Cabinet

Date & time
Tuesday, 27 April 2021 at 2.00 pm

Place
MS Teams, Remote Meeting

Contact
Vicky Hibbert or Huma Younis
Tel 020 8541 9229 or 020 8213 2725

vicky.hibbert@surreycc.gov.uk or huma.younis@surreycc.gov.uk

Chief Executive
Joanna Killian

We're on Twitter: @SCCdemocracy

Cabinet Members: Mrs Natalie Bramhall, Mr Matt Furniss, Mrs Julie Iles OBE, Mr Colin Kemp, Mrs Mary Lewis, Mrs Sinead Mooney, Mr Mark Nuti, Mr Tim Oliver, Mrs Becky Rush and Ms Denise Turner-Stewart

Deputy Cabinet Members: Miss Alison Griffiths, Mr Edward Hawkins and Ms Marisa Heath

Please note that due to the COVID-19 situation this meeting will take place remotely.

Please be aware that a link to view a live recording of the meeting will be available on the Cabinet page on the Surrey County Council website. This page can be accessed by following the link below:

https://mycouncil.surreycc.gov.uk/ieListMeetings.aspx?CId=120&Year=0

If you have any queries relating to accessing this agenda please email vicky.hibbert@surreycc.gov.uk or huma.younis@surreycc.gov.uk

Note: *This meeting will be filmed for live and 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.*

If you have any queries regarding this, please contact **vicky.hibbert@surreycc.gov.uk** or **huma.younis@surreycc.gov.uk.**

1 APOLOGIES FOR ABSENCE

2 MINUTES OF PREVIOUS MEETING: 30 MARCH 2021 (Pages 1 - 14)

To agree the minutes of the last meeting as a correct record of the meeting.

3 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 PROCEDURAL MATTERS

a Members' Questions

The deadline for Member's questions is 12pm four working days before the meeting (21 April 2021).

b Public Questions

The deadline for public questions is seven days before the meeting (20 April 2021).

c Petitions

The deadline for petitions was 14 days before the meeting, and no petitions have been received.

d Representations received on reports to be considered in private

To consider any representations received in relation why part of the meeting relating to a report circulated in Part 2 of the agenda should be open to the public.

5 **REPORTS FROM SELECT COMMITTEES , TASK GROUPS, LOCAL COMMITTEES AND OTHER COMMITTEES OF THE COUNCIL**

6 **LEADER / DEPUTY LEADER / CABINET MEMBER/ STRATEGIC INVESTMENT BOARD DECISIONS TAKEN SINCE THE LAST CABINET MEETING** (Pages 15 - 18)

To note any delegated decisions taken by the Leader, Deputy Leader, Cabinet Members and Strategic Investment Board since the last meeting of the Cabinet.

7 **COVID- 19: DELEGATED AND URGENT DECISIONS TAKEN** (Pages 19 - 28)

To ensure transparency of decisions taken in response to Covid-19, Cabinet are asked to note the attached decisions taken since the last meeting.

8 **COVID 19: SURREY COUNTY COUNCIL UPDATE** (Pages 29 - 40)

As we move into a period of easing restrictions and the existing lockdown in line with the Government's Spring 2021 Plan, the purpose of this report is to set out the latest Public Health information about Covid-19 and update Cabinet on the strategic and sensitive issues arising from the extensive response and recovery work going on across Surrey.

[Where necessary a waiver for call-in will be sought from the relevant Select Committee Chairman]

9 **DIGITAL INFRASTRUCTURE STRATEGY AND DELIVERY UPDATE** (Pages 41 - 64)

This report provides an update on Surrey County Council's Digital Infrastructure strategy and plans for delivery.

[The decisions on this item can be called in by the Resources and Performance Select Committee]

10 **SURREY'S ECONOMIC FUTURE: PROGRESS UPDATE** (Pages 65 - 78)

This Cabinet update sets out the emerging priority actions within the Delivery Programme, highlights areas where action has already begun and proposes a further update, including performance indicators, is brought back to Cabinet in six months.

[The decisions on this item can be called in by the Resources and Performance Select Committee]

11 **SURREY STREET DESIGN GUIDE: HEALTHY STREETS FOR SURREY** (Pages 79 - 132)

Surrey County Council has commissioned Create Streets to refresh and update the Council's street design guidance. This report consists of a progress update in respect of the ongoing work and also seeks permission from the Cabinet to undertake stakeholder engagement. The Guidance will return to Cabinet in the future, following this engagement, for endorsement.

