

Agenda

Surrey Heath
Local Committee

**We welcome you to
Surrey Heath Local Committee**
Your Councillors, Your Community
and the Issues that Matter to You

Discussion

Petition Responses – Benner Lane Speed
bumps and Crossings at Windlesham

A presentation on Environmental Charters

Air Quality in Surrey Heath



Venue

Location: Holy Trinity School,
Benner Lane, West End,
GU24 9JQ

Date: Thursday, 3 October
2019

Time: 7.00 pm public questions,
7.30 pm meeting

You can get involved in the following ways

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. All local committees provide an opportunity to raise questions, informally, up to 30 minutes before the formal business of the meeting starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: nicola.thornton-bryar@surreycc.gov.uk

Tel: 01483 404788 (text or phone)



Follow [@SurreyHeathLC](https://twitter.com/SurreyHeathLC) on Twitter

This is a meeting in public.

Please contact **Nikkie Thornton-Bryar** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.

Surrey County Council Appointed Members

Dr Bill Chapman, Camberley East (Chairman)
Ms Charlotte Morley, Camberley West
Mr Paul Deach, Frimley Green and Mytchett
Mr Mike Goodman, Chobham, Bagshot & Windlesham
Mr Edward Hawkins, Heatherside and Parkside (Vice-Chairman)
Mr David Mansfield, Lightwater, West End and Bisley

Borough Council Appointed Members

Borough Councillor Vivienne Chapman, St. Paul's
Borough Councillor Josephine Hawkins, Parkside
Borough Councillor Rebecca Jennings-Evans, Lightwater
Borough Councillor Sashi Mylvaganam, Frimley Green
Borough Councillor Pat Tedder, Chobham
Borough Councillor Valerie White, Bagshot

Chief Executive
Joanna Killian

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

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

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

Thank you for your co-operation

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

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

*If you have any queries regarding this, please contact the representative of the **Community Partnerships Team** at the meeting.*

OPEN FORUM

Before the formal committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

1 APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2 MINUTES OF THE LAST MEETING

(Pages 1 - 12)

To agree the Minutes of the last meeting.

3 DECLARATIONS OF INTEREST

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 PETITIONS

To receive any petitions in accordance with Standing Order 68. Notice should be given in writing or by email to the Community Partnership and Committee Officer at least 14 days before the meeting.

Alternatively, the petition can be submitted on-line through Surrey County Council's e-petitions website as long as the minimum number of signatures (30) has been reached 14 days before the meeting.

2 Petitions have been received.

a PETITION FOR SPEED BUMPS ON BENNER LANE

(Pages 13 - 16)

A petition has been received from residents requesting the introduction of speed tables at the northern end of Benner Lane, West End, adjacent to the tennis courts and village hall.

A petition response report has been prepared.

b PETITION FOR ZEBRA CROSSINGS IN WINDLESHAM

(Pages 17 - 20)

A petition has been received requesting the introduction of Zebra crossings on Chertsey Road (Windlesham) near its junction with Updown Hill and near the play area by Kings Lane.

A petition response report has been prepared.

5 WRITTEN PUBLIC QUESTIONS

To answer any written questions from residents or businesses within the area in accordance with Standing Order 69. Notice should be given in writing or by email to the Community Partnership and Committee Officer by 12 noon, four working days before the meeting.

6 WRITTEN MEMBERS QUESTIONS

To receive any written questions from Members under Standing Order 47. Notice must be given in writing to the Community Partnership & Committee Officer by 12 noon 4 working days before the meeting.

7 HIGHWAYS UPDATE REPORT

(Pages 21 - 32)

To report progress made with the delivery of proposed highways and developer funded schemes, and revenue funded works for the 2019/20 financial year.

To provide an update on the latest budgetary position for highway schemes and revenue maintenance.

To report on relevant topical highways matters.

8 HEALTH AND WELLBEING STRATEGY

To receive a presentation from Andrew Brooks, PCT, on the emerging Health and Wellbeing Strategy.

9 AIR QUALITY IN SURREY HEATH

(Pages 33 - 80)

James Robinson, Senior Environmental Health Officer, Surrey Heath Borough Council to introduce the report on Air Quality in the Borough.

10 ENVIRONMENTAL COMMITMENT

(Pages 81 - 84)

REPORT

To note the report detailing Surrey County Councils commitment to environmental issues.

PRESENTATION

To receive a presentation from Cllr Mike Goodman on Surrey County Councils environmental policies.

11 BRIEFING NOTE ON INJUNCTION AT CHOBHAM COMMON (Pages 85 - 86)

Councillors are asked to note the briefing on the injunction on Chobham Common.

12 NOMINATION TO OUTSIDE BODY - FAIROAKS AIRPORT

The Fair Oaks Airport Consultative Committee have a vacancy for one Surrey County Council representative until the end of the election cycle of May 2021.

This organisation is located within Chobham and the Surrey Heath Local Committee is asked for the Committee's nomination of one **Surrey County Councillor** to be the representative for this organisation.

13 DECISION TRACKER (Pages 87 - 88)

To review and comment on the Decision Tracker.

14 FORWARD PLAN (Pages 89 - 90)

To review and comment on the Forward plan of items to come to the Committee over the next year.

Minutes of the meeting of the
Surrey HEATH LOCAL COMMITTEE
 held at 7.00 pm on 13 June 2019
 at Kings International School, Watchetts Drive, Camberley, GU15 2PQ.

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

Surrey County Council Members:

- * Dr Bill Chapman (Chairman)
- * Ms Charlotte Morley
- * Mr Paul Deach
- * Mr Mike Goodman
- * Mr Edward Hawkins (Vice-Chairman)
- * Mr David Mansfield

Borough / District Members:

- Borough Councillor Vivienne Chapman
- Borough Councillor Josephine Hawkins
- * Borough Councillor Rebecca Jennings-Evans
- * Borough Councillor Pat Tedder
- * Borough Councillor Valerie White
- * Borough Councillor Sashi Mylvaganam

* In attendance

1/18 OPEN FORUM [Item]

Before the formal committee, the Chairman invited questions from members of the public attending the meeting.

There were no public questions raised.

2/18 APOLOGIES FOR ABSENCE [Item 1]

Apologies for absence were received from Cllr Vivienne Chapman and Cllr Josephine Hawkins.

3/18 DECLARATIONS OF INTEREST [Item 2]

Cllr Paul Deach made a declaration of interest as he is a family friend of the petitioner.

4/18 MINUTES OF THE LAST MEETING [Item 3]

The minutes of the last meeting were agreed as a true record of the meeting and were signed by the Chair.

5/18 PETITIONS [Item 4]

Holly Davies, a student from Collingwood College presented a petition, asking for improvements at the crossing point on the A30 at Old Dean. This was an

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issue that impacted on the local community as the petitioner was concerned for the safety of students and pedestrians. The petition called for the installation of guardrails to encourage the use of the footbridge.

A petition response had been prepared by the Highways team. The petitioner was thanked for raising the issue, as it was good to see people being enthusiastic about road safety. The petition response detailed that it would not be possible to install a continuous length of railing in the location due to bus stops.

Councillors welcomed the petition and student presentation and were keen to know why students were not using the bridge. Although the suggestion of railings was not agreed, Councillors were pleased to discuss the road safety concerns and encouraged the petitioners to continue to educate students to use the footbridge and make them realise the dangers.

6/18 WRITTEN PUBLIC QUESTIONS [Item 5]

There were no written public questions received within the deadline. However, Cllr Jarmila Halovsky-Yu (Windlesham Parish Councillor) emailed in 5 questions, which will be responded to outside the meeting. These were with regard to:-

- 1) M3 J3 Roundabout - plans to ease traffic congestion from Lightwater to Bagshot.
- 2) Gordons Roundabout - plans to ease traffic congestion in all directions
- 3) A322 / Gordons Roundabout traffic entering Lightwater - plans to ease speeding and increase safety.
- 4) Red Road - plans to ease traffic on this road and surrounding areas
- 5) Electric vehicles – plans for charging points in the borough

The full questions and responses given will be attached to the minutes as Appendix A when available.

7/18 WRITTEN MEMBERS QUESTIONS [Item 6]

There were no written member questions received.

8/18 HIGHWAYS UPDATE [Item 7]

Declarations of Interest: None

Officers attending: Andrew Milne, Area Highways Manager, SCC

Petitions, Public Questions, Statements: none

The local Committee received a report from the Highways Manager on progress made with the delivery of proposed highways and developer funded schemes, and revenue funded works for the 2019/20 financial year. The report also provided an update on the latest budgetary position for highway schemes and revenue maintenance and covered any relevant topical highways matters.

It was noted that County Council Members has all recently agreed that a proportion of their highways budget would go towards general maintenance.

Members noted that the existing signalised crossing on the A325 Frimley By-pass is to be upgraded from Pelican to a Toucan (pedestrians and cyclists) crossing (not a Puffin crossing as stated in the report).

The Local Committee (Surrey Heath) agreed to:

- i) Note the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2019/20 financial year.
- ii) Note the budgetary position.
- iii) Note a further Highways Update will be brought to the next meeting of the Committee.
- iv) Advertise a notice in accordance with the Traffic Regulation Act 1984, detailing the proposed upgrading of the existing signalised pedestrian crossing on the A325 Frimley By-Pass (immediately west of the roundabout at its junction with Frimley Road, Frimley High Street and Portsmouth Road) from a Pelican Crossing to a **Toucan** Crossing.
- v) Advertise a notice in accordance with the Traffic Regulation Act 1984, the effects of which would be to introduce a one-way system in the section of the B3029 High Street, Bagshot highlighted in the plan shown in Annex 1; and
- vi) Any objections to the Traffic Regulation Order should be considered and resolved by the Area Team Manager for Highways in consultation with the Chairman and Vice-Chairman of the Local Committee and the local Divisional Member, and that this issue only be returned to Committee if any objections prove insurmountable; and
- vii) That the Order be made once any objections have been considered and resolved.

Reason for decision:

To enable progression of all highway related schemes and works.

Recommendation (iv) is made to enable an existing signalised pedestrian crossing on the A325 Frimley By-Pass to be upgraded from a Pelican crossing to a Puffin crossing.

Recommendations (v), (vi) and (vii) are made to enable a short section of one-way system to be introduced as part of a developer funded environmental enhancement scheme being introduced in Bagshot village centre.

9/18 ON STREET PARKING REVIEW OF SURREY HEATH [Item 8]

Declarations of Interest: None

Officers attending: Jack Roberts, Parking Officer, SCC

Petitions, Public Questions, Statements: none

The Local Committee received a report on on-street parking restrictions within the borough of Surrey Heath. Officers of Surrey County Council's parking team had carried out a review and identified changes which would benefit road safety and reduce instances of obstruction and localised congestion. Committee approval was required in order to progress these changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments, support or objections from members of the public.

The proposals included in the report were to be funded by the parking team, so there was no need for the Committee to agree any funding. One of the proposals was to restrict parking in Chobham High Street during peak hours in order to reduce congestion and to improve air quality, as idling engines of queueing traffic were causing air pollution. The proposal was discussed at length as the member of the Parish Council present raised concerns that the restriction would affect local businesses and would increase traffic speeds through the village. It was agreed that the proposal be advertised, and that objections would be considered in detail in the usual manner.

It was also noted that the new timed parking bays in Lightwater were being obstructed and it was agreed that this be looked at under this review.

The Local Committee (Surrey Heath) agreed:

- (i) the proposed amendments to on-street parking restrictions in Surrey Heath as described in the report and shown in detail on drawings in annex A, **with an additional location for double yellow lines opposite the limited waiting bay outside 56 to 64 Guildford Road, Lightwater, subject to clarification and agreement from the borough council member for Lightwater.**
- (ii) that the local committee notes the funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Surrey Heath as shown on the drawings in annex A (**plus Lightwater addition**) are advertised and that if no objections are maintained, the orders be made.
- (iv) That if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in

consultation with the chairman/vice chairman of this committee and the appropriate county councillor. An additional member may be invited for comment.

Reasons for decision:

The waiting restrictions will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

10/18 COMMUNITY SAFETY ANNUAL REPORT [Item 9]

Declarations of Interest: None

Officers attending: None

Petitions, Public Questions, Statements: None

The Local Committee received a report on Community Safety funding. There was a delegated budget of £3,000 for community safety projects in 2019/20 and the report set out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents. The report also provided a progress update regarding last year's funding.

The Local Committee (Surrey Heath) agreed that:

- (i) The committee's delegated community safety budget of £3,000 for 2019/20 be retained by the Community Partnership Team, on behalf of the local committee, and that the Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at section 3 of this report.
- (ii) Authority be delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the local committee and divisional members as appropriate, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated in section 3 of this report.
- (iii) The committee receives updates on the project(s) that was funded, the outcomes and the impact it has achieved.

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Reasons for decision:

To agree a clear process for allocating the committee's delegated community safety budget of £3,000 to local organisations and to receive an update on how funding was used in order to provide visibility and promote accountability within the Community Safety Partnership.

11/18 TASK GROUP MEMBERSHIP REPORT [Item 10]

Declarations of Interest: None

Officers attending: Nicola Thornton-Bryar, Partnership Committee Officer, SCC

Petitions, Public Questions, Statements: none

The Local Committee (Surrey Heath) reviewed and agree the terms of reference and membership of task groups set by the Committee. The membership was agreed to remain the same as last year, with the addition of Cllr Sashi Mylvaganam on the Major Projects Task Group and Charlotte Morley as the representative on the Surrey Heath Partnership.

The Local Committee (Surrey Heath) agreed:

- (i) The terms of reference for the Major Projects Task Group (see Annex 1) and the membership of the task group.
- (ii) The terms of reference for the Parking Task Group (see Annex 1) and the membership of the task group.
- (iii) The nominations to outside bodies (Surrey Heath Partnership) as set out in Annex 1.

12/18 DECISION TRACKER [Item 11]

The decision tracker was noted.

13/18 FORWARD PLAN [Item 12]

The forward plan was noted. Further suggestions for items of interest were:-

- Use of Community Infrastructure Levy (CIL) money
- Electric Vehicle Charging Points
- Local Policing Presentation

14/18 MEMBERS ALLOCATIONS SUMMARY 2018/19 [Item 13]

The Members Allocations summary of expenditure was noted. Regular updates on expenditure are available on the Surrey County Council website.

Meeting ended at: 8.45 pm

Chairman

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SURREY HEATH LOCAL COMMITTEE

DATE: 13 JUNE 2019
SUBJECT: WRITTEN PUBLIC QUESTIONS
DIVISION: SURREY HEATH

Questions 1 – 5 : Cllr Jarmila Halovsky-Yu (Windlesham Parish Councillor)

1)M3 J3 Roundabout - what are the specific plans and timeline for solutions (and which solutions) to ease traffic congestion from Lightwater to Bagshot, not just on the A322 but from the Guildford Road onto the A322 also.

The issue of congestion at this location is well recognised, and the Surrey Heath Local Committee have allocated funding this financial year to undertake a study in partnership with Highways England to identify potential improvements. Until the study has been completed, and viable options identified and costed, it is not possible to confirm what the solution/s may be, or a timescale for implementing an improvement scheme. Due to the proximity to the M3, any scheme would also need approval and support from Highways England.

Separate to this, there is a minor improvement scheme to improve traffic flows arising from the Deepcut Development. This can only reasonably be expected to address the impact of additional traffic arising from the development, and we are unable to require the developer to address existing concerns. The proposed works at this location entail the widening of the northbound A322 approach to the roundabout and its A322 exit, to provide increased vehicle throughput to cater for the dominant south to north vehicle flows. These works are required to be constructed prior to the occupation of the 600th dwelling or within 54 months from commencement. This equates to a deadline of construction by the end 2021.

It is important to note that implementation of the modifications planned in association with the Deepcut Development are likely to be influenced by the results of the planned study of this junction.

2) Gordons Roundabout - what are the specific plans and timeline for solutions (and which solutions) to ease traffic congestion in all directions onto that roundabout.

There are planned improvements for this roundabout in association with the Deepcut development, which will follow the same timescale for implementation as for the M3 J3 junction. The works entail the reconfiguration of the existing roundabout by increasing

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the capacity for vehicles to circulate the roundabout, in addition to the number and length of approach lanes.

There are no other traffic congestion measures planned for this location at the present time.

3) Suggested modification to the Guildford Road coming off A322 from Gordons Roundabout entering Lightwater - what are the specific plans and timeline for solutions (and which solutions) to ease speeding and increase safety.

Following an on site safety review by the Area Highways team in partnership with Surrey Police and Road Safety colleagues, a scheme has been developed to improve safety at this location. The scheme involves reducing the Northbound A322 to a single lane between the Gordon Boy's roundabout and the junction with Guildford Road, and will be implemented later this financial year. This scheme has been jointly funded by the Surrey Heath Local Committee and the Road Safety team. Although this work is not specifically designed to reduce vehicle speeds, it is anticipated that there will be some reduction in average speeds over this section of the A322.

4) Red Road - what are the specific plans and timeline for solutions (and which solutions) to ease the ever increasing traffic onto this road and surrounding areas and the preparations for the expected further increase when the Deepcut development is completed and all the houses with cars are in-situ and using our roads. Also what is the expected increase in numbers of cars that is being used for planning purposes?

