Environment and Infrastructure Select Committee



Date & time

Place

Contact

Wednesday, 28 February 2018 at 10.30 am Ashcombe Suite, County Hall, Kingston upon Thames, Surrey, KT1 2DN Richard Plummer Room 122, County Hall Tel 020 8213 2782 richard.plummer@surreycc.gov.uk



@SCCdemocracy

If you would like a copy of this agenda or the attached papers in another format, eg large print or braille, or another language please either call 020 8541 9122, write to Democratic Services, Room 122, County Hall, Penrhyn Road, Kingston upon Thames, Surrey KT1 2DN, Minicom 020 8541 8914, fax 020 8541 9009, or email richard.plummer@surreycc.gov.uk

This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Richard Plummer on 020 2813 2782.

Elected Members

Mr Bob Gardner (Chairman), Mr Wyatt Ramsdale (Vice-Chairman), Mrs Mary Angell, Mr Bill Chapman, Mr Stephen Cooksey, Mr Paul Deach, Mr Jonathan Essex, Mr Matt Furniss, Mr Eber A Kington, Mrs Bernie Muir, Mr John O'Reilly, Mr Stephen Spence, Mrs Lesley Steeds, Mr Richard Walsh and Mr Richard Wilson

TERMS OF REFERENCE

The Committee is responsible for the following areas:

PlanningWaste and RecyclingTransport Service InfrastructureFlood Prevention andAviationPublic Transport – BusHighways InfrastructureHighways MaintenancLocal Transport Plans and StrategiesRoad SafetyStreet LightingParking Regulation arRights of WayActive Travel includingConcessionary TravelCommunity TransportEconomic Development and the Rural EconomyEconomic Prosperity, iHousingCountryside

Minerals Climate Change Biodiversity and Wildlife Europe Waste and Recycling Flood Prevention and Infrastructure Public Transport – Bus and Rail Highways Maintenance Road Safety Parking Regulation and Enforcement Active Travel including Cycling and Walking Infrastructure, Promotion and Cycle Training Community Transport Economic Prosperity, including Local Enterprise Partnerships Countryside Air Quality Gypsy and Traveller Sites Tourism Broadband

AGENDA

1/18 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

2/18 MINUTES OF THE PREVIOUS MEETING: 29 NOVEMBER 2017

(Pages 1 - 26)

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

3/18 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter:

- I. Any disclosable pecuniary interests and / or
- II. Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- 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)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

4/18 QUESTIONS AND PETITIONS

To receive any questions or petitions.

Notes:

- 1. The deadline for Member's questions is 12.00pm four working days before the meeting *(22 February 2018).*
- 2. The deadline for public questions is seven days before the meeting *(21 February 2018)*
- 3. The deadline for petitions was 14 days before the meeting, and no petitions have been received.

5/18RESPONSES FROM THE CABINET TO ISSUES REFERRED BY THE
SELECT COMMITTEE(Pages
27 - 30)

There was a response made by the Cabinet Member for the Environment relating to recommendations made by the Environment and Infrastructure Select Committee regarding Proposals to Change Financial Arrangements for Waste Management in 2018/19 on 28 November 2017. This is attached

as Annex A.

There was a response made by the Cabinet Member for the Environment relating to recommendations made by the Environment and Infrastructure Select Committee regarding the proposals of Pay and Conserve - Car Park Charging on the Countryside Estate on 14 December 2017. This response is attached as **Annex B**.

6/18 CONVERTING STREET LIGHTING TO LED

Purpose of report: To provide an overview of the Council's plans to reduce energy consumption through converting street lighting to LED and provide Members with the opportunity to inform specific aspects for Officers to explore as the technical solution is developed over coming months.

7/18RECOMMENDATIONS TRACKER AND FORWARD WORK
PROGRAMME(Pages
35 - 46)

The Board is asked to review and approve the Forward Work Programme and Recommendations Tracker and provide comment as required.

8/18 DATE OF THE NEXT MEETING

The next public meeting of the committee will be held 10 May 2018 at County Hall.

Julie Fisher Acting Chief Executive Published: 19 February 2018

(Pages 31 - 34)

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 with the Chairman's consent. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that the Chairman can grant permission and 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

MINUTES of the meeting of the **ENVIRONMENT AND INFRASTRUCTURE SELECT COMMITTEE** held at 10.30 am on 29 November 2017 at Council Chamber, County Hall, Kingston upon Thames, Surrey, KT1 2DN.

These minutes are subject to confirmation by the Committee at its meeting on Wednesday, 28 February 2018.

Elected Members:

- * Mr Bob Gardner (Chairman)
- * Mr Wyatt Ramsdale (Vice-Chairman)
- Mrs Mary Angell
- * Mr Bill Chapman
- * Mr Stephen Cooksey
- * Mr Paul Deach
- * Mr Jonathan Essex
- * Mr Matt Furniss
- * Mr Eber A Kington
- * Mrs Bernie Muir
- * Mr John O'Reilly
- * Mr Stephen Spence
- * Mrs Lesley Steeds
- * Mr Richard Walsh Mr Richard Wilson

In attendance

Mike Goodman, Cabinet Member for Environment and Transport Colin Kemp, Cabinet Member for Highways

31 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Mary Angell and Richard Wilson. There were no substitutions.

32 MINUTES OF THE PREVIOUS MEETING: 5 OCTOBER 2017 AND 11 OCTOBER 2017 [Item 2]

- 1. A Member noted that item 2 of the minutes from 5 October 2017 should be amended to say £4 million, instead of £4,000.
- 2. The Committee agreed these minutes as an accurate record of the meeting.

33 DECLARATIONS OF INTEREST [Item 3]

Under item 7, Paul Deach asked that it be noted that the company he worked for had provided social media content for the Surrey Wildlife Trust.

Stephen Spence and Bernie Muir asked that it be noted that they are members of the Rambler's Association.

34 QUESTIONS AND PETITIONS [Item 4]

1. The Committee had received two Member questions from Eber Kington. The response to these was tabled at the meeting and attached as an annex to these minutes. The Cabinet Member was asked to clarify whether there had been any recent change in his position in respect to LED light installation. In response, he commented that the business case was still under consideration, and that he wanted assurance that it represented best value for the Council. It was also commented that the option for overnight street lighting for New Year's Eve required some alteration of the program that operated the lights, the Cabinet Member was exploring the possibilities with the provider and hoped to make an announcement in due course.

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

The Committee noted the responses from Cabinet which were tabled on the day, and included as an annex to the minutes. One Member commented that there had not be sufficient consideration given to how the financial arrangements would incentivise recycling. The Cabinet Member commented that the new arrangement would see district and boroughs sharing in the benefits if recycling rates increased. It was also highlighted that recycling rates had stalled around 40% when recycling credits were in place and it was intended that the new arrangement would improve this.