[The decisions on this item can be called in by the Communities, Environment and Highways Select Committee]

12 ACQUISITION OF LAND IN SUPPORT OF THE RIVER THAMES SCHEME (Pages 133 - 140)

This report is asking Cabinet for approval to acquire freehold lands off Chertsey Road in Spelthorne, as described in Part 2 of this paper, for the purposes of the River Thames Scheme which is being jointly promoted by the Environment Agency and Surrey County Council.

[The decisions on this item can be called in by the Communities, Environment and Highways Select Committee]

N.B There is a Part 2 Annex at Item 15.

13 2020/21 MONTH 11 (FEBRUARY) FINANCIAL REPORT (Pages 141 - 146)

This report provides details of the County Council's 2020/21 financial position as at Month 11 (M11) 28 February 2021 for revenue and capital budgets and the projected outlook for the financial year.

[The decisions on this item can be called in by the Resources and Performance Select Committee]

14 EXCLUSION OF THE PUBLIC

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

P A R T T W O - I N P R I V A T E

15 ACQUISITION OF LAND IN SUPPORT OF THE RIVER THAMES SCHEME (Pages 147 - 160)

This Part 2 report contains information which is exempt from Access to Information requirements by virtue of paragraph 3 – Information relating to the financial or business affairs of any particular person (including commercially sensitive information to the bidding companies).

[The decisions on this item can be called in by the Communities, Environment and Highways Select Committee]

16 PROPOSAL FOR THE FUTURE PROVISION OF TEMPORARY RESOURCE (Pages 161 - 206)

The Council's contract for the provision of temporary staffing resource is coming to an end in January 2022. As part of the Annual Procurement Forward Plan, officers are proposing an alternative solution with regards to how temporary and interim workers are sourced in the future.

[The decisions on this item can be called in by the Resources and Performance Select Committee]

17 PUBLICITY FOR PART 2 ITEMS

To consider whether the item considered under Part 2 of the agenda should be made available to the Press and public.

Joanna Killian
Chief Executive
Published: Monday 19 April, 2021

QUESTIONS, PETITIONS AND PROCEDURAL MATTERS
The Cabinet will consider questions submitted by Members of the Council, members of the public who are electors of the Surrey County Council area and petitions containing 100 or more signatures relating to a matter within its terms of reference, in line with the procedures set out in Surrey County Council's Constitution. **Please note:** 1. Members of the public can submit one written question to the meeting. Questions should relate to general policy and not to detail. Questions are asked and answered in public and so cannot relate to "confidential" or "exempt" matters (for example, personal or financial details of an individual – for further advice please contact the committee manager listed on the front page of this agenda). 2. The number of public questions which can be asked at a meeting may not exceed six. Questions which are received after the first six will be held over to the following meeting or dealt with in writing at the Chairman's discretion. 3. Questions will be taken in the order in which they are received. 4. Questions will be asked and answered without discussion. The Chairman or Cabinet Members may decline to answer a question, provide a written reply or nominate another Member to answer the question. 5. Following the initial reply, one supplementary question may be asked by the questioner. The Chairman or Cabinet Members may decline to answer a supplementary question.

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MINUTES OF THE MEETING OF THE CABINET
HELD ON 30 MARCH 2021 AT 2.00 PM
VIA MS TEAMS, REMOTE MEETING.

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

Members:

*Mr Tim Oliver (Chairman)	*Mrs Natalie Bramhall
Mr Colin Kemp (Vice-Chairman)	*Mrs Mary Lewis
*Mr Mark Nuti	*Mrs Julie Iles
*Mrs Sinead Mooney	*Mr Matt Furniss
*Mrs Becky Rush	*Ms Denise Turner-Stewart

Deputy Cabinet Members:

*Mr Edward Hawkins	*Miss Alison Griffiths
*Miss Marisa Heath	

* = Present

Members in attendance:
Mr Jonathan Essex, Local Member for Redhill East
Mr Will Forster, Local Member for Woking South

PART ONE
IN PUBLIC

57/21 APOLOGIES FOR ABSENCE [Item 1]

Apologies were received from Colin Kemp.

58/21 MINUTES OF PREVIOUS MEETING: 23 FEBRUARY 2021 [Item 2]

The Minutes of the Cabinet meeting held on 23 February 2021 were approved as a correct record of the meeting.