The Developer for Deepcut is required to pay a financial contribution of £100,000 to the County Council before the occupation of the 230th dwelling or within 24 months from the commencement of development. This sum will provide road safety improvements in two roads and is due to be paid this summer. The two locations are the B311 Red Road and the B3012 Guildford Road/Gapemouth Road/Gole Road. The funding is to be split between the two roads as deemed appropriate by Surrey County Council. The traffic modelling undertaken to support the planning application estimated that traffic on Red Road is expected to increase from an average of 1061 to 1334 vehicles in the morning peak hour once the development is complete. In the evening peak it is expected to increase from an average of 763 to 1089 vehicles. The financial contribution will aim to improve road safety conditions along the road, whilst the junction improvements at either end (at the recently constructed Red Road roundabout, and the yet to be delivered improvements at the Gordons roundabout) will accommodate the additional capacity demands placed upon them.

There are presently no other planned modifications to Red Road or surrounding roads to address existing traffic volumes. However, it is expected that improvements to the M3 A322 junction are likely to reduce the number of vehicles using the surrounding road network, as many vehicles presently use minor roads to avoid congestion on the A322 Northbound.

5) What are the plans for increased services to be made available for electric vehicle charging in the borough?

Surrey County Council is optimistic about the potential benefits offered by Electric Vehicles (EV). In November 2018 the council published its first [Electric Vehicle Strategy](#).

This available on the council's web site at the following address:

www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/surrey-transport-plan-strategies/electric-vehicle-strategy

The strategy outlines a number of activities that SCC plan to undertake to better understand demand and plan appropriately for charging infrastructure. This is so they can help support residents to make the transition to EV. This includes:

- *“develop[ing] an updated spatial plan to help inform the rollout of EV chargepoints across the county.”*
- *“develop[ing] a business model suitable to the council and other interested local authority partners for deploying and managing a charging network.”*
- *“produc[ing] guidelines for determining what constitutes a suitable position for an on-street chargepoint.”*

The county council owns relatively few public car parks or similar land assets and therefore the main area where we might have an opportunity to directly provide charging infrastructure is on-street. However, before undertaking an extensive rollout of on-street equipment, we feel it is important to have a better understanding of critical factors that ensure investment can be targeted in locations that are appropriate, would serve a public need and would represent value for money to our residents.

To help understand these critical factors, we have submitted a bid to the EM3 Local Enterprise Partnership for funding to undertake a study to pilot different types and locations of public chargepoints over the next 18-24 months involving a handful of local authorities and private sector operators. If the bid is successful, the results of the pilot would inform how we might best implement a rollout at county level and, as such, would be expected to benefit the Surrey Heath area as part of the next phase of any rollout.

It has also been recognised that the council can assist EV usage beyond the direct provision of public chargepoints, given that most charging is expected to take place either at home or at destinations. We are working with local planning authorities, including Surrey Heath Borough Council, to ensure that land owners provide new chargepoints as part of the development planning process through our [Vehicle Parking Guidance](#). This guidance is also available on the council's web site at the following address:

www.surreycc.gov.uk/_data/assets/pdf_file/0005/155660/January-2018-Parking-Guidance-for-Development.pdf

In respect of the Deepcut Development Surrey County Council are working with Surrey Heath Borough Council and with the Developer to ensure that this provision is met, together with additional publicly accessible charge points.

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SURREY COUNTY COUNCIL



LOCAL COMMITTEE (SURREY HEATH)

DATE: **3 OCTOBER 2019**
 SUBJECT: **BENNER LANE – VEHICLE SPEEDS**
 DIVISION: **LIGHTWATER, WEST END AND BISLEY**

PETITION DETAILS:

A petition has been received from residents requesting the introduction of speed tables at the northern end of Benner Lane, West End, adjacent to the tennis courts and village hall.

The online petition contains 186 signatures and includes the following wording:

“There is a current plan to re-surface Benner Lane, due to the crumbling edges and general deterioration of the surface, caused in large part, by the volume of construction traffic passing along the road from the A319 junction to both the Martin Grant and Taylor Wimpey sites.

Benner Lane has an issue with speeding traffic, especially along the stretch from the junction with the A319 (Bagshot Road). Now would be an ideal time to introduce traffic calming measures, such as speed tables. Even if only two speed tables were positioned along the stretch from the junction with the A319 to Streets Heath, it would have a beneficial effect, as vehicles coming off the A319 tend to carry on at the same speed that they were proceeding at on the faster main road.

Speeding on this part of the Lane is particularly worrying as the children’s play area is sited here (next to the tennis courts). Also there is an outside nursery group (Tringham Forest School) which often uses the wooded area on the opposite side of the Lane from the tennis courts. For these reasons it is very important to slow traffic at this location”.

RESPONSE:

Benner Lane is on the list of sites to be considered for future resurfacing works. However, it is not included in this year’s programme or the programme of works that has provisionally been agreed for delivery in 2020/21 since other sites have been assessed as being of greater priority. As such, resurfacing works are unlikely to take place in Benner Lane until at least the 2021/22 financial year. In the meantime, the road will continue to be monitored as part of the highway inspection procedure and repairs will be arranged if any safety defects are identified.

Surrey County Council and Surrey Police have a partnership called Drive SMART which aims to tackle concerns over speeding and anti-social driving. As part of this initiative local speed management plans have been developed for each District and Borough to identify the sites with speeding problems.

In response to concerns previously raised about vehicle speeds, Benner Lane and Fellow Green are included on the Surrey Heath speed management plan. Vehicle speeds have therefore been monitored in Benner Lane, including in the northern section of Benner Lane where speeds have been found to be higher than would ideally be desired in a 30mph road (the latest survey undertaken in March 2018 recorded an average vehicle speed of 34mph near the tennis courts). However, unfortunately, this is the case in many roads around the Borough and there are over 100 sites included on the Surrey Heath speed management plan.

A number of measures have previously been implemented in Benner Lane to encourage improved compliance with the speed limit. These include the introduction of a number of vehicle activated signs. In addition, the county council and Surrey Police have worked in partnership with the school to operate a School Speed Watch and with residents to operate a Community Speed Watch group.

Whilst some residents may support the introduction of traffic calming features such as speed tables or speed cushions, these type of measures are not universally popular and their introduction involves a lengthy process and substantial costs (public consultation, design work and legal procedures all have to be completed before traffic calming can be installed). As a result, only a very small number of new schemes are introduced and these are generally at locations that have a poor safety record.

Benner Lane has a good safety record with no personal injury collisions having occurred in the any part of the road in the last 5 years. Unfortunately, there are many other sites on the Surrey Heath speed management plan which have a much poorer safety record. In this context, it would be difficult to justify the introduction of speed tables in Benner Lane as a priority and we currently have no proposals to install traffic calming measures in the road.

However, Benner Lane will remain on the speed management plan and vehicle speeds and road safety will continue to be monitored.

RECOMMENDATION

The Local Committee is asked to note that:

- (i) Benner Lane is included on the Surrey Heath speed management plan and a number of measures have been implemented to help encourage better compliance with the speed limit.
- (ii) Benner Lane has a good safety record and there are currently no proposals to introduce any traffic calming measures.

- (iii) Vehicle speeds and road safety will continue to be monitored in Benner Lane as they are for all sites on the Surrey Heath speed management plan.

Contact Officer: Andrew Milne, Area Highways Manager (NW)
0300 200 1003

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)



DATE: **3 OCTOBER 2019**
 SUBJECT: **REQUEST FOR ZEBRA CROSSINGS IN WINDLESHAM**
 DIVISION: **BAGSHOT, WINDLESHAM AND CHOBHAM**

PETITION DETAILS:

A petition has been received requesting the introduction of Zebra crossings on Chertsey Road (Windlesham) near its junction with Updown Hill and near the play area by Kings Lane.

The online petition contains 203 signatures, which together with an additional paper petition, brings the number to nearly 500 in total. The online petition includes the following wording:

“Create Zebra crossings within the existing disabled crossing areas in Chertsey Road, at the Play Area by Kings Lane, by the Sun Pub and at the Old Post Office in Chertsey Road Windlesham. There are currently 3 areas with either a road narrowing or centre island where a pedestrian crossing could be cost effectively created to give residents of Windlesham safe areas to cross the busy Chertsey Road”.

RESPONSE:

Request for Zebra crossings near the junction of Updown Hill with Chertsey Road

Requests have previously been received for the introduction of a Zebra crossing in the centre of Windlesham near the junction of Chertsey Road with Updown Hill.

In response to these requests, a 12 hour pedestrian survey was undertaken from 7am to 7pm on 28 June 2018 to investigate the number of pedestrians that cross at the location. The survey recorded all pedestrian crossing movements on each of the 3 approaches to the junction of Updown Hill with Chertsey Road. A summary of the survey results are shown in figure 1 below.

As shown below, the survey indicated that by far the largest number of pedestrian crossing movements occurred on Updown Hill in the area between Chertsey Road and “Global Gekkos” (18 Updown Hill). However, a more detailed examination of the survey data shows that a relatively small proportion of these pedestrians cross at times when there are peak vehicle flows (and when crossing the road may be more difficult).

The number of pedestrian crossing movements at other locations are relatively low and do not support the need for a Zebra crossing to be introduced. As such, if the introduction of a crossing were to be considered it would have the greatest benefit if it were installed on Updown Hill near the Pharmacy where the largest number of pedestrians cross.

The feasibility of introducing a crossing at this location has therefore been assessed. Due to the short distance between the access to Dairy Mews and the junction with Chertsey Road, this assessment determined there is insufficient space available to enable a Zebra crossing to be introduced even if the minimum permitted width of crossing area was provided.

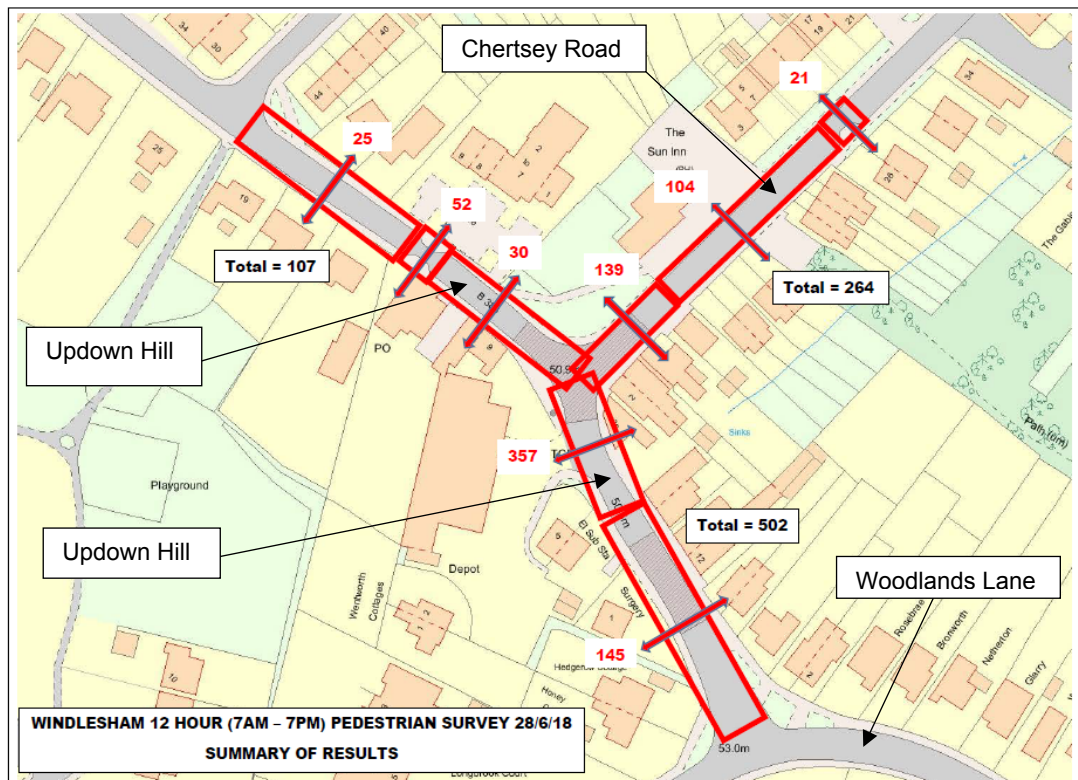


Figure 1 – Pedestrian Survey Results

The option of trying to locate a crossing further from Chertsey Road (i.e. moving it towards Thorndown Lane) was also assessed. However, this was not considered to be appropriate because it would move it away from the area where most people cross and therefore its benefits would be limited. In addition, the presence of accesses to properties and on-street parking areas means it would be difficult to find a suitable location for a crossing further along the road.

In addition to undertaking the survey, the pedestrian safety record at the junction has also been reviewed. There has been one collision involving an injury (slight) to a pedestrian within 100m of the junction of Chertsey Road with Updown Hill in the 3 year period from March 2016 to February 2019 (latest available data). This involved a pedestrian on the footway being struck by a vehicle that was reversing.

Following the findings of the assessment, there are currently no proposals to further consider introducing a Zebra crossing in the area near the junction of Chertsey Road and Updown Hill as requested by the petition. However, as part of work associated with developing proposals for the Windlesham Neighbourhood Plan, transport consultants are seeking views from residents about other potential options for enhancing the village centre environment.

Request for Zebra crossing on Chertsey Road near the Play Area by Kings Lane

A pedestrian island has previously been provided in the centre of the carriageway to help pedestrians cross Chertsey Road near its junction with Kings Lane. This allows pedestrians to cross each lane of traffic separately, waiting on the island if necessary.

There has been one collision involving an injury (slight) to a pedestrian within 100m of the junction of Chertsey Road with Updown Hill in the 3 year period from March 2016 to February 2019 (latest available data).

There have been no collisions involving injuries to pedestrian at the island, or within 100m of it, in the 3 year period from March 2016 to February 2019 (latest available data).

Zebra crossings operate most effectively and safely at locations where traffic speeds are relatively low. As such, the use of Zebra crossings is not recommended at locations where vehicle speeds exceed a certain threshold. A traffic survey previously undertaken near Kings Lane indicates that vehicle speeds at the location exceed this threshold.

Whilst it would not be appropriate to introduce a Zebra crossing due to vehicle speeds at the location, a signal controlled pedestrian crossing could potentially be introduced. However, the total cost of installing such a facility would typically be about £100,000 to £120,000. It would therefore be difficult to justify installing a signal controlled crossing when considering the number of pedestrians that cross at the location and that a pedestrian island has already been provided.

RECOMMENDATION

The Local Committee is asked to note that:

- (i) Following the findings of an assessment previously undertaken, there are currently no proposals to introduce a Zebra crossing(s) in the centre of Windlesham near the junction of Chertsey Road with Updown Hill.
- (ii) There is an existing pedestrian island which helps pedestrians cross Chertsey Road near its junction with Kings Lane and the introduction of a costly signal controlled crossing would be difficult to justify (and the introduction of a Zebra crossing would not be appropriate).

ITEM 4b

Contact Officer: Andrew Milne, Area Highways Manager (NW)
0300 200 1003

SURREY COUNTY COUNCIL



HIGHWAYS UPDATE LOCAL COMMITTEE (SURREY HEATH)

SURREY
 COUNTY COUNCIL

DATE: 3 OCTOBER 2019

LEAD OFFICER: ANDREW MILNE - AREA HIGHWAY MANAGER (NW)

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL

SUMMARY OF ISSUE:

To report progress made with the delivery of proposed highways and developer funded schemes, and revenue funded works for the 2019/20 financial year.

To provide an update on the latest budgetary position for highway schemes and revenue maintenance.

To report on relevant topical highways matters.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to note:

- i) the progress with the ITS highways and developer funded schemes, and revenue funded works for the 2019/20 financial year.
- ii) the budgetary position.
- iii) that a further Highways Update will be brought to the next meeting of this Committee.

REASONS FOR RECOMMENDATIONS:

The above recommendations are made to enable progression of all highway related schemes and works.

1 INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) states the aim of improving the highway network for all users, through measures such as reducing congestion, improving accessibility, reducing personal injury accidents, improving the environment and maintaining the highway network so that it is safe for all users.

2 ANALYSIS:

2.1 Local Committee finance

Revenue budget 2019/20

- 2.1.1 It has been confirmed that there will be no revenue budget during the 2019/20 financial year. This will impact on our ability to react to any non-safety related maintenance issues that may be raised by Members or the public.

Capital budget 2019/20

- 2.1.2 The capital budget for the 2019/20 financial year has been confirmed as £166,667 (an increase of £130,304 on the 2018/19 allocation of £36,363).

Other funding sources 2019/20

- 2.1.3 In addition to the above capital budget a combination of developer contributions have been allocated for highway improvements in the 2019/20 financial year totalling £110,000. The combination of these funds gives a total ITS budget of £276,667 for 2019/20.
- 2.1.4 Surrey County Council Officers are currently working with Surrey Heath Borough Council Officers and relevant Local Members to identify opportunities for spending Community Infrastructure Levy (CIL) moneys allocated to Parish Councils and local Wards in delivering local highway schemes already identified on the Surrey Heath highway schemes list.

2.2 Local Committee capital works programme 2019/20

- 2.2.1 The capital works programme is presented as a combined programme of both ITS and capital maintenance works in Table 1 to provide a clearer picture of works and budgets. This programme was formally approved by the Surrey Heath Local Committee at its public meeting held on 28 February 2019.
- 2.2.2 The Road Safety Team have agreed to "match fund" the £10,000 the Local Committee has allocated to address safety issues on the A322 Lightwater Bypass at its junction with Guildford Road.
- 2.2.3 Approximately £10,000 of developer contributions are available to help fund the proposed traffic calming scheme in Upper Chobham Road in

addition to the £55,000 contribution agreed by the Local Area Committee.