36 RECOMMENDATIONS TRACKER AND FORWARD WORK PROGRAMME [Item 6]

- The Chairman informed the Committee that he and the Vice-Chairman had met with Cabinet Members to discuss the forward plan for 2018. Several additions had been included. The Cabinet Member for Environment and Transport commented that he would welcome a Member Reference Group to support the development of new guidance on speed restrictions.
- 2. The Committee also proposed to add some additional items.

Resolved:

• That the Forward Plan include additional items on Project Horizon; income generation; and aviation

37 PAY AND CONSERVE - CAR PARK CHARGING ON THE COUNTRYSIDE ESTATE [Item 7]

Declarations of interest:

None.

Witnesses:

Samantha Cunningham, Senior Change Consultant, E&I Directorate Programme Group Lisa Creaye-Griffin, Countryside Group Manager Lesley Harding, Head of Place Development

Key points raised during the discussion:

- 1. Additional financial information and a presentation were circulated to the Committee, these are included as an annex to these minutes. The Committee reviewed the options, with the majority of Members expressing support for option five in the papers. It was noted that there was some reluctance in introducing charges, but it was recognised that the Council's financial position meant sustainable solutions were required.
- 2. Members commented that they would like to take a broader consideration of the different business plans under consideration in relation to the Surrey Wildlife Trust (SWT) and its long term plans to generate income. It was commented that the Committee and the Countryside Management Member Reference Group would be invited to review different proposals as they came forward. The Committee queried whether disposal of the car parks had been considered, and it was confirmed that this had been reviewed and considered not in the best interest of the SWT and its future sustainability.
- 3. Members highlighted that there were options to bring in additional revenue through the provision of kiosks, and other amenities. Officers commented that there were kiosks on some of the sites and options were being considered for future development. It was also noted that kiosk staff would be able to assist people using the car park if needed.
- 4. Member suggested that additional consideration should be given to enabling online payments, and looking to best practice from the congestion charges. It was noted that payment on exit was not a feasible solution as the cost of technology to enforce this would exceed the benefits.
- 5. The Committee discussed the need to make payment options easy to use, and that blue badge holders should not be charged for parking. Exemption for blue badge holders was confirmed by the Cabinet Member for Environment and Transport. The Committee was informed that barriers would not be removed to allow horseboxes to enter, as this also increased the risk of traveller incursion. It was suggested that payment options could be phased, with some sites only offering phone payment. The Cabinet Member was supportive of a phased approach.
- 6. The Committee discussed enforcement, and the risk of displacement. It was acknowledged that there needed to be a flexible solution, and one that did not seek to create issues for residents and local businesses. The Cabinet Member highlighted that there was work being undertaken to look at the specific local options, and that a blanket approach using double yellow lines were not considered to be a popular solution. The Cabinet Member highlighted that there was a lump sum in the budget for the changes for displacement solutions, though it was intended that not all of this would be required.
- 7. The Committee queried the level of charges, following some correspondence that had been received from the Surrey Local Access Forum. It was confirmed that a review of parking charges at different

sites across Surrey had informed the proposed tariffs, and that they were in line with other car parks across the county.

- 8. The Committee discussed enforcement, and it was confirmed that cost for contracting companies to carry this out would be met through collected fines, meaning a zero cost to the Council.
- 9. Members commented that there should be improved facilities to encourage cycling, and to identify where public transport could support a reduction in parking displacement. The Cabinet Member also confirmed that the changes would take account of the improvements to Junction 10 of the M25 as far as was feasible.
- 10. The Committee reviewed the proposed recommendations, and a vote was taken. Nine Members voted for the proposed recommendations, three Members voted against, and one abstained.

Recommendations:

That the Cabinet agree option 5 with further consideration given to

- Options for people to pay online, or in advance or after parking 24 hours
- How machines and phone payment are options made accessible and easy to use
- How enforcement is implemented with minimum of disruption
- A review of the scheme, displacement and lessons learnt within six months
- What additional resources are provided to promote cycling and cycle parking

38 DATE OF THE NEXT MEETING [Item 8]

It was noted that the date of the next meeting was 28 February 2018 at 10.30am in County Hall.

Meeting ended at: 11.55 am

Chairman

Member questions to Environment and Infrastructure Select Committee - 29 November 2017

- In the light of the recent statement by the Cabinet Member for Highways in which he refers to "considering using LED lights because with technology advances and falling prices the savings they offer could outweigh the cost of installing them", would he clarify (a) the timescale for this work and (b) the intended outcome for the streetlight switch-off policy should the LED lighting savings outweigh the cost of installing them.
- 2. In the absence of any immediate change of policy will SCC agree to keep the streetlights on all night across Surrey on New Year's Eve into New Year's Day to enable residents to enjoy their New Year's celebrations and ensure that people feel safe when travelling home late at night or early morning?

Submitted by Eber Kington

 When the PFI contract was let and awarded in 2009, LED technology in street lighting was in its infancy and not suitable for SCC although the Council was able to take advantage of a Central Management System (the largest installation by far at the outset in 2010) to enable dynamic control including the ability to dim lights and change profiles with minimal costs.

LED lighting has made significant advances across all sectors including domestic, office, automotive lighting and of course Street Lighting in the intervening years. With a need to reduce our energy consumption and CO2 emissions we are investigating options to upgrade the street lighting to this technology.

These investigations are at an early stage and will require more detailed analysis on the type of lighting and options for funding the replacement. An outline report was recently submitted to the county council Investment Panel for consideration. Subject to Panel and Cabinet approval, a detailed programme will be developed and shared with Members in due course.

Any changes to the part night lighting policy will be considered if the LED project moves forward.

2. This is something that the Council is already considering, we are working with our technology suppliers to see whether it is practicable.

Colin Kemp, Cabinet Member for Highways

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CABINET RESPONSE TO ENVIRONMENT AND INFRASTRUCTURE SELECT COMMITTEE

Proposals to Change Financial Arrangements for Waste Management in 2018/19 [Item 7]

(Considered by the Environment and Infrastructure Select Committee on 5 October 2017)

COMMITTEE RECOMMENDATIONS:

The Environment and Infrastructure Select Committee recommended:

- a) That the Cabinet ensures clarity in regard to strategy aims, including achieving recycling targets, and variable payments and, in particular, the thresholds included within those aims, how progress against them is measured and agreed and the level of payment and loss of payments associated with delivery and non-delivery.
- b) That the Cabinet makes a clear statement in regard to its position on a single coowned approach.
- c) That the Committee receives an update once the financial arrangements are in place.