59/21 DECLARATIONS OF INTEREST [Item 3]

There were none.

60/21 PROCEDURAL MATTERS [Item 4]

The Leader made a short announcement before the start of the formal meeting agenda. The following key points were made:

- The Leader thanked staff in educational settings for all their hard work over the last year and for getting schools re- opened.
- Staff at the council were thanked for keeping Surrey safe and going above and beyond.
- Surrey County Council (SCC) had been a lead agency with the Surrey Local Resilience Forum leading with PPE and food parcel deliveries.

- With the lifting of restrictions, residents were reminded of 'hands, face and space' ensuring people met outside only and followed guidance. The infection rate in Surrey was decreasing and the sacrifices of residents was recognised.
- The Leader explained that four of the Community Recycling Centres (CRC's) would be re-opened for non-recyclable waste in order to relieve pressure on the other CRCs in the county.
- A further contribution of £500k would be given to Community Foundation for Surrey which would be matched by the organisation and then shared with local groups.
- The communications team at the council were congratulated as they had received a global award for the best use of Facebook for the keeping Surrey safe campaign.

60/211 MEMBERS' QUESTIONS [Item 4a]

There were three member questions. The questions and responses were published as a supplement to the agenda.

With regards to Mr Essex's third question, Mr Essex stated that the response referred to 'mechanisms for review of the highways contract going forward' and queried if this included scrutiny by the relevant Select Committee. Mr Essex queried if external audits for the places for people contract and the current highways contract had been carried out, and if not, why. The Cabinet Member for Resources and Corporate Support explained that places for people was not included in the external audit because it was below materiality for scope of the audit. The National Audit Office had issued a new code in relation to value for money which would therefore probably also include the current highways contract in future audits. The Cabinet Member for Highways stated that the highways contract was followed by a robust audit exercise. The lighting contract had brought significant financial benefits to the authority and was constantly being reviewed. The Member was welcome to take any questions and concerns off line with the Cabinet Member.

Mr Essex stated that he would welcome more scrutiny of the highways area by the new council administration in May.

61/21 PUBLIC QUESTIONS [Item 4b]

There were no public questions.

62/21 PETITIONS [Item 4c]

One petition with 4,252 signatures had been received. It requests that SCC preserve and protects Norbury Park Sawmill and Workshop. The response to the petition was published as part of the supplementary agenda. Mr Anthony Bainbridge presented the petition. Mr Bainbridge stated that he would like SCC to extend the Sawmill's period of operation until a suitable alternative could be found adding that the products from the Sawmill and Norbury Park wood products were the same. The Sawmill was a commercial profitable enterprise and closing down the Sawmill would mean losing a number of personnel with a high skill set. The Cabinet Member for Environment and Climate Change responded to the petition, included in the supplementary agenda.

The Leader stated that there was a difference in interpretation of the financial information regarding the Sawmill between the council and petitioner. This was a Surrey Wildlife Trust business and the council needed to consider the use of public funds to take on liabilities especially in the current climate. The Leader stated that discussions were ongoing with Surrey Wildlife Trust to extend the time for closure of the Sawmill in the hope that someone could be found to take the business on.

63/21 REPRESENTATIONS RECEIVED ON REPORTS TO BE CONSIDERED IN PRIVATE [Item 4d]

There were none.

64/21 REPORTS FROM SELECT COMMITTEES , TASK GROUPS, LOCAL COMMITTEES AND OTHER COMMITTEES OF THE COUNCIL [Item 5]

The task group report was introduced by Mr Will Forster who thanked the Cabinet for the response to the recommendations. Members and officers were thanked for their support with the task groups work. With regards to virtual meeting regulations and the government's decision not to extend powers for remote meetings beyond 6 May 2021, it was queried whether the council would take legal action against the government. The Leader stated that there had always been an expectation that the government would extend the virtual meeting regulations powers beyond 6 May 2021. Hertfordshire County Council would be leading on legal action and the Leader stated that he had expressed support for this. There was cross party support for the extension of the virtual meeting regulations.

The Leader announced that the sale of County Hall had been completed and the sale of the Bittoms car park was being progressed.

The Cabinet Member for All-Age Learning announced that three teams at the council had been selected as finalists in the Public Sector Transformation Awards. This included the digital programme team, agile working team and transformation team.