2.2.4 The Bagshot village centre improvement scheme will be fully funded from developer contributions.

2.2.5 All costs shown are estimated and the programme value intentionally exceeds the budget received to enable flexibility of delivery. The list is presented in priority order and it is suggested that the Committee adopt a flexible approach to the list so that as schemes develop, the programme can be adapted to the available budget.

Scheme Name	Scheme Type/Limits	Progress	Estimated Cost
High Street, Bagshot (Developer Contribution scheme)	Construction – Construction of developer funded improvements in the village centre	Due to delay in obtaining materials, scheme construction date to be revised.	£130,000
A30 / A325 / The Maultway Roundabout (American Golf Roundabout)	ITS Design / construction – Traffic signal review	Works being undertaken by traffic signals team.	£5,000
A322 / M3 Junction 3	ITS Feasibility Study - signalisation of the junction and / or slip lane on to southbound M3	Initial discussions held with Highways England. Project brief has been issued.	£30,000
B311 Upper Chobham Road / Old Bisley Road (includes £10,000 developer contribution)	ITS Construction – vertical traffic calming	Scheme complete. Awaiting Road Safety Audit.	£65,000
A322 Lightwater Bypass - Gordon's School Roundabout to Guildford Road.	ITS Construction – reduction to single lane northbound	Design and Road Safety Audit complete. Construction anticipated in October.	£10,000
Signing / road markings / pedestrian dropped kerbs	Implementation / Construction	Orders being placed on ongoing basis.	£10,000
Capital Drainage	Implementation / Construction	Programme of work being developed.	£30,000
Burr Hill Road, Chobham	Carriageway Maintenance – From Delta Rd to J/W Windsor Court Road	Scheme unaffordable.	£55,170

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Pennypot Lane			
Windsor Court Road, Chobham	Carriageway Maintenance - From Windsor Court Rd to J/W Bowling Green Rd	Contingency Scheme	£26,500
D3542 Inglewood Avenue, Heatherside	Carriageway Maintenance – From outside No 6 to junction with The Maultway	Contingency scheme	£106,680
D25 Benner Lane, West End	Carriageway Maintenance – From outside “Tringham Cottages” to Streets Heath	Contingency scheme	£30,000
D34 Lovelands Lane, Chobham	Carriageway Maintenance – From j/w Scotts Grove Road to ford	Contingency scheme	£16,725
Elizabeth Avenue, Bagshot	Carriageway Maintenance - Whole length	Contingency Scheme	£18,500
A3046 Station Road / High Street, Chobham	Carriageway Maintenance – Roundabout and approaches from o/s No 1 Station Rd to o/s No 1 Castle Grove Road to j/w High Street	Contingency scheme	£17,000
D3432 Orchard Way, Camberley	Carriageway Maintenance - Link outside Orchard Court	Contingency Scheme	£9,000
T3019 Town Path, Camberley	Carriageway Maintenance – Townpath from The Avenue to The Recreation Ground	Contingency scheme	£10,500
D3567 Gosnell Close, Camberley	Carriageway Maintenance - Whole cul de sac	Contingency Scheme	£27,315
D14 Higgs Lane, Bagshot	Carriageway Maintenance - Cul de sac section from outside no's 2 to 6	Contingency Scheme	£3,645
D3411 Saddleback Road / Rowan Close, Camberley	Carriageway Maintenance - From junction with Larch Close to end of cul de sac	Contingency Scheme	£37,840
D3551 Regent Way, Frimley	Carriageway Maintenance - From outside no.19 to outside no.29	Contingency Scheme	£3,408
D3483 Dell Grove, Frimley	Carriageway Maintenance - Whole Length	Contingency Scheme	£14,520
D3446 Spencer Close, Frimley Green	Carriageway Maintenance - Whole length	Contingency Scheme	£3,500
D544 Lupin Close, Bagshot	Carriageway Maintenance - Whole length	Contingency Scheme	£10,215
D3469 Iberian Way, Camberley	Carriageway Maintenance – From outside No 50 to end of two cul-de-sacs	Contingency scheme	£21,370

D503 Windle Close, Windlesham	Carriageway Maintenance – Whole length	Contingency scheme	£40,000
D3518 Robins Bow, Camberley	Carriageway Maintenance – Whole Length	Contingency scheme	£22,000
D36 Woodcock Drive, Chobham	Carriageway Maintenance – Whole Length	Contingency scheme	£10,000
Windle Close, Windlesham	Carriageway Maintenance - Full Length	Contingency Scheme	£34,550

Table 1 - 2019/20 Capital works program

2.3 Member funding

- 2.3.1 Each County Councillor has a Member Highway Fund allocation of £7,500 for 2019/20.
- 2.3.2 The Maintenance Engineer for Surrey Heath will provide guidance and assistance, organise cost estimates, and raise orders to ensure delivery of works.
- 2.3.3 To ensure that this fund is effectively spent, and to enable highways contractors to deliver works before the end of the financial year, all works should be agreed by 31 October 2019.
- 2.3.4 In the event of no firm spending decisions being made, the Maintenance Engineer will determine suitable works and organise their delivery.
- 2.3.5 A summary of spend progress is shown in Table 2.

Member	Allocation (£)	Spend to date (£)
Bill Chapman	7,500	5,339
Edward Hawkins	7,500	6,866
Mike Goodman	7,500	4,310
Charlotte Morley	7,500	6,850
Paul Deach	7,500	3,090
David Mansfield	7,500	3,690
Total	45,000	30,145 committed

Table 2 – 2019/20 Member Highway Fund spend progress

2.4 Parking

- 2.4.1 The report on the 2019 review was presented to the local committee on 13 June and the advert is now being prepared.

Other highway related matters

www.surreycc.gov.uk/surreyheath

2.5 Customer services

- 2.5.1 The total number of enquiries received for the six months between January and June 2019 is 67,592; an average of 11,265 per month. This is a 26% decrease on the number received during the same period in 2018. This reflects the milder winter and impact of proactive repair programmes including the severe weather funding.
- 2.5.2 For Surrey Heath specifically, 4,894 enquiries have been received since January of which 2,368 (48%) were directed to the local area office for action, of these 98% have been resolved. This response rate is slightly above the countywide average of 96%.
- 2.5.3 For the first half of 2019, Highways received 56 Stage 1 complaints and 25 were escalated to Stage 2, of which the Service has been found to be partially or fully at fault in 12 cases. In addition one has been escalated to stage 2 of the complaints process where the service was found not to be at fault.

2.6 Major schemes

- 2.6.1 Meadows Roundabout Improvement Works
- 2.6.2 Scheme was opened on 1 May 2019 and has received good feedback from the travelling public. Work is currently in progress to address items in the Road Safety Audit. No major road safety issues have been identified.
- 2.6.3 Full signal optimisation will take place in October 2019. Work on this was delayed to ensure there is a stable level of traffic passing through the gyratory after the summer holidays.
- 2.6.4 The efforts of the county council's project team were recognised by the Deputy Leader, county and borough councillors, the LEP Board and adjacent authorities at the Meadows Completion event in July 2019. The project was delivered 6 months ahead of schedule thanks to the application of innovative solutions and efficient management.
- 2.6.5 The use of drone camera footage, used for the first time at Meadows, is a practice that may be adopted widely by SCC for providing a site overview and for external communication on future SCC site works including the A30.
- 2.6.6 A30/Camberley Town Centre Highway Improvements
- 2.6.7 This is a SCC/SHBC joint match funded bid. The original LEP bid was submitted in August 2018. LEP funding was eventually confirmed in May 2019.
- 2.6.8 SCC have until April 2021 to complete the works. It is unfortunate that the LEP decision to award the funding was delayed. SCC will now have to deliver this project against very challenging timescales and at risk.
- 2.6.9 SCC has made a commitment to Stagecoach that the needs of buses will be protected. The scheme will, as much as possible, improve bus

journey times to encourage travel by bus. At the very least, there should be no disbenefit to bus journey time through signal controlled junctions. SCC propose to introduce Intelligent Bus Priority (IBP) at Lower Charles Street / A30 junction, Knoll Road / A30, and Frimley Road / A30.

2.6.10 The scheme proposals have been presented to the Surrey Heath Local Committee prior to securing LEP Funding.

2.6.11 SCC's immediate priority is to secure the necessary approvals as follows:

- SCC propose to extend the retained bus lane section operating hours to a 24 hour bus lane. The bus lane on the approach to Frimley Road junction is to be retained while the bus lane to the east of Grand Avenue and to the west of Frimley Road will be removed. This will require SCC Cabinet approval.
- The proposals involve the introduction of "No Stopping between 07:00 – 10:00 Mon to Sat" and to extend the evening restriction by an hour to "No Stopping between 16:00 – 19:00 Mon to Sat" on the on-street parking bays on the A30 to the west of Frimley Road junction. There is currently a "No Waiting between 16:00 – 19:00 Mon to Sat" restriction in place. This will require Surrey Heath Local Committee approval.
- The proposals involve the introduction of pedestrian tables on Knoll Road and at the Knoll Road, Grand Avenue and The Avenue junctions. This will enable pedestrian to make a step free crossing across the road/junctions. This will require Surrey Heath Local Committee approval.
- SCC Road Safety Team have recommended implementing a 20mph speed limit on Knoll Road and to extend it to Pembroke Broadway and Charles Street. This was not part of the original costed improvements would be a significant road safety improvement for the town centre. This will require Surrey Heath Local Committee approval.

2.6.12 The Major Projects Task Group approval will be sought prior to papers being produced for SCC Cabinet and Surrey Heath Local Committee approval.

2.6.13 Blackwater Quality Bus Partnership (previously referred to as Gold Grid)

2.6.14 Surrey County Council have received £2.1M in funding from the Enterprise M3 Local Enterprise Partnership (EM3 LEP) for infrastructure improvements on a number of bus routes throughout the Blackwater Valley, including the bus routes 1, 2, 3, 11, 34/35 and 194. This will fund improvements to bus stops to improve their accessibility for bus users, as well as further roll-out of Real Time Passenger Information (RTPI) and new / improved bus shelters. Bus stop audits

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are being completed as well as prioritising those stops which would benefit the most from infrastructure and accessibility improvements.

2.6.15 Concurrently with the above, Officers at SCC and Surrey Heath Borough Council will review the commercial advertising agreements for bus shelters to ensure maximum benefits accrue from these.

2.6.16 A further £900,000 will be made available from the LEP for SCC to progress traffic management and other highway improvements along various bus routes in the Blackwater Valley area, which would assist with bus journey time and reliability improvements and to help reduce delays. Officers are currently reviewing possible measures in partnership with the local bus operators in order to prioritise the most beneficial measures.

2.7 Centrally funded maintenance

2.7.1 Table 3 below shows the Horizon 2 Surrey Heath **Roads** programme for 2019/20 and the progress made in delivering the schemes.

Horizon 2 – 2019/20 Carriageway Programme [Surrey Heath]				
Road Name	Location	Limits	Type of work	Status
Guildford Road	Bagshot	New Road to Bridge Road	Surface Dressing	Removed due to unsuitability for programme
Highams Lane	Windlesham	Chertsey Road Valley End to Valley End Road	Surface Dressing	Completed
Philpot Lane	Chobham	A3046 Chobham Road to A319 Chertsey Road	Surface Dressing	Completed
Regent Way	Frimley	Melville Avenue to end of 20mph zone south of Rhododendron Road	Surface Dressing	Completed
Valley End Road	Chobham	Sparrow Row to Highams Lane	Surface Dressing	Completed
Watchetts Drive	Camberley	Frimley Road to Parkway	Surface Dressing	Completed
Sandpit Hall Road	Chobham	Philpot Lane to Station Road	Surface Dressing	Completed
Hawkswood Avenue	Camberley	Tomlins Avenue to Alphington Avenue	Micro-asphalt	Awaiting programme

Table 3 – 2019/20 Horizon 2 Surrey Heath Roads Programme

www.surreycc.gov.uk/surreyheath

2.7.2 Table 4 below shows the Horizon 2 Surrey Heath **Pavement (Footway)** programme for 2019/20 and the progress made in delivering the schemes.

Horizon 2 – 2019/20 Pavement (Footway) Programme [Surrey Heath]				
Road Name	Location	Limits	Type of work	Status
Thorndown Lane	Windlesham	Updown Lane to Church Road (both sides)	Footway Slurry	Completed
Regent Way	Frimley	St Catherines Road to Field Lane (both sides)	Footway Slurry	Completed
Lory Ridge	Bagshot	Between LC N6 and N3 including townpath between A30 and Lory Ridge	Footway Slurry	Taken off 19/20 programme and added to future years' programme.
Windsor Court Road	Chobham	Bowling Green Road to Burr Hill Lane (both sides)	Footway Slurry	Taken off 19/20 programme as condition not so bad.
Heathpark Drive	Windlesham	Woodlands Lane to Chertsey Drive (both sides)	Footway Slurry	Pre-patching completed - on next year's programme for slurry seal.
Gloucester Road Footpath	Bagshot	Gloucester Road to Freemantle Road	Footway Slurry	Completed

Table 4 – 2019/20 Horizon 2 Surrey Heath Pavement Programme

2.8 Gully cleansing

- 2.8.1 Surrey County Council maintain 17,013 gullies, and 63 soakaways in Surrey Heath. This is an important activity that reduces the likelihood of flooding on the public highway, and helps to keep roads and footways safe.
- 2.8.2 Not all assets are cleaned on an annual basis, as some require cleaning more frequently, and others less so, depending on local circumstances such as whether there are trees nearby, or the location is rural or urban. Each year, the programme of cleaning is updated and optimised based on the condition the assets were found to be in when they were last visited. The programme is also adjusted to take into account local issues such as roads where access to assets is difficult due to parked cars and other obstructions.
- 2.8.3 For 2019/20, 6,845 gullies are due to be cleaned in Surrey Heath, and 5 soakaways.
- 2.8.4 As the cleaning programme is managed on a Countywide basis, cleans in Surrey Heath will take place throughout the course of the year. To date, 5, 228 gullies and 3 soakaways have been completed.

2.9 Road safety

- 2.9.1 Table 5 below shows the Surrey Heath road safety programme for 2019/20 and the progress made in delivering the schemes.

Scheme Name	Detail	Update
A319 Bagshot Road/Hookstone Lane, West End	Install 2 traffic islands, right turn lane and central hatched markings	Design brief issued.
A322 Lightwater By-Pass (Gordon's School Roundabout to Guildford Road)	Reduction to single lane northbound (scheme being joint funded with Local Committee)	Construction anticipated in October – see Section 2.2 of this report.

Table 5 – 2019/20 Surrey Heath Road Safety Programme

2.10 Passenger Transport

2.10.1 Nothing to report.

2.11 Street Lighting

2.11.1 Work is ongoing to agree the changes to the Street Lighting PFI contract. Subject to this agreement it is anticipated that the LED roll out will start in autumn 2019 and is planned to take 3 years to complete. Once complete it is expected that the Council will save 60% of its current energy costs for street lighting. A pilot site has been running in Kingfisher Drive, Guildford since Christmas and no negative comments have been received.

2.12 Other key information, strategy and policy development

2.12.1 Nothing to report.

3 OPTIONS:

3.1 Options, where appropriate, have been presented in this report.

4 CONSULTATIONS:

4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

5 FINANCIAL IMPLICATIONS:

5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.

5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated.

6 WIDER IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

Area assessed:	Direct Implications:
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Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

7 CONCLUSION AND RECOMMENDATIONS:

- 7.1 The Committee is asked to note the progress with all schemes and budgets.
- 7.2 It is recommended that a further Highways Update is presented at the next meeting of this Committee.

8 WHAT HAPPENS NEXT:

- 8.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.

Contact Officer:

Jason Gosden – Senior Engineer (NW) - Tel: 0300 200 1003

Consulted:

-

Annexes:

-

Background papers:

-



2019 Air Quality Annual Status Report (ASR)

In fulfilment of Part IV of the
Environment Act 1995
Local Air Quality Management

June 2019

Local Authority Officer	James Robinson
Department	Environmental Health
Address	Surrey Heath Borough Council, Surrey Heath House, Knoll Road, Camberley, Surrey GU15 3HD
Telephone	01276 707100
E-mail	james.robinson@surreyheath.gov.uk
Report Reference number	June 2019
Date	June 2019

Executive Summary: Air Quality in Our Area

Air Quality in the Borough of Surrey Heath

Air pollution is associated with a number of adverse health impacts. It is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}.

The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion³.

The Borough of Surrey Heath is located in the South East of England to the southwest of London. The main air quality issues are associated with the emission of pollutants from road traffic, in particular the M3 motorway. The main pollutant of concern is nitrogen dioxide (NO₂), for which Air Quality Objective values are listed in Appendix E.

Over previous years the levels of NO₂ measured along the M3 corridor, between the Frimley flyover and just north of the Ravenswood Roundabout (A325), led to Surrey Heath Borough Council (SHBC) concluding that exceedances of the annual mean objective for NO₂ were likely in this area and in 2002 an Air Quality Management Area (AQMA) was declared⁴. The following year a more detailed assessment concluded that the AQMA should be extended in both directions along the M3⁵. Since then SHBC has continued monitoring within the Borough and the AQMA has been retained. Details of the current AQMA can be found in Section 2.1 and at https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=267.