RESPONSE:

Clarity with regard to strategy aims and financial mechanisms:

The joint waste strategy aims are to reduce household waste, increase recycling, reduce waste sent to landfill, and to maintain the cost of waste management. The indicators and targets are summarised below.

Indicator	2019/20 target
Total waste and recycling per person	Quartile 1 (when compared to other waste
	disposal authorities in England)
Recycling and recovery rate	70%
Percentage of municipal waste sent to	0%
landfill	
Cost of waste management per household	No increase from 2013/14

As explained in the Cabinet report, a number of factors should ensure that performance continues to improve:

- The SWP will continue to be funded at current levels which means that its comprehensive and well established improvement programme will remain in place.
- The agreement between SCC and districts and boroughs with regard to the fixed payment will be designed to ensure that authorities do not reduce their level of service and continue to work towards the aims of the joint strategy. A reduction in service is defined as stopping collecting a key recyclable material or reducing the frequency of recycling collections. The Surrey Waste Partnership will be consulted when drawing up the agreements and it is proposed that the Partnership would be the body that decides if an authority is not acting in the spirit of the agreement.
- The variable payment mechanism has been designed to incentivise future performance improvements. Any cost saving as a result of improved performance (an

increase in recycling or reduction in residual waste) would be shared with partners. There is no threshold to trigger payment. Any saving as a result of performance improvement would be shared. For example, if one tonne of residual waste was removed from the system, this would save the £110 per tonne disposal cost, therefore this saving would be shared between SCC, the district or borough in question, and the SWP in the agreed proportions (40:40:20).

 All authorities have to report their waste performance on a national reporting system on a quarterly basis and the Surrey Waste Partnership monitors this data regularly. SCC will also closely monitor performance and will review arrangements if they do not deliver the expected outcomes.

In order for SCC to meet its savings targets, the proposals for the new financial arrangements do represent a reduction in funding for district and borough councils. As explained in the Cabinet report, there are significant opportunities for all authorities to make savings through working better together to improve performance, increase efficiencies and generate income.

Single co-owned approach:

In May 2016, Cabinet agreed that combining the function of the Waste Disposal Authority with that of Surrey's Waste Collection Authorities to deliver waste services via a new coownership partnership is essential to deliver public value for Surrey's residents. In December 2016, Cabinet asked officers to continue to work through the Surrey Waste Partnership to engage with district and borough councils on how all authorities can adopt a single waste approach that is mutually beneficial, whilst delivering savings and improved services for Surrey residents.

A co-ownership approach would involve the creation of a single entity that is co-owned by SCC and the 11 district and borough councils. It would manage the collection, recycling and disposal of all of Surrey's waste and would mean the integration of all waste services currently delivered individually by the 12 authorities. The barriers to unlocking savings would be removed and the greater benefits gained by working together would then be shared across all authorities.

The precise nature of the 'final state' co-owned entity and the legal form and governance arrangements are to be determined, but the creation of a joint waste collection contract, and the transfer of some of SCC's waste functions to Joint Waste Solutions, are important steps towards this approach. The next phase is the work that the Surrey Waste Partnership is currently undertaking on how to enhance the governance of the partnership and align it with the governance of Joint Waste Solutions.

Providing an update:

The new financial arrangements will start on 1 April 2018. We are happy to provide an update to the Select Committee and would suggest that this is in the autumn of 2018, or later, in order to allow time for a reasonable amount of waste performance data to become available.

Mr Mike Goodman Cabinet Member for Environment and Transport (28 November 2017)

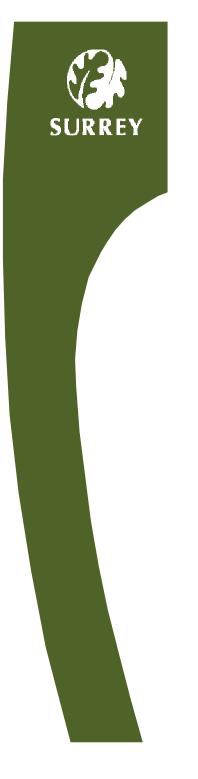
Pay and Conserve Car Park Charging on the Countryside Estate E&I Select Committee 29th November 2017

Lisa Creaye-Griffin - Group Manager



Countryside Vision – Protect Enhance and Improve

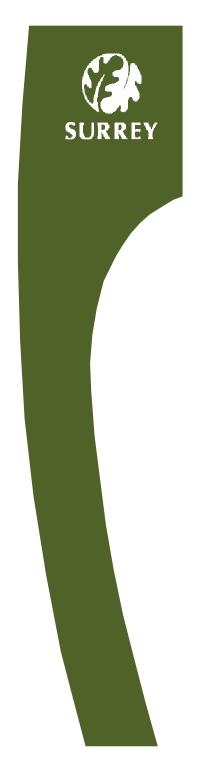
Giving access to our countryside to support recreation, health and wellbeing now and in the future in a way that will enhance biodiversity, our landscape and is financially selfsufficient



Countryside Function

Overall the County Councils funding for Countryside has reduced from £2.6m in 2014/15 to £1.6m net budget in 2017/18 due to reduce to £1.0m net budget in 2020/21

- Maintain and improve 3,400 KM of Public Rights of Way
- Manage the Basingstoke Canal in partnership with HCC
- Manage the agreement with SWT to manage the Countryside Estate, 6,500 acres owned by SCC and 3,500 acres manage under access agreements.
- Work with the SWT to identify other income streams
- Host the AONB unit and the Surrey Countryside Partnerships
- Support the local economy by promoting the rural economy, training and skills development

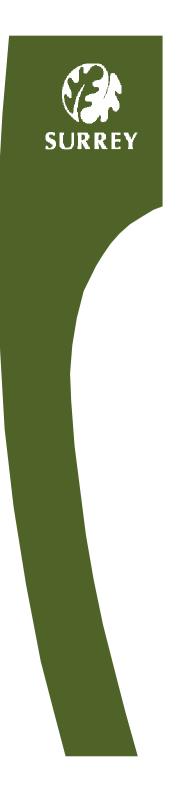


Pay and Conserve Consultation

- The Pay and Conserve consultation ran for a sixweek period between September and November 2017 with a total of 1,257 respondents
- The survey aimed to understand more about how people currently use sites and their views on how car park charging could be implemented on the Estate.