Mr Will Forster introduced the motion referred from the 16 March council meeting. Mr Forster introduced the motion explaining that the Liberal Democrat group would like the council to lobby the government and MPs to grant EU nationals living in Surrey the automatic right to stay in the UK. Many EU nationals were living under uncertainty around their right to stay in the UK and are concerned about their futures.

The Leader stated that there was no evidence that the current process in place by the Home Office was not working. From August 2018 to December 2020, 75,760 applications in Surrey had been made of which 93.66% have already been concluded with 55% been given settled status and 36% pre-settled status. The numbers of people not getting any status was very small but the Leader agreed to write to the Home Office asking them to ensure Surrey residents applications were dealt with expeditiously. The Leader did not feel the process for dealing with applications was flawed and stated that any lobbying of government around this issue should be taken up by the national parties.

RESOLVED:

1. That the County Hall Move and Agile Programme Task Group Report be noted and recommendations agreed.

2. That the Leader write to the Home Office urging them to expedite the processing of applications for EU citizens living in Surrey applying for settled status in the UK.

65/21 LEADER / DEPUTY LEADER / CABINET MEMBER/ STRATEGIC INVESTMENT BOARD DECISIONS TAKEN SINCE THE LAST CABINET MEETING [Item 6]

Each of the decisions taken since the last Cabinet meeting were briefly covered.

RESOLVED:

That the delegated decisions taken since the last meeting of the Cabinet be noted.

Reason for decision:

To inform the Cabinet of decisions taken by Cabinet Members, Strategic Investment Board and the Committee in Common subcommittee under delegated authority.

66/21 COVID- 19: DELEGATED AND URGENT DECISIONS TAKEN [Item 7]

The Cabinet Member for All-Age Learning briefly introduced the officer delegated decision on the Covid winter support grant explaining how the grant had been allocated and services it would support.

RESOLVED:

1. That the decision taken by officers since the last meeting be noted.

Reason for decision:

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

[This decision is subject to call-in by the relevant Select Committee Chairman dependent on the recommendation.]

The Cabinet Member for Environment and Climate Change introduced the emergency report to Cabinet explaining that in order to reduce the risk of COVID transmission, it has been necessary to introduce social distancing controls at community recycling centres. This has resulted in a reduction in capacity and throughput of the sites which in turn had given rise to problems with queueing at a number of community recycling centres. As a result, to mitigate the queuing at larger sites Cabinet were being asked to reintroduce containers for non-recyclable waste at the four sites which currently only accept recyclable materials. The sites include Bagshot, Warlingham, Dorking

and Cranleigh CRCs. The changes should reduce overall queuing times and provide a more convenient service for residents.

The Cabinet Member for Resources and Corporate Support stated that this was great news for residents and as the local member for Warlingham it would be greatly appreciated.

RESOLVED:

2. That the reintroduction of services for non-recyclable wastes at Bagshot, Warlingham, Cranleigh and Dorking community recycling centres for a twelve month period be agreed and delegated authority be given to the Cabinet Member for Environment and Climate Change in consultation with the Leader to decide on when to reintroduce the exclusion of non- recyclable materials at these sites following the removal of COVID controls.

Reason for decision:

To mitigate issues of queuing on the highway as a result of reduced throughput at our community recycling centres caused by the introduction of controls to make the sites COVID secure. The reason for urgency is to enable changes to be put in place as soon as possible over the busy Easter period. The changes should reduce overall queuing times and provide a more convenient service for residents

67/21 COVID- 19: SURREY COUNTY COUNCIL UPDATE [Item 8]

The update was introduced by the Leader who thanked schools for setting up Covid testing processes for children and young people and re-opening the schools. The vaccination programme was progressing well and to date, over 90% of all eligible citizens over the age of 70 have been given at least one vaccination. Vaccinations amongst the Black and Minority Ethnic (BAME) population was still low and members were asked to encourage residents to take up the vaccine.

The Cabinet Member for Communities explained that an allocation of a £500,000 grant had been given to Community Foundation for Surrey, of which a half of the funding would be placed into an endowment to create a lasting legacy for groups working on priorities for the county. The volunteer sector was thanked for all the support provided during the pandemic.