With the exception of road traffic, there are no significant sources of local emissions in the Borough. Under the previous air quality Review and Assessment regime, road

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006

³ Defra. Abatement cost guidance for valuing changes in air quality, May 2013

⁴ Surrey Heath Borough Council, Round One Review and Assessment Stage III, 2002

⁵ Surrey Heath Borough Council, Round One Review and Assessment Stage IV, 2004

traffic has consistently been cited as the principal cause of poor air quality in the Borough⁶

SHBC monitors NO₂ and PM₁₀ concentrations at various locations throughout the Borough. At present, no monitoring of PM_{2.5} is carried out, as no areas of concern with respect to PM_{2.5} concentrations have been identified. Automatic monitoring of NO₂ and PM₁₀ is carried out at one mobile automatic monitoring station situated in Castle Road, Camberley, approximately 20 metres north of the M3. In addition, the Council monitors NO₂ concentrations using diffusion tubes across a network of 36 sites, including one triplicate site co-located with the automatic monitoring station.

The data capture for the automatic monitoring station in 2018 was 98.9% for NO₂ concentrations and 83% for PM₁₀ concentrations.

The 2018 annual mean NO₂ concentration for the continuous monitoring location was 40 µg/m³, which meets the annual mean NO₂ objective. The 2018 result is higher than the previous two years (See Table A.3)

In 2018, the annual mean NO₂ concentration was above 40 µg/m³ at 3 of the 36 diffusion tube monitoring locations that make up the SHBC network – SH7, SH16 and SH33. This differs from the 2017 results where the only recorded exceedance was at SH7. Exceedances at SH16 and SH33 have not been seen since 2015. The SH16 and SH33 monitoring sites are located close to the M3 and are outside of the existing AQMA boundary. All three of these locations are not at locations of relevant exposure. Distance correction was not performed on the SH7 result as the nearest receptor is 78 metres further away from the road than the monitor. Following distance correction, the annual mean NO₂ concentrations at the closest receptors to SH16 and SH33 were predicted to be 39.5 µg/m³ and 35.3 µg/m³, respectively. Both of these concentrations are below the NO₂ annual mean air quality objective.

It should be noted that a locally-derived bias adjustment factor has been used when performing the diffusion tube bias adjustment (see Appendix A), which in 2018 was unusually high. This factor was unusually high because of the discrepancy between the annual mean NO₂ concentration recorded by the continuous monitoring station at Castle Road, Camberley and that recorded by co-located diffusion tubes. Caution

⁶ Surrey Heath Borough Council, Air Quality Updating and Screening Assessment, August 2015

Surrey Heath Borough Council

should therefore be taken when interpreting the results from the diffusion tube network, as they are likely to be overly pessimistic.

The 2018 monitoring results for PM₁₀ from the automatic monitoring station indicate that monitored concentrations remain well within the relevant air quality objectives.

The 2018 results are consistent with those of the last 5 years indicating that exceedances of the PM₁₀ air quality objectives are very unlikely. In turn it is inferred that PM_{2.5} concentrations in the Borough are likely to be well below the EU Limit Value of 25 µg/m³⁷.

Actions to Improve Air Quality

Following the declaration of the AQMA in 2002, SHBC were required to prepare an Air Quality Action Plan (AQAP). The AQAP was adopted in 2005 and set out the measures SHBC intended to implement to address air quality issues in the Borough and to meet the UK air quality objectives. Also included in the AQAP were considerations and options for Highways England (formerly the Highways Agency) to consider.

In the 2007 Action Plan Progress Report⁸, SHBC highlighted that 46 of the 51 proposed actions had been completed, including 25 that were completed on time. Four of the twelve options for Highways England were rejected and not pursued. Additionally, Highways England stated that they were unlikely to fund any major projects to address air quality. Since then, in subsequent progress reports⁸, the Council have been unable to secure any specific remedial measures within the AQMA by Highways England, who in 2008 confirmed to the Council that they did not consider the AQMA a high priority within the national programme. In 2014, Highways England commenced work on upgrading the M3 Motorway between junctions 2 and 4 to a Smart Motorway. The upgrade was completed during 2017 and was anticipated to improve air quality at locations near to the M3.

During 2018, there has been considerable progress on the AQAP. Measures 2, 7, 9 and 11 were completed in 2018. Currently, Measure 6 (Continued support for Highways Agency multi modal studies), Measure 8 (actively support the larger National and South East schemes that may improve air quality along the M3) and

⁷ Directive 2008/50/EC of the European Parliament and the Council on Ambient Air Quality and Cleaner Air for Europe, 2008

⁸ Surrey Heath Borough Council, Action Plan Progress Reports, (years 2007,2008,2009,2010)

Measure 14 (complete an Air Quality Strategy) are the only outstanding actions that are ongoing or require completion. The AQMA for PM₁₀ could be revoked in the near future as there have been no exceedances at relevant exposure locations for over 5 years. However, due to the increase in the annual mean NO₂ in comparison to the previous two years, it is considered prudent to retaining the existing AQMA for NO₂. The Council remains committed to continuing to implement the outstanding actions within the existing AQAP, in pursuit of further improving air quality within the Borough. However, the primary source of emissions, the M3 Motorway, is out of the control of the Council. SHBC do not foresee any local measures that can be carried out to reduce traffic emission levels on the M3 but remain supportive of a speed restriction proposal⁹.

Conclusions and Priorities

The 2018 NO₂ monitoring results indicate, on average, an increase in annual mean NO₂ concentrations across the Borough in comparison to the previous year, with some sites experiencing increases and others decreases. On the basis of the latest monitoring results it is considered appropriate to retain the existing AQMA extents – at least for NO₂ – and to continue the current level of monitoring.

Monitored NO₂ concentrations in 2018 suggest that traffic emissions from the M3 continue to be the greatest challenge, and this is outside the control of the Council. It is possible the completion of the Smart Motorway upgrade works in 2017, have been a contributing factor to the increase seen in NO₂ in 2018. The Council will need to continue looking closely at the monitoring data along the M3 to ascertain whether the air quality objectives are being achieved at locations of relevant exposure such that the AQMA can be revoked. If NO₂ concentrations continue to exceed the air quality objectives, SHBC may pursue a speed limit restriction on the M3 in an effort to further improve air quality along the M3.

The main priorities for 2018 are to continue assessing the effect of the completed M3 Smart Motorway Scheme on local air quality, and to carry out a feasibility study of the A331 Blackwater Valley Relief Road. With respect to the M3 Smart Motorway scheme, the Council are in contact with Highways England and seeking predicted concentrations obtained from modelling. Current modelling suggests there will be no

⁹ Surrey Heath Borough Council, Air Quality Progress Report, 2014

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exceedances of the air quality objectives. The A331 feasibility study is a collaborative study between Guildford Borough Council, Rushmoor Borough Council and Surrey Heath Borough Council to investigate measures to improve air quality along the route in order to achieve compliance with the EU Limit Value for NO₂ within the shortest possible time. The A331 was identified as exceeding the statutory annual mean limit value for NO₂ in the UK Government's Air Quality Plan for Nitrogen Dioxide¹⁰.

SHBC are also contributing to a toolkit of measures that may be implemented, as appropriate, by the Surrey Air Alliance (SAA). The Surrey Alliance Work Plan has been developed to support joint actions on air quality issues and to support a consistent approach to monitoring air quality across district/borough councils.

Local Engagement and How to get Involved

The general public can take simple measures to help improve air quality, the main ones being, where possible, making short trips and journeys on foot or by bike instead of by car, or using public transport. Car sharing with colleagues, or with other parents on the school run, are some other examples of ways to reduce traffic congestion, for example. Other measures are listed below:

- Purchasing low-emission electric and/or hybrid vehicles, with government funding and grants available.
- Upgrading boilers to newest and most efficient gas condensing boilers with lowest NO_x (and carbon) emissions.
- Renewable energy generation via solar photovoltaics or wind turbine installation (although individual effect on air quality is minor and non-local).

Further information can be found at:

<http://www.surreyheath.gov.uk/residents/environmental-services/noise-nuisance-pollution/air-quality> and <http://www.ukairquality.net/>

¹⁰ Defra & Department for Transport, UK plan for tackling roadside nitrogen dioxide concentrations, <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>, accessed on 21/06/2018

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1 Local Air Quality Management

This report provides an overview of air quality in the Borough of Surrey Heath during 2018. It fulfils the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act (1995) and the relevant Policy and Technical Guidance documents.

The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or not the air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives. This Annual Status Report (ASR) is an annual requirement showing the strategies employed by Surrey Heath Borough Council (SHBC) to improve air quality and any progress that has been made.

The statutory air quality objectives applicable to LAQM in England can be found in Appendix E.

2 Actions to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMAs) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority must prepare an Air Quality Action Plan (AQAP) within 12-18 months setting out measures it intends to put in place in pursuit of compliance with the objectives.

A summary of AQMAs declared by SHBC can be found in Table 2.1. Further information related to declared or revoked AQMAs, including maps of AQMA boundaries are available online at https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=267. Alternatively, see Appendix D: Map(s) of Monitoring Locations and AQMAs, which provides for a map of air quality monitoring locations in relation to the AQMA(s).

At the current time, SHBC shall retain the existing Surrey Heath AQMA and continue the current monitoring regime (see monitoring, Section 3) until two years of monitoring data has been collected post-completion of the M3 Smart Motorway scheme (completed in December 2017). At present, no amendments are considered necessary to the AQMA extents.

Table 2.1 – Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	City / Town	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance (maximum monitored/modelled concentration at a location of relevant exposure)				Action Plan		
						At Declaration		Now		Name	Date of Publication	Link
Surrey Heath AQMA	01/04/2002	NO ₂ Annual Mean	Surrey Heath	The strip of land from Frimley Road Camberley to Ravenswood Roundabout Camberley which embraces the M3 Motorway and the houses on both side of the motorway which border the highway	YES	43	µg/m ³	34	µg/m ³	Surrey Heath Borough Council, Air Quality Action Plan, Progress Report 2007	2007	Surrey Heath Borough Council Progress Report 2007
Surrey Heath AQMA	01/04/2002	PM ₁₀ 24 Hour Mean	Surrey Heath	The strip of land from Frimley Road Camberley to Ravenswood Roundabout Camberley which embraces the M3 Motorway and the houses on both side of the motorway which border the highway	YES	20	µg/m ³	14	µg/m ³	Surrey Heath Borough Council, Air Quality Action Plan, Progress Report 2007	2007	Surrey Heath Borough Council Progress Report 2007

SHBC confirm the information on UK-Air regarding their AQMA(s) is up to date

2.2 Progress and Impact of Measures to address Air Quality in Surrey Heath Borough Council

Defra's appraisal of last year's ASR concluded the report was well structured, detailed, and provided the information specified in the Guidance. It was noted that Table 2.1 was incomplete and this has now been completed. PM_{2.5} was not discussed in detail, however this year further discussion has been provided including highlighting the Surrey Air Alliance county-wide modelling of PM_{2.5} levels, with results due for delivery during summer 2019. Further updates on progress on AQAP measures have been provided in this year's report. It was commented that the Council may wish to review their monitoring strategy in light of a number of monitoring sites returning consistently low values. No changes have been made to the network this year but SHBC will keep monitoring locations under review. It was recommended that the AQMA is revoked for the PM₁₀ 24-hour mean as the Air Quality Objective has not been exceeded for at least 5 years. This will be considered by SHBC.

SHBC has taken forward a number of direct measures during the current reporting year of 2018 in pursuit of improving local air quality. Details of all measures completed, in progress or planned are set out in Table 2.2.

SHBC have continued to pursue a number of AQAP measures that were proposed in the previous ASR. In 2018 the Council was able to make progress towards the outstanding actions from the original AQAP document. Most measures are expected to be completed within the next year. More detail on the original AQAP measures can be found in the 2007 Action Plan Progress Report.

Work towards the majority of the actions in the AQAP has been completed. Work towards completing the remaining actions is ongoing and SHBC remains committed to completing these actions. The outstanding actions are listed in Table 2.2. Progress on these actions has been limited because SHBC has been unable to secure any specific remedial measures within the AQMA; the main source of emissions within the AQMA - the M3 motorway - is under the control of Highways England. It is hoped that the completion of the M3 Smart Motorway scheme will improve air quality within the AQMA.

Surrey Heath AQMA has recorded NO₂ concentrations below objective limits for the last 2 years at locations of relevant exposure. However, there remain a number of sites

that report values within 10% of the annual mean Air Quality Objective. As such, alongside considerations over the impact of the M3 upgrade works; it is recommended the AQMA should remain in place with respect to NO₂. However, PM₁₀ 24-hour mean concentrations have not exceeded the Air Quality Objective for at least the past 5 years.

In addition to progress against the AQAP, SHBC are contributing to a toolkit of measures that may be implemented, as appropriate, through the Surrey Air Alliance (SAA). The SAA consists of representatives from the District and Borough Councils, Surrey County Council Transport Team and Public Health Team¹¹.

SHBC has also carrying out work in relation to the UK Government's Air Quality Plan for Nitrogen Dioxide¹². The UK Plan identified a straight-line exceedance of the statutory annual mean limit value for Nitrogen Dioxide (NO₂) along the A331. The Blackwater Valley Group, comprising Guildford Borough Council, Rushmoor Borough Council and Surrey Heath Borough Council, was established to undertake a feasibility study to explore measures to achieve compliance with air quality limits within the shortest possible time.

¹¹ Surrey County Council, Joint Strategic Needs Assessment, Air Quality, <https://www.surreyi.gov.uk/jsna/air-quality/>, accessed on 15/06/2018.

¹² Defra & Department for Transport, UK plan for tackling roadside nitrogen dioxide concentrations, <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>, accessed on 21/06/2018

Table 2.2 – Progress on Measures to Improve Air Quality

Measure No.	Measure	EU Category	EU Classification	Organisations involved and Funding Source	Planning Phase	Implementation Phase	Key Performance Indicator	Reduction in Pollutant / Emission from Measure	Progress to Date	Estimated / Actual Completion Date	Comments / Barriers to implementation
2	Identify vehicles doing short motorway journeys	Promoting Travel Alternatives Alternatives to private vehicle use	Encourage / Facilitate home-working Workplace Travel Planning Other	SHBC / HE / SCC		2011				Completed 2018	NO ₂ levels continue to be below AQ objectives at relevant receptors
Page 47 6	Liaison with HE	Traffic Management Transport Planning and Infrastructure	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective vehicle priority, bus priority, high vehicle occupancy lane Bus route improvements	SHBC / HE / SCC			40ug/m ³ at continuous monitoring station	-15% on 2010 figures	Compliant 2018 but work on-going	On-going	SMART M3 fully opened in Dec 2017. Dialogue with HE ongoing regarding AQ plans and modelling for the SMART M3. Implementing part A331 lowered speed limit 2020
7	AQMA extension and liaison with HE	Traffic Management	Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective	SHBC / HE / SCC						On-going, M3 work completion expected 2018	Smart motorway work completed 2018. To assess effect on levels over 3 years to 2021 to determine future actions.

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			vehicle priority, bus priority, high vehicle occupancy lane									ITEM 9
8	Support for national schemes	Promoting Travel Alternatives Traffic Management	Promote use of rail and inland waterways Workplace Travel Planning Reduction of speed limits						On going	Estimated 2020	Considering effect of SMART M3 and possible variable speed controls	
9	Contractor vehicle controls	Promoting Low Emission Transport	Public Vehicle Procurement - Prioritising uptake of low emission vehicles					Little or no effect		Completed 2018		
11	Support for SCC schemes	Transport Planning and Infrastructure	Bus route improvements Cycle network	SCC / HE				Little or no effect		Completed 2018	A331 Cycle route completed 2017	
14	AQ Strategy	Policy Guidance and Development Control	Other policy					Little or no effect		Estimated 2019	Low priority	
46	Grant application for energy saving project	Promoting Low Emission Transport	Other measure for low emission fuels for stationary and mobile sources Procuring alternative Refuelling infrastructure to promote Low Emission					Little or no effect		Completed 2014	Update 2018; Grant applications continue at County Level but without success in attaining	

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			Vehicles, EV recharging, Gas fuel recharging								
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2.3 PM_{2.5} – Local Authority Approach to Reducing Emissions and/or Concentrations

As detailed in Policy Guidance LAQM.PG16 (Chapter 7), local authorities are expected to work towards reducing emissions and/or concentrations of PM_{2.5} (particulate matter with an aerodynamic diameter of 2.5µm or less). There is clear evidence that PM_{2.5} has a significant impact on human health, including premature mortality, allergic reactions, and cardiovascular diseases.

To evaluate the local concentrations of PM_{2.5} within the Borough, SHBC makes use of Defra background mapping and modelling. The background annual average PM_{2.5} concentrations in Surrey Heath for 2018 range from 7.8 µg/m³ to 11.3 µg/m³. These concentrations are well below the EU Limit Value (25 µg/m³). In addition, as the monitored PM₁₀ concentrations within the Borough are well below the relevant UK Air Quality Objectives (Table A.5 and Table A.6), it would be expected that PM_{2.5} concentrations are correspondingly low.

SHBC, in collaboration with other local authorities in Surrey, are undertaking a study of the levels of PM_{2.5} in the region. Modelling will determine current levels, upon which a co-ordinated approach can be taken to seek a percentage reduction in PM_{2.5} concentrations. Delivery is due for summer 2019.

3 Air Quality Monitoring Data and Comparison with Air Quality Objectives and National Compliance

3.1 Summary of Monitoring Undertaken

This section sets out what monitoring has taken place and how it compares with objectives.