Pay and Conserve Consultation

- Car park charging was generally not supported but if charging is introduced, cash payment was the most popular, with 59% of respondents, followed by card payment with 46% prepared to pay via this method. Only 33% of respondents were supportive of payment by phone.
- Some of the key concerns identified included the impact on:
 - Volunteers
 - People on a low income
 - Health and wellbeing
 - Clubs using the car parks
 - Displacement parking
- Respondents were more accepting of the introduction of charging if the income was ring-fenced to Countryside
- How do SCC enforce car park charging

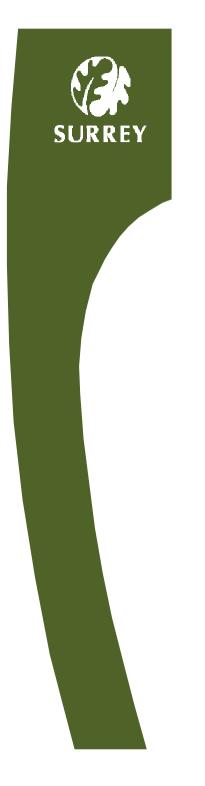


Pay and Conserve Consultation

- The consultation focused on the most visited sites within the Countryside Estate that are owned by SCC and managed by SWT under a lease agreement. The five sites are:
 - Chobham Common (6 car parks)
 - Whitmoor Common (2 car parks)
 - Norbury Park (3 car parks)
 - Ockham Common (3 car parks)
 - Rodborough Common (1 car park)

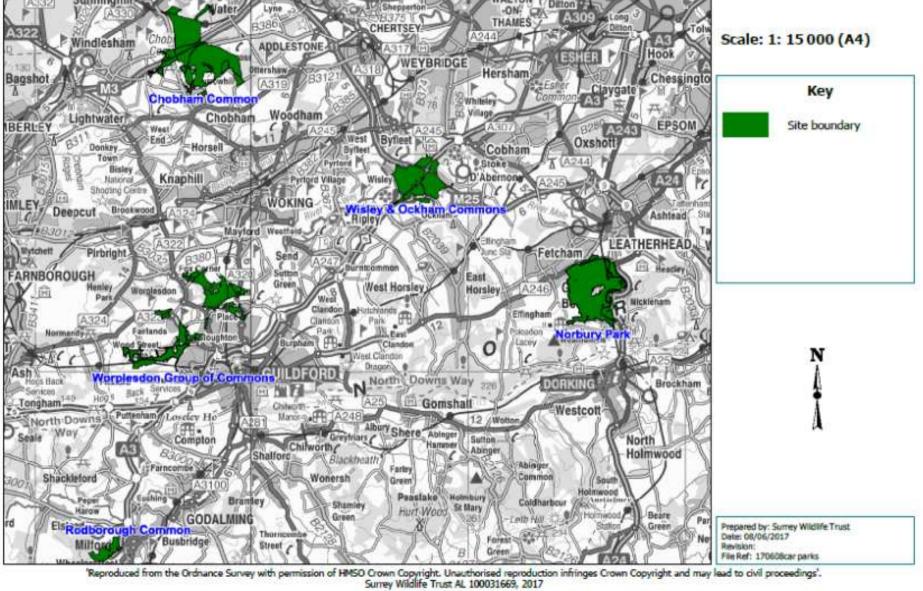
(Habitat Regulations Assessments are currently being carried out at the sites included in the consultation)

- 446,000 cars visit the sites annually.
- Largest car park accommodates 20,000 vehicles per month
- Smallest accommodating less than 1,000 a month.
- Based on usage data and assumed parking charges, a number of options have been explored which seek to balance value for money with public acceptability.



Car Park Locations: SCC Overview





Options Considered

In order to develop the business case, five options were modelled as follows:

Option 1: Do nothing – no charges are introduced at any of the sites

Option 2: Voluntary Donation – a voluntary donation scheme is introduced at the sites

Option 3: Cash payment – charging is introduced with the option to pay by cash, card or phone. Annual permit also available.

Option 4: Phone payment – charging is introduced with the option to pay by phone only. Annual permit also available.

Option 5: Card payment – charging is introduced with the option to pay by card or phone. Annual permit also available.



Investment and Return



	Option 3: cash, card & phone	Option 4: phone only	Option 5: card & phone
	£000s	£000s	£000s
Capital investment required in year 1 ²	382	229	362
Total revenue ³	6,816	6,830	6,816
Expenditure (including debt repayments)	5,633	3,074	3,675
Net revenue	1,183	3,756	3,141
Average per annum net revenue	79	250	209
Project NPV at 5.5%	546	2,057	1,693
Project IRR	19%	80%	48%
Project payback period	6 years	2 years	3 years

Tariffs

In developing the options, comparable sites were considered. The table below sets out details of a number of local sites that charge for parking and the current tariffs in place:

Length of stay	Box Hill (National Trust)	Frensham Little Pond (National Trust)	Alice Holt Forest (Forestry Commission)	The Lookout (Bracknell Forest Council)	Queen Elizabeth CP (Hants CC)
Up to 1 hr	£1.50	£1.50	£1.80	£2	£1.80
Up to 2 hrs	£1.50	£1.50	£3	£2	£1.80
Up to 3 hrs	£4	£4	£4.50	£2	£3.50
Up to 4 hrs	£4	£4	£6	£2	£3.50
Up to 5 hrs	£4	£4	£8	£4	£3.50
>5 hours	£6	£6	£8	£4	£3.50

For the Surrey Countryside Estate, we are proposing a tariff as set out below, with an annual permit available at a proposed cost of £60 which would be valid at all car parks at the five sites:

Up to 1 hour - £1.30 Up to 2 hours - £2.60 Up to 3 hours - £3.90 Over 3 hours - £5.00



Options Appraisal

In order to asses the options to develop a preferred option the following criteria were considered:

- The Contribution to the financial sustainability of the countryside – the extent to which the option could support the vision to protect and enhance the countryside for current and future generations
- Public acceptability the extent to which the option was likely to be acceptable to the public, based on the feedback from the consultation and experience from elsewhere



Preferred Option

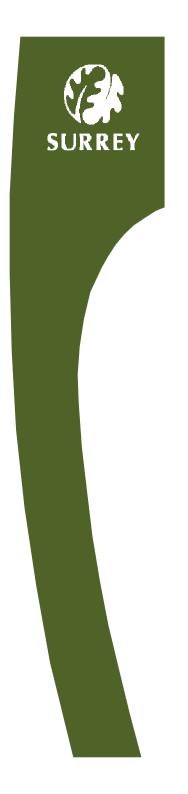
- Option 5 (card & phone payment plus annual permit) offers a system that balances financial return and public acceptability.
- Whilst in purely financial terms, option 4 would be preferable, the consultation made clear that many people would not be happy with a scheme where payment by phone or permit were the only options.
- Option 5 offers the additional option to pay using a card (around 95% of adults in the UK have a debit or credit card), but removes the very significant risks and costs associated with a scheme that includes cash payments.