RESOLVED:

1. That the latest public health situation with regard to Covid-19, nationally and in Surrey be noted;

2. That the actions being delivered through Surrey's Local Outbreak Control Plan, including the vaccination roll out, and the ongoing support to vulnerable residents, including through the council's Community Helpline and the Covid Winter Support Grant scheme be noted and endorsed;

3. That the latest impacts on Adult Social Care and Children's, Families, Lifelong learning services be noted;

4. That the ongoing preparation for the local elections in May 2021 and associated risks be noted and endorsed;

5. That the work and planning going on in respect of the transition into recovery from the pandemic be noted and endorsed;

6. That the allocation of a £500,000 grant to Community Foundation for Surrey, of which a half of the funding will be placed into an endowment to create a lasting legacy for groups working on priorities for the county be endorsed.

Reason for decision:

The county and council continue to face unprecedented challenges due to the Covid-19 crisis. We are simultaneously managing response activity and work with our partners to enable recovery within the county, looking ahead to a return to day-to-day life for communities following the end of national lockdown.

The recommendations set out in this report ensure Cabinet are appraised of the most recent work going on across the council to protect, sustain and support residents and communities and the economy of Surrey.

[Where necessary a waiver for call-in will be sought from the relevant Select Committee Chairman]

68/21 ALTERNATIVE CURRICULUM PATHWAYS AND REINTEGRATION SUPPORT [Item 9]

The report was introduced by the Cabinet Member for All-Age Learning who explained that Alternative Provision (AP) was "education outside school, arranged by local authorities or schools, for pupils who do not attend mainstream school for reasons such as exclusion, behaviour issues, school refusal, short or long term illness". This report seeks endorsement of the strategic direction for AP and to enable the work on renewing the Pupil Referral Unit (PRU) estate to commence. Extensive consultation had been undertaken as described in paragraph 22 of the report and the investment proposals would ensure all facilities meet the minimum standards required. The implementation of these proposals would provide an integrated system of alternative provision focussed on supporting children and young people at an earlier stage and enabling them to remain more often in their local school provision with their friends and siblings.

The Cabinet Member for Children, Young People and Families commented that this report was very positive for children and young people but required everyone within the system to work closely together. The report encourages an inclusive and personalised approach to education.

RESOLVED:

1. That the vision and principles of the Alternative Provision strategy are endorsed,

2. That the developments in the previously agreed capital works to upgrade the county's Pupil Referral Units are noted,

3. That delegated authority to agree individual projects and resources is given to the Cabinet Member for All Age Learning and Cabinet Member for Resources and Corporate Support, subject to a detailed business case for each scheme passing through Property Panel and Capital Programme Panel is approved,

4. That an amount of £0.5m is transferred from the current pipeline budget to begin the development of more detailed plans for individual sites.

Reason for decision:

The proposed strategy will provide a shared ambition for children, vision, and a set of principles to develop a consistent high-quality countywide AP offer. The implementation of these proposals will provide an integrated system of alternative provision focussed on supporting children and young people at an earlier stage and enabling them to remain more often in their local school provision with their friends and siblings. The systemic approach will drive improvements in outcomes for children and young people accessing alternative provision, returning them more quickly and successfully to full time education. The investment proposals will ensure that all facilities meet the minimum standards required and go further to provide environments that ensure children feel valued, support children with a broad curriculum and ensure that their emotional health and wellbeing is a priority.

[The decisions on this item can be called in by the Children, Families, Lifelong Learning & Culture Select Committee]

69/21 MANAGEMENT AND ENFORCEMENT OF HGV WEIGHT RESTRICTIONS- 'HGV WATCH' [Item 10]

The report was introduced by the Cabinet Member for Highways stating that the report set out the challenges that were involved with the current enforcement of HGVs and the proposal to set up a new enforcement policy called 'HGV watch' which would allow local communities to feel empowered and make best use of resources within the council and police. The HGV watch scheme would help focus the resources available to the police and council for the enforcement of HGV restrictions in the most effective way and in a way that would have the greatest impact on driver awareness and compliance. The Cabinet Member described how the enforcement would work with offences being committed. There were 29 structural and 62 environmental HGV weight restriction on the Surrey road network. Both Trading Standards and Surrey Police were supportive of the new policy. It was explained that Chobham Parish Council had established a HGV Watch

scheme in September 2020 which had been very successful and had seen lower reoffending rates.

Cabinet Members welcomed the new policy commenting that it would empower local communities and that there were many residents who would look forward to taking part in this. Both the Cabinet Member for All-Age Learning and Cabinet Member for Resources and Corporate Support welcomed the scheme, explaining that they represented rural areas with smaller roads and know of residents who would like to be involved with the scheme.