3.1.1 Automatic Monitoring Sites

SHBC undertook automatic (continuous) monitoring at one site located in Castle Road, Camberley during 2018. This site is approximately 17 m north of the M3 motorway and is equipped to monitor nitrogen dioxide (NO₂) and particulate matter (PM₁₀) concentrations. The monitoring station is located within the Surrey Heath AQMA.

Table A.1 in Appendix A shows the details of the site. The data from the station are available at <http://www.ukairquality.net/>. A map showing the location of the monitoring site is provided in Appendix D. Further details on how the monitors are calibrated and how the data have been adjusted are included in Appendix C.

3.1.2 Non-Automatic Monitoring Sites

SHBC undertook non-automatic (passive) monitoring of NO₂ at 36 locations (38 diffusion tubes) during 2018. Table A.2 in Appendix A shows the details of the sites. Maps showing the location of the monitoring sites are provided in Appendix D. Further details on Quality Assurance/Quality Control (QA/QC) for the diffusion tubes, including bias adjustments and any other adjustments applied (e.g. “annualisation” and/or distance correction), are included in Appendix C.

3.2 Individual Pollutants

The air quality monitoring results presented in this section are, where relevant, adjusted for bias, “annualisation” and distance correction. Further details on adjustments are provided in Appendix C.

3.2.1 Nitrogen Dioxide (NO₂)

Table A.3 in Appendix A compares the ratified and adjusted monitored NO₂ annual mean concentrations for the past 5 years with the air quality objective of 40 µg/m³.

For diffusion tubes, the full 2018 dataset of monthly mean values is provided in Appendix B.

Table A.4 in Appendix A compares the ratified continuous monitored NO₂ hourly mean concentrations for the past 5 years with the air quality objective of 200 µg/m³, not to be exceeded more than 18 times per year.

The Castle Road, Camberley automatic monitoring station is located within the existing AQMA. The 2018 monitoring results indicate that the annual mean NO₂ objective was not exceeded at this location and that the hourly mean NO₂ objective was met. The annual mean NO₂ concentration in 2018 was 40 µg/m³, which is higher than the annual mean NO₂ concentrations recorded in 2016 and 2017. There were no exceedances of the hourly mean NO₂ standard of 200 µg/m³, and therefore well within the 18 hours permitted per year to achieve the hourly objective.

In comparison with the results of previous years, the downward tendency of annual mean concentrations since 2014 has slowed and some increases were seen in 2018. There were no exceedances of the hourly mean standard of 200 µg/m³ recorded during 2018, which is consistent with previous years' results.

Annual mean NO₂ concentrations at three NO₂ diffusion monitoring locations (SH7, SH16 and SH33) were above the annual mean NO₂ objective during 2018 (42.8 µg/m³, 43.3 µg/m³ and 43.8 µg/m³, respectively). Both SH16 and SH33 have not recorded concentrations above the annual mean NO₂ objective since 2015. Site SH7 has recorded concentrations above the annual mean NO₂ objective throughout the past 5 years; however, it is not at a location of relevant exposure, with the nearest residential properties over 40 m away.

SH16 and SH33 are located close to the M3 outside of the existing AQMA (see Appendix D) and are also considered not representative of relevant exposure. Following distance correction, the annual mean NO₂ concentrations at the closest receptors to SH16 and SH33 were predicted to be 39.5 µg/m³ and 35.3 µg/m³, respectively. Both of these concentrations are below the NO₂ annual mean air quality objective.

As none of the diffusion tube sites recorded annual mean NO₂ concentrations greater than 60 µg/m³ it is highly unlikely that the 1-hour mean NO₂ objective was exceeded at any location in 2018.

Surrey Heath Borough Council**3.2.2 Particulate Matter (PM₁₀)**

Table A.5 in Appendix A compares the ratified and adjusted monitored PM₁₀ annual mean concentrations for the past 5 years with the air quality objective of 40 µg/m³.

Table A.6 in Appendix A compares the ratified continuous monitored PM₁₀ daily mean concentrations for the past 5 years with the air quality objective of 50 µg/m³, not to be exceeded more than 35 times per year.

During 2018, the data capture recorded at the Castle Road, Camberley monitoring station was 83%. Since the data capture rate was less than 85%, the 90.4th percentile of daily mean PM₁₀ concentrations is also reported. The 2018 PM₁₀ monitoring results are consistent with the results in previous years, with no exceedances of the annual mean or daily mean PM₁₀ objectives.

The annual mean PM₁₀ concentration for 2018 was 16 µg/m³, which is well below the annual mean PM₁₀ objective (40 µg/m³) and is lower than concentrations recorded in recent years. On the basis of the recent years' monitoring results it can be concluded that annual mean PM₁₀ concentrations in SHBC are not currently of concern, and future years would not be expected to deviate significantly from the observed trend of recent years.

The daily mean PM₁₀ standard of 50 µg/m³ was not exceeded during the year; consequently, the daily mean objective (35 permitted days) was achieved. The 90.4th percentile of daily mean PM₁₀ concentrations in 2018 was 23 µg/m³, which is well below the objective of 50 µg/m³. On this basis it is concluded that exceedance of the daily mean PM₁₀ objective during 2018 was very unlikely. The latest results indicate a reduction in exceedances of the daily PM₁₀ standard in comparison to previous years.

In conclusion, recent years' PM₁₀ monitoring results indicate that the annual mean and daily mean PM₁₀ objectives are unlikely to be exceeded. SHBC will continue to monitor PM₁₀ at Castle Road, Camberley, but no further actions are needed at this time.

Appendix A: Monitoring Results

Table A.1 – Details of Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Inlet Height (m)
CM1	Castle Road, Camberley	Roadside	488647	159807	NO ₂ ; PM ₁₀	YES	Chemiluminescent; BAM	20	17	1.5

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table A.2 – Details of Non-Automatic Monitoring Sites

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube collocated with a Continuous Analyser?	Height (m)
SH1	A30 Bagshot	Roadside	491010	163344	NO2	NO	8	6	NO	1.75
SH2	Windle Valley Daycare Centre	Roadside	491065	163337	NO2	NO	N/A	4	NO	1.75
SH3	Snows Ride School Windlesham	Urban Background	492810	164408	NO2	NO	N/A	33	NO	1.75
SH4	Shaftesbury Road Bisley	Urban Background	494654	159444	NO2	NO	31	157	NO	1.75
SH5	Chestnut Avenue	Roadside	489460	160586	NO2	NO	N/A	15	NO	1.75
SH6	Church Lane Bisley	Roadside	494974	159611	NO2	NO	15	2	NO	1.75
SH7	M3 Brickhill roadside	Roadside	496191	164418	NO2	NO	78	30	NO	1.75
SH8	M3 Brickhill 60m back	Roadside	496170	164472	NO2	NO	39	88	NO	1.75
SH9	A30 Jolly Farmer	Roadside	489617	161874	NO2	NO	N/A	15	NO	1.75
SH10	A30 Homebase	Roadside	485796	160074	NO2	NO	N/A	16	NO	1.75
SH11	Watchetts School Camberley	Roadside	486937	159011	NO2	NO	N/A	44	NO	1.75
SH12	High Street Camberley	Roadside	487490	160788	NO2	NO	2	2	NO	1.75
SH13	Le Marchant Road	Kerbside	488727	159591	NO2	NO	25	1	NO	1.75
SH14	Badgers Copse	Kerbside	488603	159675	NO2	YES	4	14	NO	1.75

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube collocated with a Continuous Analyser?	Height (m)
SH15	Castle Road, Camberley	Roadside	488647	159807	NO2	YES	17	17	YES	1.75
SH16	Wood Road	Roadside	486834	158336	NO2	NO	9	35	NO	1.75
SH17	Guildford Road, Bisley	Roadside	495487	158960	NO2	NO	N/A	15	NO	1.75
SH20	Deepcut Bridge Road	Roadside	490396	157290	NO2	NO	2	4	NO	1.75
SH21	Benner Lane	Urban Background	495156	161078	NO2	NO	15	4	NO	1.75
SH22	Castle Road, Camberley	Roadside	488647	159807	NO2	YES	16	17	YES	1.75
SH23	Red Road/Maultway	Kerbside	490698	160351	NO2	NO	12	1	NO	1.75
SH24	High Street, Chobham	Roadside	497347	161697	NO2	NO	3	2	NO	1.75
SH25	Castle Road, Camberley	Roadside	488647	159807	NO2	YES	16	17	YES	1.75
SH26	College Ride	Urban Background	487762	161393	NO2	NO	7	5	NO	1.75
SH27	361 Guildford Road, Bisley	Roadside	495553	158854	NO2	NO	3	5	NO	1.75
SH28	Queens Road, Bisley	Roadside	495343	159031	NO2	NO	50	7	NO	1.75
SH29	Heath Park, Windlesham	Roadside	494228	163480	NO2	NO	54	7	NO	1.75
SH30	Focus, Frimley Road	Roadside	487318	158515	NO2	NO	N/A	23	NO	1.75
SH31	Old Pond Close	Roadside	487022	158419	NO2	NO	6	19	NO	1.75
SH32	Two Hoots, Old Pond Close	Roadside	486979	158393	NO2	NO	4	21	NO	1.75

Site ID	Site Name	Site Type	X OS Grid Ref	Y OS Grid Ref	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube collocated with a Continuous Analyser?	Height (m)
SH33	Wood Road Garages	Roadside	486843	158319	NO2	NO	20	19	NO	1.75
SH34	Brackendale Road	Roadside	488052	159239	NO2	YES	N/A	36	NO	1.75
SH35	Prior End	Roadside	489189	160209	NO2	YES	16	41	NO	1.75
SH36	Youlden Drive	Roadside	489350	160389	NO2	YES	22	18	NO	1.75
SH37	Crawley Drive	Roadside	489082	160265	NO2	YES	20	5	NO	1.75
SH38	Swift Lane	Urban Centre	491702	163139	NO2	NO	N/A	16	NO	1.75

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on/adjacent to the façade of a residential property).

(2) N/A if not applicable.

Table A.3 – Annual Mean NO₂ Monitoring Results

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	NO ₂ Annual Mean Concentration (µg/m ³) ⁽³⁾				
					2014	2015	2016	2017	2018
CM1	Roadside	Automatic	98.9	98.9	50.0	40.4	36.3	35.5	40.0
SH1	Roadside	Diffusion Tube	100	100	33.0	27.9	24.7	22.4	23.0
SH2	Roadside	Diffusion Tube	100	100	30.8	28.4	26.3	28.2	25.5
SH3	Urban Background	Diffusion Tube	100	100	24.0	24.4	22.6	19.4	21.0
SH4	Urban Background	Diffusion Tube	100	100	23.3	18.5	18.7	31.2	18.3
SH5	Roadside	Diffusion Tube	100	100	45.2	32.2	30.9	29.3	33.5
SH6	Roadside	Diffusion Tube	100	100	34	27.5	25.3	28.8	29.3
SH7	Roadside	Diffusion Tube	100	100	71.6	50.4	40.1	40.9	42.8
SH8	Roadside	Diffusion Tube	100	100	39.1	28.9	26.6	25.0	28.5
SH9	Roadside	Diffusion Tube	92	92	42.2	31.2	30.1	28.3	23.7
SH10	Roadside	Diffusion Tube	83	83	46.5	35.0	33.4	31.6	32.6
SH11	Roadside	Diffusion Tube	100	100	38.8	34.6	27.6	32.4	30.0
SH12	Roadside	Diffusion Tube	100	100	35.9	34.9	31.5	33.1	30.7
SH13	Kerbside	Diffusion Tube	100	100	33.6	30.8	30.0	30.1	27.7
SH14	Kerbside	Diffusion Tube	100	100	40.7	38.9	33.3	32.1	35.2

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	NO ₂ Annual Mean Concentration (µg/m ³) ⁽³⁾				
					2014	2015	2016	2017	2018
SH15	Roadside	Diffusion Tube	100	100	49	40.1	33.8	36.4	36
SH16	Roadside	Diffusion Tube	83	83	48	41.6	34.5	36.7	43.3
SH17	Roadside	Diffusion Tube	100	100	27.3	24.1	23.9	22.9	24.0
SH20	Roadside	Diffusion Tube	100	100	31.7	29.2	26.6	26.5	27.6
SH21	Urban Background	Diffusion Tube	100	100	24.2	22.6	21.4	21.4	21.9
SH22	Roadside	Diffusion Tube	100	100	47.6	41.2	35.6	37.3	38.9
SH23	Kerbside	Diffusion Tube	100	100	38.1	29	27.6	26.2	26.3
SH24	Roadside	Diffusion Tube	100	100	43.1	36.4	34.9	32.4	33.6
SH25	Roadside	Diffusion Tube	100	100	48.9	40.4	34.8	35.9	38.0
SH26	Urban Background	Diffusion Tube	83	83	39	30.6	28.8	35.8	26.9
SH27	Roadside	Diffusion Tube	100	100	29.6	29.8	29	35.9	27.0
SH28	Roadside	Diffusion Tube	100	100	33.5	32.1	30.7	29.9	29.9
SH29	Roadside	Diffusion Tube	100	100	21.6	30.6	31.6	21.7	28.2
SH30	Roadside	Diffusion Tube	100	100	43.5	41.1	37.1	36.0	39.5
SH31	Roadside	Diffusion Tube	100	100	44.2	35	30.6	29.9	34.3

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	NO ₂ Annual Mean Concentration (µg/m ³) ⁽³⁾				
					2014	2015	2016	2017	2018
SH32	Roadside	Diffusion Tube	100	100	39.3	34.4	30.7	32.2	32.5
SH33	Roadside	Diffusion Tube	83	83	50.3	43.8	38.7	37.1	43.8
SH34	Roadside	Diffusion Tube	100	100	33.9	35.8	30.1	29.7	31.2
SH35	Roadside	Diffusion Tube	92	92	33.8	32.5	30.3	29.5	31.5
SH36	Roadside	Diffusion Tube	100	100	35.2	33.3	29	30.5	30.6
SH37	Roadside	Diffusion Tube	100	100	42.9	38.6	34.0	32.5	37.6
SH38	Urban Centre	Diffusion Tube	100	100	39.9	35.4	35.5	35.8	34.5

Diffusion tube data has been bias corrected

Annualisation has been conducted where data capture is <75%

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

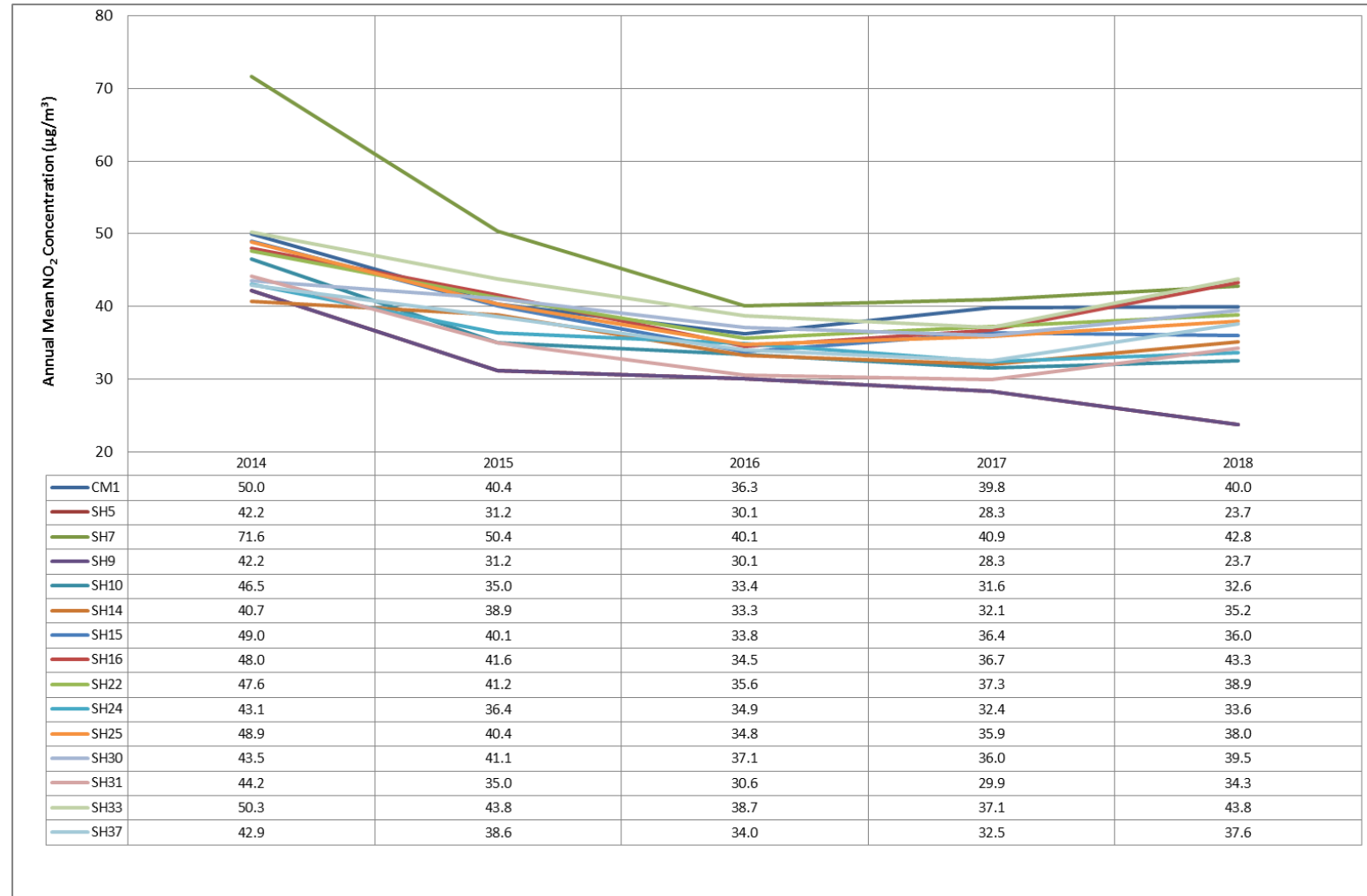
NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