Recommendations

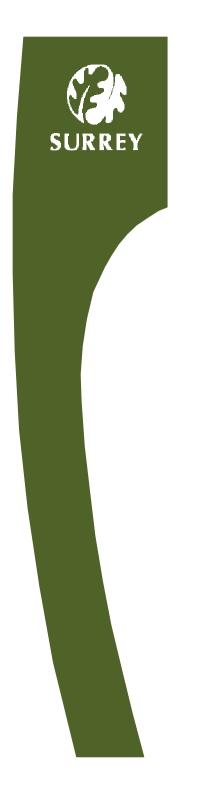
The Select Committee are asked to:

- consider the output from the consultation
- comment on the proposed options
- provide a view on the preferred option



Next Steps

- Cabinet 14th December 17
- Develop:
 - Implementation communication plan
 - Displacement parking and enforcement measures
- Approval of the SWT Business Plan for Income Generation – Early 2018



Tariffs

In developing the options, comparable sites were considered. The table below sets out details of a number of local sites that charge for parking and the current tariffs in place:

Length of stay	Box Hill (National Trust)	Frensham Little Pond (National Trust)	Alice Holt Forest (Forestry Commission)	The Lookout (Bracknell Forest Council)	Queen Elizabeth CP (Hants CC)
Up to 1 hr	£1.50	£1.50	£1.80	£2	£1.80
Up to 2 hrs	£1.50	£1.50	£3	£2	£1.80
Up to 3 hrs	£4	£4	£4.50	£2	£3.50
Up to 4 hrs	£4	£4	£6	£2	£3.50
Up to 5 hrs	£4	£4	£8	£4	£3.50
>5 hours	£6	£6	£8	£4	£3.50

For the Surrey Countryside Estate, we are proposing a tariff as set out below, with an annual permit available at a proposed cost of £60 which would be valid at all car parks at the five sites:

Up to 1 hour - $\pounds 1.30$ Up to 2 hours - $\pounds 2.60$ Up to 3 hours - $\pounds 3.90$ Over 3 hours - $\pounds 5.00$



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Vehicle Charging on 5 Countryside Estate Sites

Financial summary		Option 3 "Cash" £000	Option 4 "Phone" £000	Option 5 "Card" £000
Project NPV at	5.5%	546	2,057	1,693
Project IRR Project payback period		19% 6 years	80% 2 years	48% 3 years
Рюјест рауваск репос		o years	z years	5 years
		Option 3	Option 4	Option 5
		"Cash"	"Phone"	"Card"
		£000	£000	£000
Capital investment required in Year 1		382	229	362
Net revenue position		Option 3	Option 4	Option 5
Net revenue position		Option 3 "Cash"	Option 4 "Phone"	Option 5 "Card"
Net revenue position		•		•
<u>Net revenue position</u> Total Revenue	-	"Cash"	"Phone"	"Card"
	- nts)	"Cash" £000	"Phone" £000	"Card" £000
Total Revenue	- nts)	"Cash" £000 6,816 -	"Phone" £000 6,830 -	"Card" £000 6,816
Total Revenue Expenditure (including debt repayme	-	"Cash" £000 6,816 - 5,633	"Phone" £000 6,830 - 3,074	"Card" £000 6,816 3,675

Comments:

Option 3: Cash Collection, as per Newlands: Based on the CSS Quote for cash collection. Option 4: No requirement for cash collection

Option 5: No requirement for cash collection

Vandalism costs (Opt 3): If 5 machines are vandalised per year this will result in a net lost income of £31k pa (incl. replacement cost of machines of £24k). Replacement cash machines: Build to order - replacement period 10 weeks.

Note:

Numbers to be validated by finance

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CABINET RESPONSE TO ENVIRONMENT AND INFRASTRUCTURE SELECT COMMITTEE

Proposals to Change Financial Arrangements for Waste Management in 2018/19 [Item 7]

(Considered by the Environment and Infrastructure Select Committee on 5 October 2017)

COMMITTEE RECOMMENDATIONS:

The Environment and Infrastructure Select Committee recommended:

- a) That the Cabinet ensures clarity in regard to strategy aims, including achieving recycling targets, and variable payments and, in particular, the thresholds included within those aims, how progress against them is measured and agreed and the level of payment and loss of payments associated with delivery and non-delivery.
- b) That the Cabinet makes a clear statement in regard to its position on a single coowned approach.
- c) That the Committee receives an update once the financial arrangements are in place.

RESPONSE:

Clarity with regard to strategy aims and financial mechanisms:

The joint waste strategy aims are to reduce household waste, increase recycling, reduce waste sent to landfill, and to maintain the cost of waste management. The indicators and targets are summarised below.

Indicator	2019/20 target
Total waste and recycling per person	Quartile 1 (when compared to other waste
	disposal authorities in England)
Recycling and recovery rate	70%
Percentage of municipal waste sent to	0%
landfill	
Cost of waste management per household	No increase from 2013/14

As explained in the Cabinet report, a number of factors should ensure that performance continues to improve:

- The SWP will continue to be funded at current levels which means that its comprehensive and well established improvement programme will remain in place.
- The agreement between SCC and districts and boroughs with regard to the fixed payment will be designed to ensure that authorities do not reduce their level of service and continue to work towards the aims of the joint strategy. A reduction in service is defined as stopping collecting a key recyclable material or reducing the frequency of recycling collections. The Surrey Waste Partnership will be consulted when drawing up the agreements and it is proposed that the Partnership would be the body that decides if an authority is not acting in the spirit of the agreement.
- The variable payment mechanism has been designed to incentivise future performance improvements. Any cost saving as a result of improved performance (an

increase in recycling or reduction in residual waste) would be shared with partners. There is no threshold to trigger payment. Any saving as a result of performance improvement would be shared. For example, if one tonne of residual waste was removed from the system, this would save the £110 per tonne disposal cost, therefore this saving would be shared between SCC, the district or borough in question, and the SWP in the agreed proportions (40:40:20).

 All authorities have to report their waste performance on a national reporting system on a quarterly basis and the Surrey Waste Partnership monitors this data regularly. SCC will also closely monitor performance and will review arrangements if they do not deliver the expected outcomes.

In order for SCC to meet its savings targets, the proposals for the new financial arrangements do represent a reduction in funding for district and borough councils. As explained in the Cabinet report, there are significant opportunities for all authorities to make savings through working better together to improve performance, increase efficiencies and generate income.