RESOLVED:

1. That the HGV Weight Restriction Enforcement Policy in the form of the 'Surrey HGV watch' is adopted;

2. That agreement of the detailed operational policy is delegated to the Director for Highways and Transport in consultation with Surrey Police and the Cabinet Member for Highways;

3. That twice yearly progress reports are provided to the Cabinet Member for Highways;

4. That support for a change in Government policy to allow councils outside London to enforce moving traffic offences by camera to help improve road safety, reduce congestion and protect the environment is endorsed.

Reason for decision:

The recommendations above will enable the council to help achieve some of its Community Vision 2030 objectives, including that:

- Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities; and

- Journeys across the county are easier, more predictable and safer.

In addition, as part of our organisational strategy, Surrey County Council wants to work in partnership with residents, businesses, partners and communities to collectively meet challenges and grasp opportunities. A new HGV Watch policy that helps enforce HGV weight restrictions could encourage residents to be proactive in their local areas in working with the council and the police in tackling the environmental impacts that inappropriate HGV movements have on our communities.

An HGV watch scheme will help focus the resources available to the police and council for the enforcement of HGV restrictions in the most effective way and in a way that will have the greatest impact on driver awareness and potentially compliance.

[The decisions on this item can be called in by the Communities, Environment and Highways Select Committee]

70/21 A NEW RAIL STRATEGY FOR SURREY 2021 [Item 11]

The Cabinet Member for Highways introduced the new Rail Strategy for Surrey, setting out the future ambition and priorities for rail across Surrey. It updated the original Rail Strategy published in 2013 and the partial update of 2016. It was important that the council had an up to date rail strategy that fully reflected the objectives of the council as articulated through the 2030 Community Vision and the 2050 Place Ambition. The strategy would be used as a powerful advocacy document to support local economic and spatial development decisions that would maximise the potential impact of improvements and investments in the county, alongside partnership work and levering future investment from the rail industry and others. The New Rail Strategy for Surrey also supports the council's priority objective of enabling a greener future with net zero carbon as a strong feature throughout the new strategy.

The Cabinet Member for Environment and Climate Change welcomed the strategy adding that it supported the councils climate change agenda and would reduce the number of car journeys in Surrey. The Leader stated that the strategy would support the broader public transport strategy giving people a choice of the transport they used.

The meeting adjourned at 3.19pm due to audio issues with the live webcast and resumed at 3.25pm.

RESOLVED:

1. That the New Rail Strategy for Surrey is adopted and the strategic aims, strategic responses and the future priorities identified are welcomed;

2. That the New Rail Strategy for Surrey is used as a framework to support local economic and spatial development decisions and as an advocacy document to lobby Government, the rail industry and others to assist in delivering the strategic aims;

3. That the development of a future work programme that will set out the council's involvement in the interventions identified in New Rail Strategy for Surrey, led by the Cabinet Member for Highways, the objective being to create an implementation plan that is integrated with the emerging Surrey Local Transport Plan 4 and the Surrey Infrastructure Plan is agreed.

Reason for decision:

Good rail services with supporting infrastructure are vital for maintaining and growing Surrey's economy. They provide efficient and sustainable links to jobs, education and leisure, they reduce the number of car journeys on our roads and they support our climate change agenda. The rail network is also a key factor in the decisions made by business and residents choosing to live and work in the county. Although uncertainties around the long-term economic impacts of Covid19 remain, particularly in terms of how businesses will respond and how commuting patterns will adapt, the importance of rail in Surrey will remain high.

2

Therefore, whilst the council has no statutory role in planning or delivering rail services or projects, we must continue to actively engage with the rail industry and Government to ensure that our priorities are reflected in rail service delivery, infrastructure investment and in planning for the future.

To ensure we succeed in doing so, it is crucial that the council has a relevant and coherent rail strategy, which can be used as an advocacy document and to support partnership work and future investment with the rail industry. The New Rail Strategy for Surrey encompasses a clear set of strategic aims, strategic responses and the future priorities. It will provide a platform to deliver our ambitions in rail. Moreover, our New Rail Strategy for Surrey will enable the council to take advantage of other opportunities as they arise to support our 2030 Community Vision and our 2050 Place Ambition.