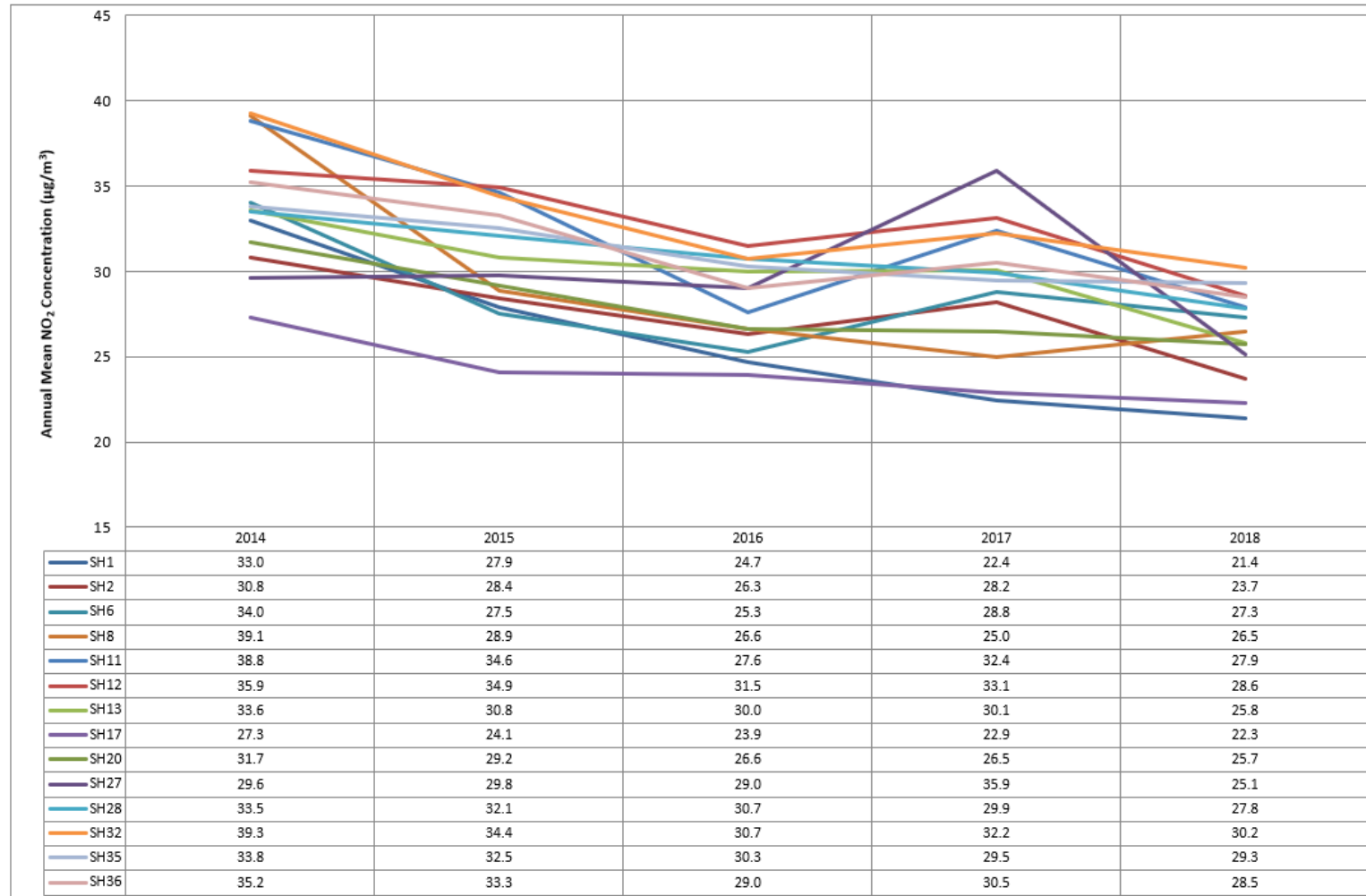
(3) Means for diffusion tubes have been corrected for bias. All means have been “annualised” as per Boxes 7.9 and 7.10 in LAQM.TG16 if valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Figure A.1 – Trends in Annual Mean NO₂ Concentrations



Note: Monitoring locations shown in Figure A.1 are Kerbside and Roadside locations that have recorded at least one exceedance of the annual mean NO₂ objective (40 µg/m³) between 2014 and 2018, inclusive.

Figure A.2 – Trends in Annual Mean NO₂ Concentrations – Kerbside and Roadside Locations



Note: Monitoring locations shown in Figure A.2 are Kerbside and Roadside locations that have not recorded any exceedances of the annual mean NO₂ objective (40 µg/m³) between 2014 and 2018, inclusive.

Figure A.3 – Trends in Annual Mean NO₂ Concentrations – Urban Background Locations

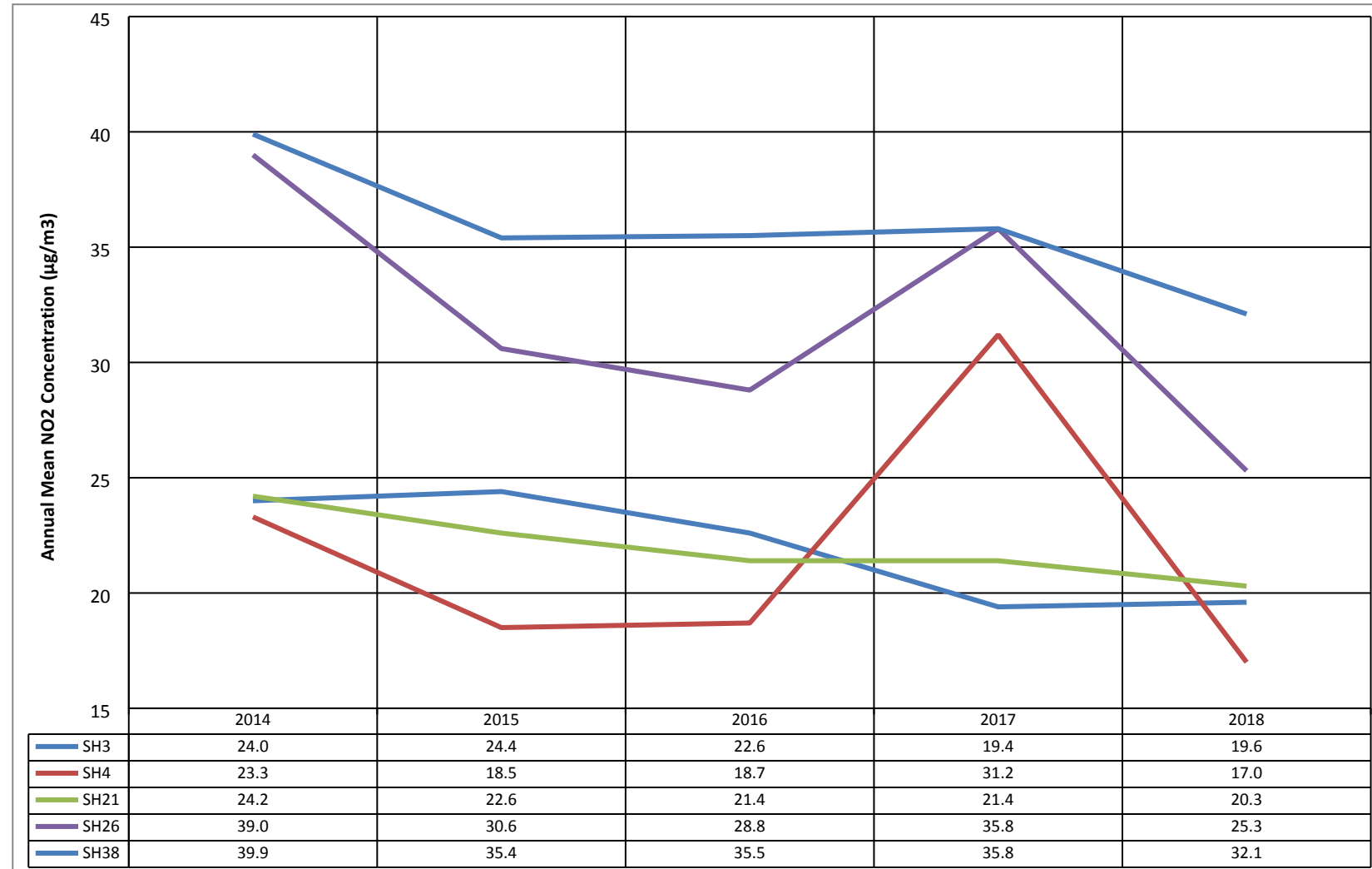


Table A.4 – 1-Hour Mean NO₂ Monitoring Results

Site ID	Site Type	Monitoring Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	NO ₂ 1-Hour Means > 200µg/m ³ ⁽³⁾				
					2014	2015	2016	2017	2018
CM1	Roadside	Automatic	98.9	98.9	2	2 (113)	0	0	0

Notes:

Exceedances of the NO₂ 1-hour mean objective (200µg/m³ not to be exceeded more than 18 times/year) are shown in **bold**.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

Table A.5 – Annual Mean PM₁₀ Monitoring Results

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	PM ₁₀ Annual Mean Concentration (µg/m ³) ⁽³⁾				
				2014	2015	2016	2017	2018
CM1	Roadside	83	83	23.7	19.5	17.0	16.9	16.0

Annualisation has been conducted where data capture is <75%

Notes:

Exceedances of the PM₁₀ annual mean objective of 40µg/m³ are shown in **bold**.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) All means have been “annualised” as per Boxes 7.9 and 7.10 in LAQM.TG16, valid data capture for the full calendar year is less than 75%. See Appendix C for details.

Figure A.4 – Trends in Annual Mean PM₁₀ Concentrations

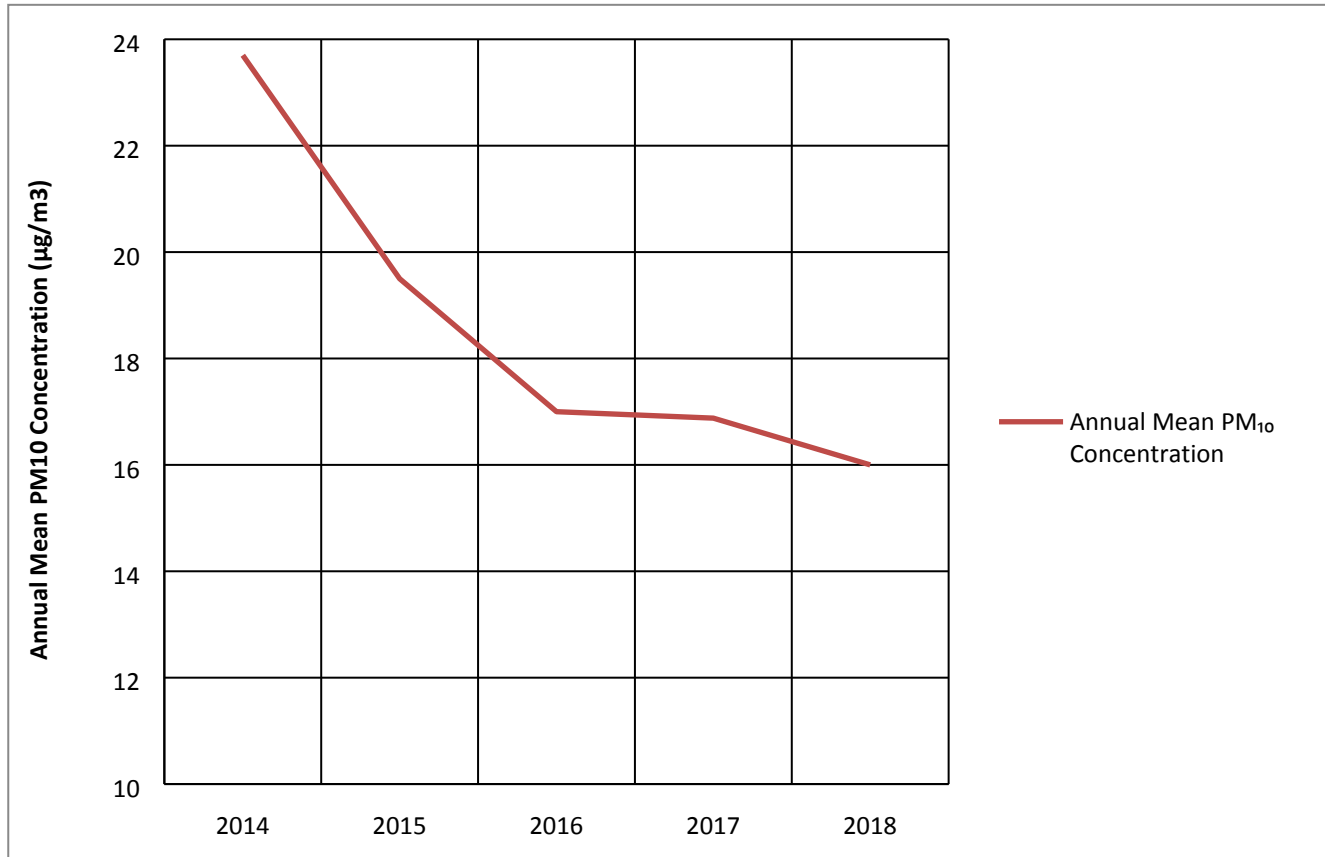


Table A.6 – 24-Hour Mean PM₁₀ Monitoring Results

Site ID	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2018 (%) ⁽²⁾	PM ₁₀ 24-Hour Means > 50µg/m ³ ⁽³⁾				
				2014	2015	2016	2017	2018
CM1	Roadside	83	83	2 (32)	8 (33)	1 (27)	2 (26)	0 (23)

Notes:

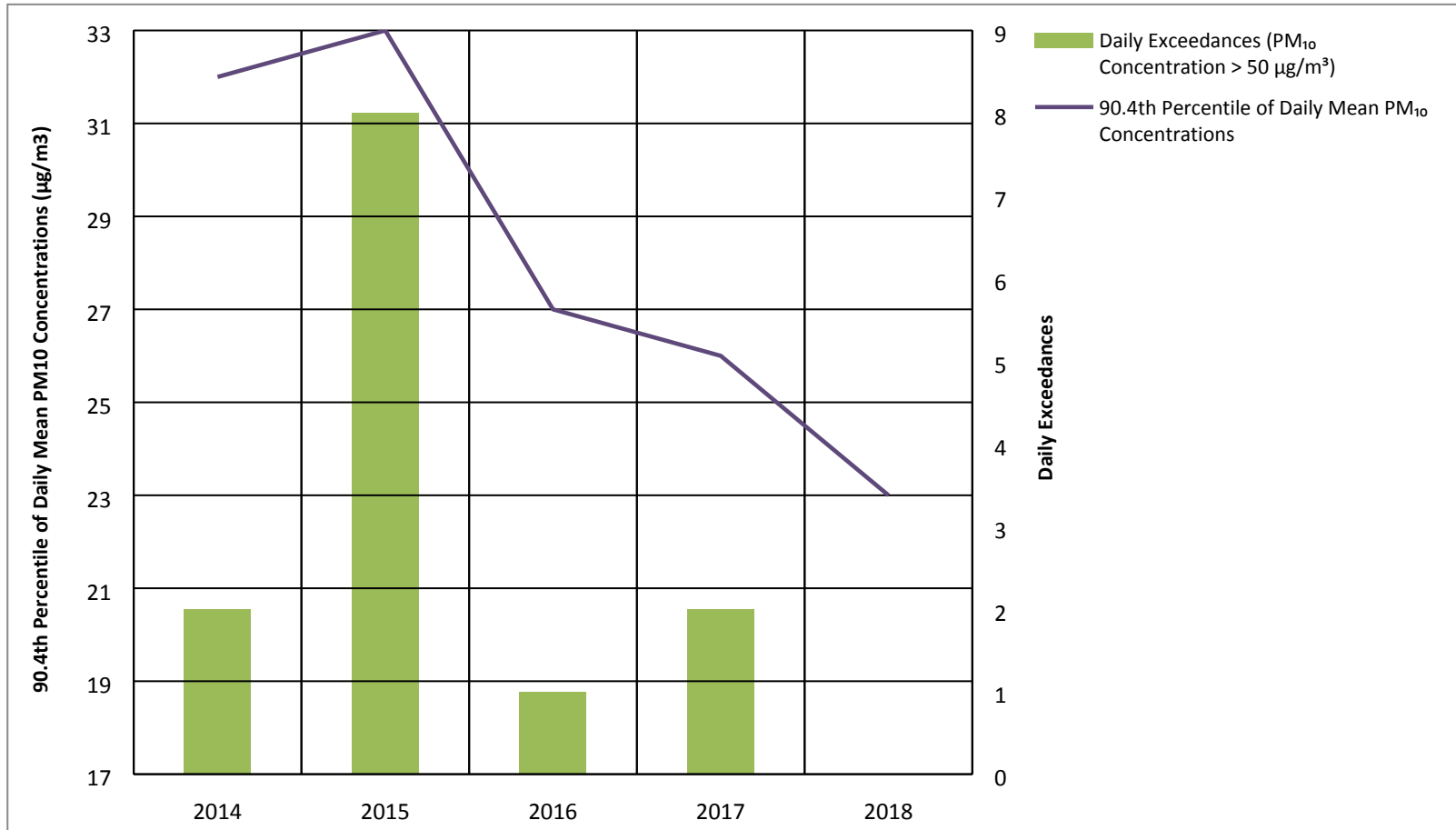
Exceedances of the PM₁₀ 24-hour mean objective (50µg/m³ not to be exceeded more than 35 times/year) are shown in **bold**.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) If the period of valid data is less than 85%, the 90.4th percentile of 24-hour means is provided in brackets.