Single co-owned approach:

In May 2016, Cabinet agreed that combining the function of the Waste Disposal Authority with that of Surrey's Waste Collection Authorities to deliver waste services via a new coownership partnership is essential to deliver public value for Surrey's residents. In December 2016, Cabinet asked officers to continue to work through the Surrey Waste Partnership to engage with district and borough councils on how all authorities can adopt a single waste approach that is mutually beneficial, whilst delivering savings and improved services for Surrey residents.

A co-ownership approach would involve the creation of a single entity that is co-owned by SCC and the 11 district and borough councils. It would manage the collection, recycling and disposal of all of Surrey's waste and would mean the integration of all waste services currently delivered individually by the 12 authorities. The barriers to unlocking savings would be removed and the greater benefits gained by working together would then be shared across all authorities.

The precise nature of the 'final state' co-owned entity and the legal form and governance arrangements are to be determined, but the creation of a joint waste collection contract, and the transfer of some of SCC's waste functions to Joint Waste Solutions, are important steps towards this approach. The next phase is the work that the Surrey Waste Partnership is currently undertaking on how to enhance the governance of the partnership and align it with the governance of Joint Waste Solutions.

Providing an update:

The new financial arrangements will start on 1 April 2018. We are happy to provide an update to the Select Committee and would suggest that this is in the autumn of 2018, or later, in order to allow time for a reasonable amount of waste performance data to become available.

Mr Mike Goodman Cabinet Member for Environment and Transport (28 November 2017)

CABINET RESPONSE TO ENVIRONMENT AND INFRASTRUCTURE SELECT COMMITTEE

PAY AND CONSERVE – CAR PARK CHARGING ON THE COUNTRYSIDE ESTATE [ITEM 11] (Considered by the Environment and Infrastructure Select Committee on 29 November 2017)

COMMITTEE RECOMMENDATIONS:

That the Cabinet agree option 5 with further consideration given to

- Options for people to pay online, or in advance or after parking 24 hours
- How machines and phone payment are options made accessible and easy to use
- How enforcement is implemented with minimum of disruption
- A review of the scheme, displacement and lessons learnt within six months
- What additional resources are provided to promote cycling and cycle parking

RESPONSE:

We are grateful to the E&I Select Committee for a very constructive and useful discussion which raised a number of points which can improve the final scheme implementation.

Responding to the recommendations in turn:

Payment options

In designing the scheme, we have had to be mindful that the scheme operation needs to be proportionate to the projected level of visitors to the sites in question. As such, we have had to design a scheme which balances ease of use with financial viability. The current costs for implementing the scheme similar to the London congestion change i.e. with options to pay online in advance or to pay up to 24 hours after parking are understood to be significant and therefore such a scheme is unlikely to be viable at this time. However, we will carry out further investigations as part of the procurement process and we will continue to review developments in the technology, with a view to moving towards such a scheme in the future if prices came down sufficiently or if use patterns make such as scheme more viable.

With regard to access and ease of use, we will review meter options and ensure that ease of use is part of the consideration for determining the preferred meters. In addition, a warden will be in attendance across the sites and will provide support and advice to visitors when the scheme is introduced in order to ease the transition.

Enforcement

Enforcement is clearly an important issue with a scheme of this type. We will undertake enforcement in two ways: firstly, soft enforcement will be carried out by on site wardens who will seek to engage with people including explaining to them how the scheme works and where the income is going; secondly, we will look to build on existing county enforcement arrangements, in discussion with the districts and boroughs. We will ensure that the company deployed will operate in a way that is both fair and sensitive to the fact that this is a new scheme and may take time to bed down.

Displacement

In addition to on-site enforcement, the issue of displacement parking is another key issue for this project. The project is being supported by Highways colleagues who are advising on the appropriate mitigation measures. We will undertake site visits of

all car parks before the scheme is implemented to review displacement issues and finalise our plans for mitigation measures. We will work with local members to ensure that solutions as appropriate to the local areas. One of the concerns is that mitigation measures should as far as possible be sympathetic to the local environment, which we will seek to achieve drawing on experience in other rural areas.

We will also seek to respond quickly to any unforeseen displacement issues that arise after the scheme has been implemented.

Scheme review

We welcome the opportunity to share with the select committee the outcome of the first 6 months of the scheme and to discuss lessons learned and any amendments to the scheme which are felt to be necessary.

Cyclist Provision

The select committee raised the important point of supporting access to the sites by other modes than private car, in particular the potential to cycle to the sites. We will seek to deliver cycle parking stands as part of the scheme implementation at a number of the car parks. In the medium term, as resources allow, we will seek to improve access to the sites via bicycle and on foot, for example through improvements to the rights of way network.

Mr Mike Goodman Cabinet Member for Environment and Transport 14 December 2017

Environment and Infrastructure Select Committee 28 February 2018 Converting Street Lighting to LED SURREY

Purpose of report: To provide an overview of the Council's plans to reduce energy consumption through converting street lighting to LED and provide Members with the opportunity to inform specific aspects for Officers to explore as the technical solution is developed over coming months.

Introduction:

- 1) At its meeting on 30 Jan 18, Cabinet approved the principal of converting the Council's 89,000 street lights to LED to save energy.
- The Council's street lights currently consume approximately 23 million KwH of electricity each year which currently costs the Council £3.5 million in energy costs and a further £160,000 in Carbon Tax.
- 3) It is planned that investing an estimated £18.5 million to convert the street lights will reduce energy consumption by around 60% which will generate gross annual savings of £2 million. The annual reduction in energy of around 14 million KwH will reduce the Council's carbon footprint by 6,200 tonnes of CO2 and in turn this will lead to additional annual savings of £98,000 through avoided Carbon Tax.
- 4) The process for developing and agreeing the specification and technical solution and then agreeing contract amendments is estimated to take approximately 6 months. This period of development provides Officers with the opportunity to explore additional innovations and technologies now being used or developed.
- 5) The Cabinet report outlines the options considered to date which include retrofitting LED into existing lanterns where appropriate to do so to reduce costs and that different solutions may apply to different lantern types and different roads (notably residential roads and traffic routes).

Background and Current Position:

Energy Consumption and Costs

6) The Council currently spends £3.5 million each year on energy to power its 89,000 street lights. Recent projections indicate energy costs for street lighting will rise by between 5% and 14% each year over the next 10 years which could mean the cost increasing to nearly £15 million per year in that time and as high as £55 million per year in 20 years if prices rose by 14% each year. 7) Although energy price inflation is increasing at a significant rate, to ensure lights are operational when needed, there is little opportunity for the Council to control or reduce its energy costs – for example dimming lights further or increasing part night lighting are not viable.