[The decisions on this item can be called in by the Communities, Environment and Highways Select Committee]

71/21 ACTIVE TRAVEL PROGRAMME UPDATE [Item 12]

The Cabinet Member for Highways introduced the report highlighting that the council was keen to support the ability of residents to make sustainable choices in how they travel, and to this end, had been awarded funding from the Department of Transport of £6.45m to deliver Active Travel schemes by April 2022. The programme would run alongside the 11 walking and cycling infrastructure plans across Surrey with district and borough partners. A consultation process would be undertaken and details were given on how this would work. It was proposed, in order to meet timescales approval for the final programme would be delegated to officers and the divisional member would be consulted on this.

The Cabinet Member for Adult Social Care, Public Health and Domestic Abuse stated that as the divisional member for Staines she felt well briefed on the schemes being undertaken in her division.

RESOLVED:

1. That the prioritisation process so a final programme of schemes can be determined and can proceed to construction be agreed;

2. That approval of the final programme as well as authorisation to advertise and consider any relevant Traffic Regulation Orders be delegated to the Director of Highways & Transport in consultation with the Cabinet Member for Highways and the relevant Divisional Member, once agreed by the Capital Programme Panel;

3. That local and joint committees are provided regular updates of progress of the relevant schemes within their areas.

Reason for decision:

Increasing residents' choices on travel and accessibility of travel is important for our residents and as such is reflected in our ambitions and community vision. Active travel has also been a key area of government policy with the publication of the Department for Transport's *Gear Change* plan which set out the ambition for the UK to become a walking and cycling nation.

SCC want to ensure that the active travel schemes being delivered for residents align with our own ambitions and objectives as well as ensuring that the grant is directed to the priority schemes in the time required and with the right local engagement

On this basis, consideration has been given to the prioritisation process required to achieve this aim. It is anticipated this will include the following aspects;

- Consultation outcomes
- Contribution to sustainable travel choices for commuting and leisure
- Contribution to a reduction in carbon emission
- Improvement in air quality through reduction in congestion
- Links to health, education, and jobs

We are taking a consultation approach that provides robust evidence. This consultative approach is not only important in helping us to prioritise but also in meeting the Government's expectations in the second round of schemes.

It is imperative that the consultation is representative of the communities that live around the proposed active travel schemes as well as the wider population across Surrey. The work will extend beyond the groups that typically participate in consultation exercises to reach those who, for whatever reason, do not typically engage in traditional consultation exercises but are nonetheless affected by the proposed changes.

Once the consultation has concluded, the schemes will be prioritised based on the results of the consultation and the factors explained later in this report. Those schemes that are unsuccessful in being prioritised for delivery will remain on list for future funding opportunities and review through the Local Cycling & Walking Infrastructure Plans (LCWIP) programme.

[The decisions on this item can be called in by the Communities, Environment and Highways Select Committee]

72/21 APPROVAL TO PROCURE SCHOOL PROJECTS NOT APPEARING ON THE 2020/21 ANNUAL PROCUREMENT FORWARD PLAN [Item 13]

The Cabinet Member for All-Age Learning explained that the Annual Procurement Forward Plan was approved by Cabinet on 15 December 2020 and did not include individual capital projects. The report details these projects at Annex 1. By approving this recommendation, the council would avoid the need to submit multiple individual requests for Approval to Procure the school projects, as well as individual contract award approvals for work taking place in 2021/22.

RESOLVED:

1. That approval is given to Procure the 2021/22 projects listed in Annex 1; specifically the Priority Schools Building Programme (PSBP2), Schools Basic Needs (SBN) and Special Educational Needs and Disabilities (SEND) in accordance with Surrey County Council's (the Council) Procurement and Contract Standing Orders.

2

2. That within the +/-5% budgetary tolerance level, the Executive Director of Resources and Director of Land and Property are authorised to award such contracts, in consultation with the relevant Cabinet Member.

Reason for decision:

By approving this recommendation Surrey County Council will avoid the need to submit multiple individual requests for Approval to Procure the school projects, as well as individual contract award approvals for work taking place in 2021/22.

Enable the delivery of the Capital schools programme approved in the Medium Term Financial Strategy.

[The decisions on this item can be called in by the Resources & Performance Select Committee]

73/21 2020/21 MONTH 10 (JANUARY) FINANCIAL REPORT [Item 14]

The Cabinet Member for Resources and Corporate Support provided details of the County Council's 2020/21 financial position as at Month 10 (M10) 31 January 2021 for revenue and capital budgets. As at January 2021 (M10); the council was forecasting a full-year £2.2m
underspend, an improvement of £2.4m from the previous month. The council was on track for a balanced budget at year end. The £2.2m underspend consists of a projected £3.8m overspend on CV-19 and a projected £6.0m underspend on Business as Usual (BAU). The capital forecast stands at £232.0m against a budget of £244.0m; slippage of £12.0m. The forecast slippage has increased by £6.3m from a projected underspend of £6.7m at M9.