Figure A.5 – Trends in Number of 24-Hour Mean PM₁₀ Results >50µg/m³



Appendix B: Full Monthly Diffusion Tube Results for 2018

Table B.1 – NO₂ Monthly Diffusion Tube Results - 2018

Site ID	NO ₂ Mean Concentrations (µg/m ³)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (1.43) and Annualised ⁽¹⁾	Distance Corrected to Nearest Exposure ⁽²⁾
SH1	17	16	23	17	16	19	9	12	11	17	22	14	16.1	23	21.7
SH2	20	23	24	10	15	19	12	14	16	19	21	20	17.8	25.5	-
SH3	18	17	20	13	11	14	9	11	13	15	17	18	14.7	21.0	-
SH4	14	12	17	10	10	14	7	15	11	19	11	13	12.8	18.3	-
SH5	27	23	32	20	25	20	15	21	21	23	29	25	23.4	33.5	-
SH6	21	16	29	18	17	20	16	18	22	22	21	26	20.5	29.3	20.9
SH7	32	28	36	25	33	33	15	32	26	30	29	40	29.9	42.8	-
SH8	22	24	24	19	17	14	15	15	17	20	31	21	19.9	28.5	-
SH9	11	18		19	21	15	13	13	16	19	25	13	16.6	23.7	-
SH10		25	22		18	21	20	21	24	25	24	28	22.8	32.6	-
SH11	19	21	23	19	15	20	13	14	21	29	27	31	21.0	30.0	-
SH12	23	21	23	19	15	17	15	23	27	25	22	28	21.5	30.7	28.4
SH13	23	18	22	14	21	20	14	19	20	19	22	21	19.4	27.7	23.9
SH14	30	20	26	22	31	29	14	23	25	26	24	25	24.6	35.2	33.8

Site ID	NO ₂ Mean Concentrations (µg/m ³)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean		
													Raw Data	Bias Adjusted (1.43) and Annualised ⁽¹⁾	Distance Corrected to Nearest Exposure ⁽²⁾
SH15	36	25	34	16	20	23	20	28	13	27	34	26	25.2	36.0	31.4
SH16	36	24	31			26	23	34	31	32	30	36	30.3	43.3	39.5
SH17	21	20	21	13	12	15	15	13	15	16	20	21	16.8	24.0	-
SH20	23	21	25	25	19	13	14	11	18	20	21	22	19.3	27.6	25.9
SH21	19	20	20	11	16	12	9	12	9	19	20	17	15.3	21.9	18.1
SH22	31	26	29	33	25	25	25	21	17	27	36	31	27.2	38.9	33.6
SH23	24	20	23	15	16	17	14	15	17	21	16	23	18.4	26.3	20.9
SH24	18	21	30	20	26	22	16	19	23	27	27	33	23.5	33.6	29.3
SH25	27	29	29	22	23	23	23	25	27	27	33	31	26.6	38.0	33.0
SH26	22	18		17	18	17	13	15	18	20	25	24	18.8	26.9	23.4
SH27	22	22	20	15	17	14	13	18	18	23	23	22	18.9	27.0	25.1
SH28	23	25	28	19	17	17	18	18	18	24	19	25	20.9	29.9	-
SH29	22	20	18	18	19	16	19	18	18	20	26	22	19.7	28.2	-
SH30	29	23	24	19	33	25	23	31	27	39	28	30	27.6	39.5	-
SH31	27	28	21	20	23	21	17	19	24	27	33	28	24.0	34.3	32.8
SH32	28	25	27	28	23	15	14	13	19	24	31	25	22.7	32.5	31.4
SH33	36	35	29			22	27	28	23	24	48	34	30.6	43.8	35.3
SH34	25	26	21	21	17	12	19	20	20	26	27	28	21.8	31.2	-

Site ID	NO ₂ Mean Concentrations (µg/m ³)												Annual Mean		
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Raw Data	Bias Adjusted (1.43) and Annualised ⁽¹⁾	Distance Corrected to Nearest Exposure ⁽²⁾
SH35	26	24	28	20	20	13	19	21	21	23		27	22.0	31.5	-
SH36	28	22	25	15	23	11	13	20	19	28	23	30	21.4	30.6	26.9
SH37	35	24	33	24	26	11	23	20	23	31	31	34	26.3	37.6	29.7
SH38	22	20	26	24	32	14	22	23	18	32	29	27	24.1	34.5	-

Local bias adjustment factor used

National bias adjustment factor used

Annualisation has been conducted where data capture is <75%

Where applicable, data has been distance corrected for relevant exposure

Notes:

Exceedances of the NO₂ annual mean objective of 40µg/m³ are shown in **bold**.

NO₂ annual means exceeding 60µg/m³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

(1) See Appendix C for details on bias adjustment and annualisation.

(2) Distance corrected to nearest relevant public exposure.

Appendix C: Supporting Technical Information / Air Quality Monitoring Data QA/QC

Diffusion Tube Bias Adjustment

Bias adjustment is a calculated factor which shows whether diffusion tubes are over-reading or under-reading ambient concentrations relative to a particular reference point, allowing for an appropriate correction to be made.

National Bias Adjustment Factors

In previous years (2010 – 2012) SHBC has used the national bias adjustment factors database provided by the Defra on the LAQM website. Diffusion tubes for SHBC are supplied and analysed by Lambeth Scientific Services. The preparation method used is 50% triethanolamine (TEA) / acetone.

A list of the national bias adjustment factors for 2010 to 2018 are summarised in Table C.1 below, and the calculation for 2018 using the LAQM national bias adjustment spreadsheet is shown in Figure C.1.

Table C.1 – National Diffusion Tube Bias Adjustment Factors

Year	Preparation Method	Number of Studies	National Bias Factor
2010	50% TEA / Acetone	4	1.06
2011	50% TEA / Acetone	6	1.06
2012	50% TEA / Acetone	2	0.91
2013	50% TEA / Acetone	1	0.83
2014	50% TEA / Acetone	1	0.80
2015	50% TEA / Acetone	2	1.07
2016	50% TEA / Acetone	1	0.94
2017	50% TEA / Acetone	1	0.90
2018	50% TEA / Acetone	7	1.03

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Figure C.1 National Diffusion Tube Bias Adjustment Factor Spreadsheet

National Diffusion Tube Bias Adjustment Factor Spreadsheet							Spreadsheet Version Number: 03/19				
Follow the steps below in the correct order to show the results of relevant co-location studies							This spreadsheet will be updated at the end of June 2019 LAQM Helpdesk Website				
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods							Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet				
This spreadsheet will be updated every few months; the factors may therefore be subject to change. This should not discourage their immediate use.							The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.				
Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.											
Step 1:	Step 2:	Step 3:	Step 4:								
Select the Laboratory that Analyses Your Tubes from the Drop-Down List	Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor shown in blue at the foot of the final column.								
If a laboratory is not shown, we have no data for this laboratory.	If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data.	If you have your own co-location study then see footnote 4. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@uk.bureauveritas.com or 0800 0327953								
Analysed By ¹	Method ²	Year ³	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) ($\mu\text{g}/\text{m}^3$)	Automatic Monitor Mean Conc. (Cm) ($\mu\text{g}/\text{m}^3$)	Bias (B)	Tube Precision ⁴	Bias Adjustment Factor (A) (Cm/Dm)	
Lambeth Scientific Services	50% TEA in acetone	2018	KS	Marylebone Road Intercomparison	12	81	85	-4.3%	G	1.04	
Lambeth Scientific Services	50% TEA in acetone	2018	SU	Reigate and Banstead BC	12	24	25	-4.8%	G	1.05	
Lambeth Scientific Services	50% TEA in acetone	2018	SU	Reigate and Banstead BC	12	22	19	14.1%	G	0.88	
Lambeth Scientific Services	50% TEA in acetone	2018	B	Reigate and Banstead BC	12	16	16	0.3%	P	1.00	
Lambeth Scientific Services	50% TEA in acetone	2018	R	Reigate and Banstead BC (Note tubes set up	10	30	31	-4.2%	G	1.04	
Lambeth Scientific Services	50% TEA in acetone	2018	R	Elmbridge Borough Council	12	29	33	-11.8%	G	1.13	
Lambeth Scientific Services	50% TEA in acetone	2018	R	Elmbridge Borough Council	12	33	38	-11.2%	G	1.13	
Lambeth Scientific Services	50% TEA in acetone	2018	Overall Factor⁵ (7 studies)						Use	1.03	

Local Bias Adjustment Factor from Co-location Study

As a triplicate diffusion tube array is co-located alongside the automatic NO₂ monitoring site in Castle Road, Camberley, a local bias adjustment factor has been calculated¹³. A local bias adjustment factor is generally preferred over a national bias adjustment factor, as local influences that may affect diffusion tube results, such as meteorological conditions, are usually better captured by a local factor.

NO₂ concentration data from the automatic monitoring station for 2018 was collated to cover the period of diffusion tube monitoring. Period mean NO₂ concentrations and data capture statistics for the Castle Road, Camberley station were calculated for each diffusion tube exposure period.

It is possible to use either a local bias adjustment factor calculated using all periods, whether or not data capture or precision is adequate (shown in orange box in Figure C.2), or a local factor derived only from periods with adequate data capture and precision (blue box in Figure C.2). In this report, the local factor of 1.43 determined using all available periods with good precision (10) for 2018.

¹³ Defra, LAQM, Local bias adjustment factor spreadsheet, <https://laqm.defra.gov.uk/bias-adjustment-factors/local-bias.html>, accessed May 2019

Figure C-2 Local Bias Adjustment Factor Spreadsheet

Checking Precision and Accuracy of Triplicate Tubes										Automatic Method		Data Quality Check	
Diffusion Tubes Measurements										Period Mean	Data Capture (% DC)	Tubes Precision Check	Automatic Monitor Data
Period	Start Date dd/mm/yyyy	End Date dd/mm/yyyy	Tube 1 $\mu\text{g m}^{-3}$	Tube 2 $\mu\text{g m}^{-3}$	Tube 3 $\mu\text{g m}^{-3}$	Triplicate Mean	Standard Deviation	Coefficient of Variation (CV)	95% CI of mean				
1	04/01/2018	31/01/2018	36.0	31.0	27.0	31	4.5	14	11.2	45.72	99.32	Good	Good
2	31/01/2018	28/02/2018	25.0	26.0	29.0	27	2.1	8	5.2	42.47	99.63	Good	Good
3	28/02/2018	28/03/2018	34.0	29.0	29.0	31	2.9	9	7.2	45.48	99.96	Good	Good
4	28/03/2018	02/05/2018	16.0	33.0	22.0	24	8.6	36	21.4	46.11	91.22	Poor Precision	Good
5	02/05/2018	06/06/2018	20.0	25.0	23.0	23	2.5	11	6.3	35	99.85	Good	Good
6	06/06/2018	04/07/2018	23.0	25.0	23.0	24	1.2	5	2.9	32	97.4	Good	Good
7	04/07/2018	08/08/2018	20.0	25.0	23.0	23	2.5	11	6.3	36	99.91	Good	Good
8	08/08/2018	05/09/2018	28.0	21.0	25.0	25	3.5	14	8.7	33	100	Good	Good
9	05/09/2018	03/10/2018	13.0	17.0	27.0	19	7.2	38	17.9	35	99.96	Poor Precision	Good
10	03/10/2018	31/10/2018	27.0	27.0	27.0	27	0.0	0	0.0	33	99.81	Good	Good
11	31/10/2018	05/12/2018	34.0	36.0	33.0	34	1.5	4	3.8	46.47	99.97	Good	Good
12	05/12/2018	01/01/2019	26.0	31.0	31.0	29	2.9	10	7.2	40.73	99.88	Good	Good
13													

It is necessary to have results for at least two tubes in order to calculate the precision of the measurements

Overall survey --> **Good precision** **Good Overall**
(Check average CV & DC from Accuracy calculations)

Precision **10 out of 12 periods have a CV smaller than 20%**

Accuracy (with 95% confidence interval) without periods with CV larger than 20% Bias calculated using 10 periods of data Bias factor A 1.43 (1.34 - 1.52) Bias B -30% (-34% -26%) Diffusion Tubes Mean: 27 $\mu\text{g m}^{-3}$ Mean CV (Precision): 9 Automatic Mean: 39 $\mu\text{g m}^{-3}$ Data Capture for periods used: 100% Adjusted Tubes Mean: 39 (37 - 41) $\mu\text{g m}^{-3}$	Accuracy (with 95% confidence interval) WITH ALL DATA Bias calculated using 12 periods of data Bias factor A 1.49 (1.37 - 1.63) Bias B -33% (-39% -27%) Diffusion Tubes Mean: 26 $\mu\text{g m}^{-3}$ Mean CV (Precision): 13 caution Automatic Mean: 39 $\mu\text{g m}^{-3}$ Data Capture for periods used: 99% Adjusted Tubes Mean: 39 (36 - 43) $\mu\text{g m}^{-3}$
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Jaume Targa, for AEA
Version 04 - February 2011

Decision of Adjustment Factor

It should be noted that a locally derived bias adjustment factor has been used when performing the diffusion tube bias adjustment. In 2018 this factor was unusually high (1.43) as a result of the large discrepancy between the annual mean NO₂ concentration recorded by the continuous monitoring station at Castle Road, Camberley and that recorded by co-located diffusion tubes. Consequently, a degree of caution should be taken when interpreting the results from the diffusion tube network, as they are likely to be pessimistic (i.e. over-estimated) given the large bias-adjustment factor applied.

The local bias adjustment factor, while outside the normal range expected, allows for worst-case NO₂ concentrations to be assessed. The location of the continuous monitor and co-located tubes is likely affected by the dense vegetation nearby. The observed discrepancy between the continuous monitor and the co-located diffusion tubes should be investigated.

Annual Mean NO₂ Correction for Façade Distance Calculations

If an exceedance is measured at a monitoring site which is not representative of public exposure, Technical Guidance LAQM.TG16 recommends that a distance

Surrey Heath Borough Council

correction calculation is carried out to estimate the annual mean NO₂ concentration at the nearest location of relevant exposure (“receptor”) using the measurements made at the monitoring site.

Annual mean NO₂ concentrations at three NO₂ diffusion monitoring locations (SH7, SH16 and SH33) were above the annual mean NO₂ objective during 2018 (42.8 µg/m³, 43.3 µg/m³ and 43.8 µg/m³, respectively). The distance correction tool could not be used at the monitoring site SH7 as the tool does not allow calculations for distances further than 50 m from the road.

For SH16 and SH33 distance correction calculations were applied and the annual mean NO₂ concentrations at the closest receptors to SH16 and SH33 were predicted to be 39.5 µg/m³ and 35.3µg/m³, respectively. Both of these concentrations are below the NO₂ annual mean air quality objective.