Developments in Street Lighting Technology

- 8) LED technology in street lighting has matured significantly in recent years while the costs have reduced. Many Highway Authorities have either embarked on an LED conversion programme or are in the process of planning to commence one within the next 2-3 years.
- 9) Converting to LED will reduce energy consumption by 60% delivering £2 million per year energy savings at today's prices as well as reducing carbon impact by 6200 tonnes and avoiding the Carbon Reduction Commitment tax otherwise payable on the avoided consumption.
- 10) A report published in 2017 by IoTUK on the "Future of Street Lighting" (included as Annex 1) outlines a number of areas where new technologies have been developed either as part of a lighting system (including control mechanisms) or in providing a communications network allowing other connected technologies to monitor, record and transmit data across that network to improve services being delivered by a wide range of bodies.
- 11) In addition to converting to LED street lighting and upgrading the Central Management System, Officers will be able to explore those additional innovations now being used or being developed for use with street lighting such as:
 - a) Motion sensor controls to turn lights on in residential areas when people or vehicles approach and, off once they have passed
 - b) Providing real-time traffic movement data to help understand and ease congestion
 - c) Environmental sensors to detect and monitor air quality
- 12) As described, the potential for these innovations may be in direct relation to street lighting (e.g. motion sensor controls) or in providing a communications network for other areas of the Council (and extending to partners in District and Borough Councils) to connect equipment to improve the services and outcomes they deliver.
- 13) Furthermore, these innovations may present grant funding opportunities through central Government departments and the Local Enterprise Partnerships (LEPs) which would reduce the borrowing requirement for the Council.
- 14) As a result of changing the specification and converting to LED, there are likely to be some savings in the cost of maintenance for example, currently the lamps are changed every 6 years and this is not required for LED. The extent of these savings have not yet been quantified but will be fully explored as part of the contract change process described below.

Amending the PFI contract

- 15) The PFI contract allows for changes to the specification and service. Once a change notice is issued, the process of identifying an appropriate solution to meet the Council's needs begins which is expected to take 6-8 months to explore and agree before being presented back to Cabinet for approval which is expected to be in the autumn.
- 16) Under the terms of the PFI contract, the Council cannot conduct a separate tender and so require the existing Service Provider to develop a solution based on the Council's revised requirements and specification.
- 17) To ensure the contract and the LED conversion continues to provide the Council with value for money, the Service provider will conduct an open book tender with Officers from both Highways and Procurement involved in the process. This will allow Officers to scrutinise the product selection as well as prices to achieve that objective.

Conclusions:

- 18) The Council's 89,000 street lights consume over 22 million KwH of electricity each year currently costing the Council £3.5 million in energy costs and a further £165,000 in Carbon Reduction Commitment Tax.
- 19) Forecasts indicate that energy costs will rise at a much faster rate than overall price inflation and potentially as much as 14% per year over the next 10 years.
- 20) Having taken steps to reduce energy consumption in street lighting through increased dimming and turning off lights in residential hours between 0100 and 0500 each night, the Council has little alternative to reduce costs.
- 21) LED technology in street lighting has matured significantly in recent years while the costs have reduced. Many Highway Authorities have either embarked on an LED conversion programme or are in the process of planning to commence one within the next 2-3 years.
- 22) Implementing a change under the PFI contract presents an opportunity to explore other innovative technologies that might reduce costs, improve service outcomes or even generate income streams. These new ways of working may be in directly operating street lights such as motion sensors or in providing a communications network for the County Council and/or its partners to connect nonstreet lighting equipment to perform improved functions such as traffic counting and air quality monitoring.

Recommendations:

- 23) It is recommended that the Environment and Infrastructure Select Committee:
 - a) Note the contents of this report in conjunction with the 30 Jan 18 Cabinet report on conversion to LED

b) Provide comment on additional areas of innovation that Officers might explore as part of the development of the technical solution

Next steps:

Subject to Cabinet approval on 30 Jan 18:

- Officers will issue a change notice under the Street Lighting PFI contract in early 2018
- In conjunction with the Service Provider, Officers will then carry out a market test to select an appropriate manufacturer to provide suitable products to meet the Council's requirements to ensure the required levels of lighting in all roads and maintain the excellent operational performance
- Cabinet will be presented with a report including a more detailed business case to approve before the change agreement is agreed and implemented (expected to be Autumn 18)
- Subject to that Cabinet approval the replacements will commence in April 2019 and are expected to be completed over 3 years

Report contact: Paul Wheadon, Business Improvement and Consultancy Manager, Highways and Transport

Contact details: 07875 650975 paul.wheadon@surreycc.gov.uk

Sources/background papers:

Cabinet Paper 30 Jan 18 IoTUK paper on "Future of Street Lighting"

Glossary of acronyms:

KwH – Kilowatt Hours LED – Light Emitting Diode PFI – Private Finance Initiative

Environment and Infrastructure Select Committee



27 February 2018

Recommendation Tracker

- 1. The Board is asked to review its Recommendation Tracker and provide comment as necessary.
- 2. The Forward Work Plan is attached for the Board's reference.

Report contact: Richard Plummer, Democratic Service Officer Contact details: Tel: 020 8213 2782 Email: richard.plummer@surreycc.gov.uk

Annexes

Annex 1 - Response to recommendations made 5 October 2017, annual progress report on the councils environmental sustainability.

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ENVIRONMENT AND INFRASTRUCTURE SELECT COMMITTEE ACTIONS AND RECOMMENDATIONS TRACKER – UPDATED JANUARY 2018

The recommendations tracker allows Board Members to monitor responses, actions and outcomes against their recommendations or requests for further actions. The tracker is updated following each Board. Once an action has been completed, it will be shaded out to indicate that it will be removed from the tracker at the next meeting. The next progress check will highlight to members where actions have not been dealt with.

