINGS.

Planning permission was granted subject to the imposition of some 46 planning conditions, none of which required further information to be submitted to, or approved by, the CPA with regard to the Health and Safety Executive (HSE). The HSE had previously raised no objection on planning grounds to the development of the Eco Park which includes gasification technology. There is no record of an intention to undertake further consultation with the HSE in the minutes of the P&RC meeting on 9 December 2015.

Thus, since the planning decision in December 2015, the CPA has not consulted with the HSE or required any 'confirmation of compliance' by that body with regard to the Eco Park development.

Aside from the grant of planning permission by the CPA, an Environmental Permit and Permit variation have been issued by the Environment Agency, for which process the HSE was a consultee.

The HSE has a separate role to oversee and police health and safety legislation. The HSE is not an 'approving authority'. The site operator is required to comply with health and safety legislation, as a matter independent of planning legislation. The CPA must not seek to duplicate powers afforded to another statutory body or regime."

CHANGES TO MAP PROVISION IN SURREY LIBRARIES – FROM FEBRUARY 2016

With year on year reductions in the budget for library stock in all formats, it is no longer possible to maintain the high level of map provision in libraries, previously supported, and with new technology there is an increased use of Sat Navs and map apps.

The Ordnance Survey currently produces two main map series covering the whole of the UK (England, Scotland and Wales):

- OS Landranger – 1: 50,000 scale – 204 maps
- OS Explorer – 1: 25,000 scale which includes 62 Explorer Outdoor Leisure (OL) maps – 403 maps in total

The Explorer OL series previously numbered only 33, and in June 2015 were all revised, republished with new ISBNs and rebranded, with extra areas now mapped, to cover all of Great Britain's National Parks, in 62 maps.

The remainder of the Explorer series was revised and republished in September 2015.

The complete Landranger series will be revised and republished in February 2016.

In order to ensure that Surrey Library users continue to have access to a wide range of Ordnance Survey maps in hard copy, the following maps will be available in our 10 largest libraries (Camberley, Dorking, Epsom, Farnham, Godalming, Guildford, Redhill, Staines, Walton and Woking):

- The complete set of Landranger maps
- The complete set of Outdoor Leisure maps (which includes the Scottish Parks)
- Explorer maps to cover England and Wales only

Our remaining medium and smaller sized libraries, including our Community Partnered Libraries, will stock a limited number of Landranger and Explorer maps, covering Surrey only.

All maps will be available to reserve at any Surrey Library, or online via the Surrey Libraries website - <http://www.surreycc.gov.uk/people-and-community/libraries>

Surrey Libraries, Stock Development & Design

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SURREY

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