Appendix D: Map(s) of Monitoring Locations and AQMAs

Figure D.1 Map of Monitoring Locations in the Borough of Surrey Heath – East of Borough

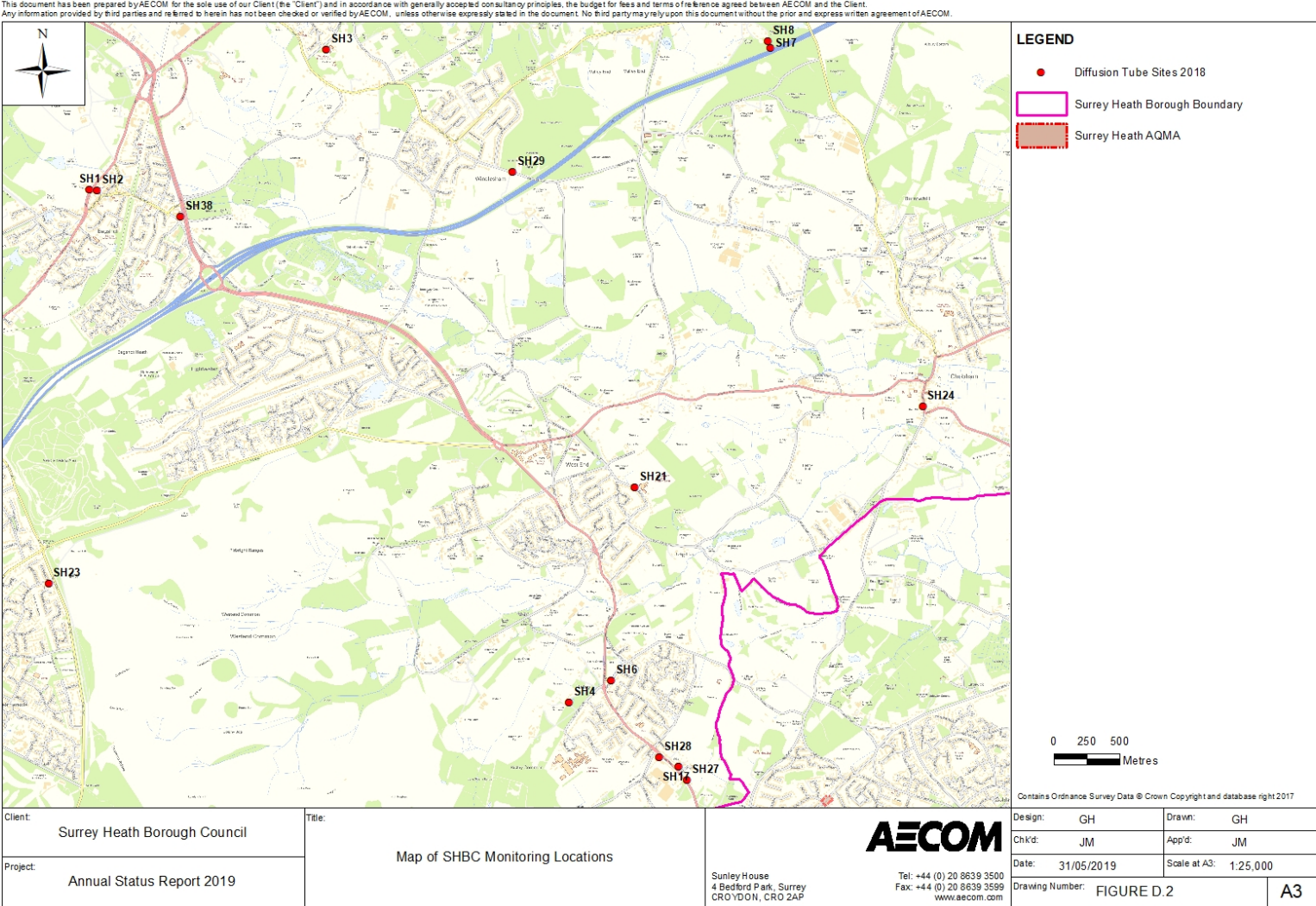
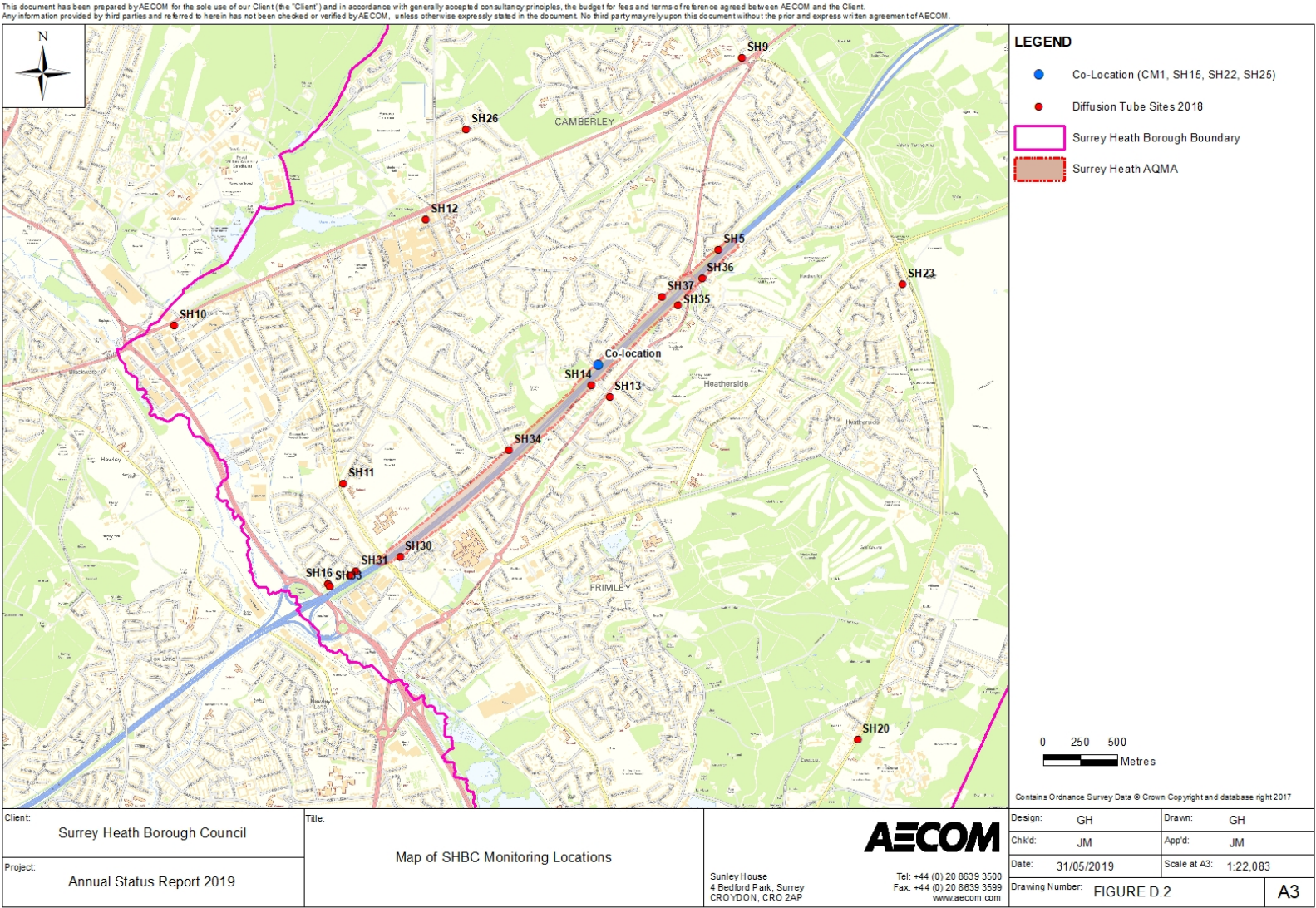


Figure D.2 Map of Monitoring Locations in the Borough of Surrey Heath – West of Borough



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ITEM 9

Appendix E: Summary of Air Quality Objectives in England

Pollutant	Air Quality Objective ¹⁴	
	Concentration	Measured as
Nitrogen Dioxide (NO ₂)	200 µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
	40 µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50 µg/m ³ , not to be exceeded more than 35 times a year	24-hour mean
	40 µg/m ³	Annual mean
Sulphur Dioxide (SO ₂)	350 µg/m ³ , not to be exceeded more than 24 times a year	1-hour mean
	125 µg/m ³ , not to be exceeded more than 3 times a year	24-hour mean
	266 µg/m ³ , not to be exceeded more than 35 times a year	15-minute mean

¹⁴ The units are in microgrammes of pollutant per cubic metre of air (µg/m³).

Glossary of Terms

Abbreviation	Description
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
ASR	Air quality Annual Status Report
AURN	Automatic Urban and Rural Network
Defra	Department for Environment, Food and Rural Affairs
DMRB	Design Manual for Roads and Bridges – Air quality screening tool produced by Highways England
EU	European Union
FDMS	Filter Dynamics Measurement System
LAQM	Local Air Quality Management
NO ₂	Nitrogen Dioxide
NO _x	Nitrogen Oxides
PHOF	Public Health Outcomes Framework
PM ₁₀	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
PM _{2.5}	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
QA/QC	Quality Assurance and Quality Control
SAA	Surrey Air Alliance
SCC	Surrey County Council
SHBC	Surrey Heath Borough Council

SO ₂	Sulphur Dioxide
TEOM	Tapered Element Oscillating Microbalance

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: Thursday 3 October 2019

LEAD OFFICER: Nicola Thornton-Bryar, Partnership Committee Officer

SUBJECT: Environmental Commitment

DIVISION: All



SUMMARY OF ISSUE:

Surrey County Council debated and agreed a Motion on their environmental commitment at their meeting on 9 July 2019.

The Local Committee (Surrey Heath) is asked to note the motions and how these may affect the work of the Committee.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to note and endorse the report.

REASONS FOR RECOMMENDATIONS:

The report contains details of the County Councils commitments and the Surrey Heath Local Committee is asked to note the detail.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Local Committee (Surrey Heath) is keen to embrace the environmental issues that are important to its residents.
- 1.2 Surrey County Council debated 3 motions at its meeting in July 2019. Some of these motions and resolutions will impact on the work of this Committee and members need to be aware of the intention of the County Council.
- 1.3 The 3 motions were around Climate Change, Trees and Managing verges and the Surrey Heath Local Committee is asked to note the commitments made.

2. DETAILS:

Climate Change

The Prime Minister announced that the UK will eradicate its net contribution to climate change by 2050. The UK is the first country in the G7 to legislate for long-term climate targets, and already leads the world in tackling climate change. The announcement provides a significant opportunity to increase energy efficiency, improve resilience and deliver a greener, healthier society.

The target of net zero emissions will be being enshrined in law in the future and will need to be responded to. The Committee on Climate Change forecasts significant benefits to public health and savings to the NHS from better air quality and less noise pollution, as well as improved biodiversity.

The UK is on track to become the first G7 country to legislate for net zero emissions, with other major economies expected to follow suit. Young people will have the chance to shape the future climate policy through the Youth Steering Group, set up by DCMS and led by the British Youth Council, who will advise Government on priorities for environmental action and give a view on progress to date against existing commitments on climate, waste and recycling, and biodiversity loss.

Surrey County Council therefore resolved to:

1. Commit to working closely with the Government, the Environment Agency, Borough & District colleagues, local businesses, residents and other partners in meeting the ambitious target.
2. Deliver a strategy in 2019/20 involving a task group that clearly outlines how they plan to deliver the target including actions that will be taken.
3. Write to the government asking them to confirm what support will be made available to local authorities to help achieve this goal.
4. Declare a 'Climate Emergency', and commit actions to support businesses and all local authorities in their work to tackle climate change by providing a strong unified voice for councils in lobbying for support to address this emergency, and share best practice across all councils.

Trees

Trees are important in slowing the pace of climate change by absorbing carbon dioxide and releasing oxygen into the air, as well as providing a habitat for wildlife. Trees make a valuable contribution to the environment in towns including shading and cooling, pollution and noise mitigation, as well speeding up floodwater drainage and improving the quality of our street scene.

Central Government pledged in 2018 to plant 11 million new trees by 2050, including in towns and urban areas, together with the appointment of a national Tree Champion with a remit to make this happen.

In support of the national campaign to increase the number of trees being planted, particularly in towns, Surrey County Council therefore:

- I. Called for a review of Surrey County Council's current policies on, and attitude towards, the planting of trees in urban areas with a view to introducing a more proactive policy, which looks to increase the number and regularity of trees planted;
- II. Called for the new strategy to include providing opportunities to educate children in understanding the benefits of trees and to get involved in tree planting;
- III. Recommends closer partnership working with Borough and District Councils, and landowners seeking sites for new tree planting; and
- IV. Recommends that Surrey Highways take advantage of any outside funding to assist with costs, including any Borough and District schemes that enable residents and community groups to fund the planting and future maintenance of trees.

Managing Verges for Wildlife

Surrey County Council is responsible for managing highway verges and related highway owned land. This includes the cutting of verges and the use of weed killer. The way in which it manages this land has an impact on wildlife and amenity.

Surrey's highway verges being cut several times each year means verges may be cut before many wildflower plants have had a chance to flower. Wildflowers need to be available for insects when in flower and to be left long enough to have seeded before being cut. Cutting regimes should be timed to allow wildflower verges to self-perpetuate and improve the wildlife value of verges.

9 out of the 11 Districts and Boroughs manage highway verge cutting and since last year the minimum number of cuts suggested by the County Council has reduced from 7 in urban areas to 4.

Surrey County Council noted that its contracts for management of its highway verges include the use of Glyphosate weed killer. However, the County Council has a legal obligation to treat and contain some injurious weeds, such as Japanese knotweed, in the most effective manner. Other councils, including Croydon and Lewis, have committed to be pesticide free, the latter successfully adopting weed killer-free alternatives after six months of trials.

Surrey County Council therefore agreed to work with the Districts and Boroughs to:

- a. Produce a pollinator action plan for the next contract period,
- b. Review and reduce the frequency of highway verge cuts where it is both safe and desirable to do so,
- c. Assist in the management of verges and timings of cuts to promote wildlife habitats.
- d. Communicate to residents via their website and social media the reasons for the changes to the frequency of the cuts, explaining the benefits this can have on the wildlife habitat; and
- e. To trial more environmentally friendly alternatives on the highway and review outcomes after one full cycle use, and then look to reduce the use of glyphosate based on the results of these trials if cost effective to do so.

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 The Local Committee is asked to note the agreed actions of the County Council.

Contact Officer: Nicola Thornton-Bryar, Partnership Committee Officer (Surrey Heath and Woking)

Sources/background papers: Surrey County Council papers – July 2019

BRIEFING NOTE- INJUNCTION ON CHOBHAM COMMON

Early this year, following a number of unauthorised traveller encampments on Chobham Common, (10 in a 9 month period May 18 to Feb 19), the Cabinet Member for Environment and Waste, Cllr Mike Goodman, met with Legal and Property officers to discuss longer term remedial measures to protect Chobham Common from further encroachments. Approximately £51,000 had been spent on clear up costs for the 10 encampments, as well as many hours of officer time being spent in ensuring the encampments moved on.

In March this year, Officers agreed to install concrete blockers at the most used access points onto the Common, to deter unauthorised vehicles. Officers also agreed to apply to the High Court for an injunction to protect the Common in the longer term, highlighting to the Court the special scientific status of the land, the number of incursions over a short space of time, the amount of clear up costs, the fact that the bollards were unsightly and contrary to the aesthetic enjoyment the Common should provide, and that, if they were to remain for a longer period they would likely become a breach of planning control. The Council also concluded that, without further long term protection, further encampments were likely.

I am pleased to advise the Committee that, on 12th July 2019, following consideration of the evidence, the High Court granted an interim injunction to protect the Common forbidding persons unknown occupying Land and/or depositing Waste or Fly-tipping on Land FROM:

1. Setting-up an encampment on Chobham Common without written permission from the Local Planning Authority or planning permission granted by a planning inspector;
2. Occupying any part of Chobham Common for residential purposes (temporary or otherwise) including with caravans, mobile homes, vehicles and residential paraphernalia without written permission from the Local Planning Authority or planning permission granted by a planning inspector;
3. Bringing on Chobham Common any vehicle whether for the purposes of disposal of waste and materials or otherwise, other than when driving through the County of Surrey or in compliance with the Parking Orders regulating the use of car parks or with written permission from the Local Planning Authority or express permission from the owners of the Land;
4. Depositing any personal, domestic or commercial waste and/or fly-tipping on Chobham Common.

The Interim Injunction contains a Penal Notice which means anyone breaching it may be held in contempt of court and may be imprisoned, fined or have their assets seized.

The Interim Injunction remains in force until the seventh day following the final hearing.

The matter will be listed for a final hearing on the first open date after 01 November 2019 at which interested parties will be entitled to attend and make representations.

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Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting. When decisions are reported to the committee as complete, they are marked as 'closed', and will subsequently be removed from the tracker.

Decisions will remain on the tracker where 'closed' but not complete. This indicates that the decision has not yet been fully implemented, but that further progress is not possible at this time. The reasons for this will be indicated in the comment section. Decisions will be marked as 'open', where work to implement the decision is ongoing.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
14 April 2018	9	A notice is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which will be to prohibit motor vehicles from the section of The Square, Bagshot (B3029)	Open	Area Highways Manager	Parish council have been consulted and preferred option identified. Wider public consultation still to be undertaken.
14 June 2018	5	Safer Travel Team to carry out an assessment outside Holy Trinity CofE School, West End when nearby developments have been completed.	Closed	Area Highways Manager with Safer Travel Team	Developments in West End are still some time off being completed. To be re-opened at such a time.
4 October 2018	10	Work to continue prioritising and advancing cycle routes in the borough	Open (subject to funding)	Transport Planner (Cycling)	Open ended.

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Local Committee (Surrey Heath) - Forward Programme 2019/20



Details of future meetings			
Dates for the Surrey Heath Local Committee 2019: Thursday 28 November 2019.			
This forward plan sets out the anticipated reports for future meetings. The forward plan will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change. The Local Committee is asked to note and comment on the forward plan outlined in this report.			
Topic	Purpose	Contact Officer	Proposed date
Highways Update	Standing item for all Surrey Heath Local Committees	SCC Area Highway Manager	ALL
Decision Tracker	For information	Partnership Committee Officer	ALL
Forward Programme	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
Local Policing	Police Inspector to give an update	Bob Darkens	November 2019
Mental Health Provision	To look at what current provisions are in place to help support those within Surrey Heath with mental health concerns especially young people	Surrey Heath CCG (Rob Morgan and Tow Lawler) with SCC Education (Claire Louise West)	November 2019
Climate Change and Environmental Charters	Report	Rachel Crossley / Mike Goodman	November 2019
Rethinking Transport		Simon Griffin	November 2019
Military Covenant	To give an update on the Covenant both Surrey wide and locally	Peter Bruinvels, Sarah Goodman, Colin Dougan and Jayne Bouitolt	March 2019
Review of Local/Joint Committees	To follow up on the review that took place earlier in 2018 and the recommendations agreed by SCC cabinet	Community Partnerships Team	TBC