KEY		No Progress Reported	Action In Progress		Action Completed	
Date of meeting	Item	Recommendations/ Actions	Responsible Officer/Mem ber		Response	Progress check on
5 October 2017	Proposals To Change Financial Arrangements Fo Waste Management In 2018/19		ms, Member ycling ayments hresholds ims, how is and the oss of vith ery. s a clear its -owned ceives an iial	Cabinet mee	as considered at the eting on 28 November. se has been attached as	February 2018

5 October 2017 Annual Progres Report On The Councils Environmental Sustainability	 That officers report on the outputs of the KPI review once complete That an air quality KPI is added in consultation with district and boroughs That county wide targets related to recycling rates are applied to council workspaces as well That the action plan expands to promote recycling across the managed council estate, including all educational establishments 	Principal Environment al and Sustainability OfficerA response to these recommendations is included in the agenda for this meeting.	February 2018
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11 October	Call In:	That the Cabinet decision	Waste	4 Dec 2017 - Removal of the free	February 2018
2017	Consultation On Proposed Changes To	regarding community recycling centres on 26 September is implemented (Complete)	Operations Group Manager	bag of construction waste and restrictions on Bracknell and Woking residents use of the Camberley CRC	
	Surrey's Community Recycling Centres (Cost Reductions)	 That the Committee receives a report on the actions taken to improve data capture of flytipping on private land (in three months) That the Surrey Waste Partnership consider the options presented to the Committee and report back at a future date. That services share an update detailing plans to communicate changes to residents with the committee (Complete) 		 8 January 2018 - Changes to the opening days of a number of CRCs and restrictions on the use of vans and trailers at six smaller CRCs. The services have been delivering the changes through a project plan and the communications element of the plan was launched at the end of October/ Start of November. The key elements of the communications plan are set out below. E-mail to key stakeholders to advise of the changes. Recipients included district and borough councillors, parish councils and interest groups, Surrey Waste Partnership members and officers, neighbouring local council officers. (sent end of October 2017) Banners advertising the changes placed at all CRCs at end of October 2017 Leaflets advertising the changes from end of October 2017. Posters and leaflets distributed to council officers and libraries from end of October 2017 Various electronic media 	

2017 Park (erve - Car Charging On Countryside e 2. 3.	he Cabinet agree option 5 with consideration given to: Options for people to pay online, or in advance or after parking 24 Hours How machines and phone payment are options made accessible and easy to use. How enforcement is implemented with minimum of disruption A review of the scheme, displacement and lessons learnt within six months What additional resources are provided to promote cycling and cycle parking	Senior Change Consultant, E&I Directorate Programme Group/ Countryside Group Manager	This decision was taken to Cabinet on the 14 December 2017 which took the recommendations of the Environment and Infrastructure Select Committee, which is attached to this agenda as Annex B .	February 2018
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ENVIRONMENT AND INFRASTRUCTURE SELECT COMMITTEE



28 February 2018

RESPONSE TO RECOMMENDATIONS MADE 5 OCTOBER 2017, ANNUAL PROGRESS REPORT ON THE COUNCILS ENVIRONMENTAL SUSTAINABILITY

An annual progress update was reported to the committee on 5th October 2017, in relation to the Smarter Working for the Environment Policy and Action Plan for 2016/17. In response, the committee made a number of recommendations, focusing on strengthening the targets in particular in relation to air quality and also recycling rates across the corporate estate and the promotion of recycling in schools.

Progress in relation to the committee's recommendations is as follows:

A Low Emissions strategy for Surrey, covering air quality and carbon emissions from vehicles and transport infrastructure, is being developed with partners.. The strategy will focus on the primary target of working with boroughs and districts to achieve the National Air Quality Objectives, in the shortest time possible. These are prescribed maximum levels of the concentration of pollutants, such as nitrogen dioxide. Further details will be presented to the committee later this year.

A range of indicators are monitored to demonstrate progress towards the objectives for corporate sustainability and these trends are reported to the committee. Setting additional quantified reduction targets in other areas of the strategy, beyond carbon emissions, has been considered, but at this stage no additional corporate sustainability targets are proposed.

The council continues to work towards its overall target of a 10% reduction in carbon emissions by 2019, which encompasses energy consumption in

buildings, staff business travel and vehicle fleet. Recycling and recovery rates for the corporate estate will be kept under review, to ensure waste from offices is managed as efficiently and sustainably as possible, in support of the wider Surrey Joint Municipal Waste Strategy.

In relation to schools, the council promotes recycling in schools through a partnership with Wasterbuster. Activity in this area will be included in the next annual update of the corporate sustainability plan.

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Environment and Infrastructure Select Committee Forward Work Programme 2017/2018

Environment and Infrastructure Select Committee (Chairman: Bob Gardner)

Date of Meeting	Scrutiny Topic	Description	Outcome	Method
10 May 2018	Surrey Waste Local Plan	To scrutinise the proposals for the refreshed Surrey Waste Local Plan following the work undertaken with the Member Reference Group, and prior to Cabinet decision.	TBD	Formal Report
10 May 2018	Rights of Way	To consider what capital investment may be required, and the role of volunteering assets and parish councils in maintaining public rights of way.	To have assessed the added value of any capital investment required and test the roles that the Voluntary Sector and Parish Councils can have.	Formal Report
10 May 2018	Basingstoke Canal	To review options regarding sustainable management of the Basingstoke Canal.	To have made a recommendation to Cabinet on the sustainable future management solution for the Basingstoke Canal and made recommendations regarding the	Formal Report

			long term strategy and business objectives for the Canal.	
6 September 2018	Air Quality	To evaluate the progress the council is making to improve air quality.	To review mechanisms available to support better air quality in the future.	Formal Report
6 December 2018	Performance Review of key E&I services.	To review the corporate strategy performance data and Surrey Waste Partnership data on recycling rates.	In Development	Formal Report
6 December 2018	Code of practice on road maintenance/safety	To review the UK Roads Board have revision of the code of practice for road maintenance and safety.	Local authorities have two years to decide whether they will adopt the new code or a risk based approach. The committee will assess what the proposals will mean for the Council and Surrey residents.	Formal Report
TBD	Strategic Transport Priorities	In Development	In Development	In Development
		Task (Groups	
Торіс	Scrutiny Topic	Description	Outcome	Membership
	Basingstoke Canal Task Group	To consider the most effective governance option for Surrey County Council in relation to the Basingstoke Canal of which the council is a joint owner.	Recommendations of this Task Group will enable the county council to decide whether they continue their involvement with the Basingstoke Canal or make changes to the current joint ownership model.	Bob Gardner, Richard Wilson, Stephen Cooksey
	Countryside Management Member Reference Group	To report to the Select Committee with recommendations to advise the Cabinet Member on the changes required to the Surrey Wildlife Trust (SWT)/Surrey County Council (SCC) Agreement and its governance, (<i>The MRG</i>	To have ensured that the Surrey Wildlife Trust is fit for purpose for the remainder of its term	Bob Gardner, Matt Furniss, Richard Wilson, Stephen Cooksey

	meets on an ad hoc basis as and when the service requires support.)		
Surrey Waste Local Plan Member Reference Group	To Act as champions for the new Surrey Waste Local Plan with Member colleagues and community organisations on draft proposals developed as part of the emerging SWLP	To have given officers the perspective of members and other stakeholders, including communities and to have provided feedback on the approach taken for engagement with the public and stakeholders	Wyatt Ramsdale, Jonathan Essex, Richard Wilson, Matthew Furniss

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