RESOLVED:

1. That the Council's forecast revenue and capital budget positions for the year be noted.

Reason for Decision:

This report is to comply with the agreed policy of providing a monthly budget monitoring report to Cabinet for approval of any necessary actions.

[The decisions on this item can be called in by the Resources and Performance Select Committee]

74/21 EXCLUSION OF THE PUBLIC [Item 15]

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

75/21 APPROVAL TO PROCURE SCHOOL PROJECTS NOT APPEARING ON THE 2020/21 ANNUAL PROCUREMENT FORWARD PLAN [Item 16]

The Cabinet Member for All-Age Learning introduced a Part 2 report that contained information which was exempt from Access to Information requirements by virtue of paragraph 3 – Information relating to the financial or business affairs of any particular person (including commercially sensitive information to the bidding companies).

RESOLVED:

See Minute 72/21

Reason for Decision:

See Minute 72/21

[The decisions on this item can be called in by the Resources and Performance Select Committee]

76/21 PUBLICITY FOR PART 2 ITEMS [Item 17]

It was agreed that non-exempt information may be made available to the press and public, where appropriate.

Meeting closed at 03:42pm

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Chairman

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SURREY COUNTY COUNCIL

CABINET

DATE: **27 APRIL 2021**

REPORT OF: **N/A**

LEAD OFFICER: **JOANNA KILLIAN, CHIEF EXECUTIVE**

SUBJECT: **LEADER/DEPUTY LEADER/CABINET MEMBER/ STRATEGIC INVESTMENT BOARD AND COMMITTEE-IN-COMMON DECISIONS TAKEN SINCE THE LAST CABINET MEETING**

SUMMARY OF ISSUE:

To note the delegated decisions taken since the last meeting of the Cabinet.

RECOMMENDATIONS:

It is recommended that the Cabinet note the decisions taken by Cabinet Members since the last meeting as set out in Annex 1.

REASON FOR RECOMMENDATIONS:

To inform the Cabinet of decisions taken by Cabinet Members, Strategic Investment Board and the Committee in Common subcommittee under delegated authority.

DETAILS:

1. The Leader has delegated responsibility for certain executive functions to the Deputy Leader and individual Cabinet Members, and reserved some functions to himself. These are set out in Table 2 in the Council's Scheme of Delegation.

2. The Leader has also delegated authority to the Strategic Investment Board to approve property investment acquisitions, property investment management expenditure, property investment disposals and the provision of finance to its wholly owned property company, Halsey Garton Property Ltd.

3. Delegated decisions are scheduled to be taken on a monthly basis and will be reported to the next available Cabinet meeting for information.

4. **Annex 1** lists the details of decisions taken since the last Cabinet meeting.

Contact Officer:
Huma Younis, Committee Manager, huma.younis@surreycc.gov.uk

Annexes:
Annex 1 – Delegated Decisions taken

Sources/background papers:
None

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STRATEGIC INVESTMENT BOARD
23 MARCH 2021

1. PLACES FOR PEOPLE- UPDATE REPORT

This Part 2 annex contains information which is exempt from Access to Information requirements by virtue of paragraph 3 – Information relating to the financial or business affairs of any particular person (including commercially sensitive information to the bidding companies).

Details of decision:

1. That the termination and winding up of the Joint Venture Limited Liability Partnership South Ridge Development and by association the wider relationship with Places for People is approved.
2. That a compensatory payment of [E-5-21] by the end of March 2021 to South Ridge Development LLP as a full and final payment to cover actual realised losses incurred in undertaking company business is approved.
3. That revenue payments of parties legal and Insolvency Practitioner costs of up to circa [E-5-21] and [E-5-21] contingency is approved.

Reason for Decision:

By agreeing to the payment of [E-5-21] the Council will also obtain assignment of all due diligence and reports undertaken by South Ridge Development LLP.

These reports, contractor specifications etc would have had to have been undertaken by the Council and correspondingly incurred financial costs for doing so.

Places for People (PFP) are now prepared to settle within this financial year for actual incurred losses by the JV LLP and this provides a saving of over [E-5-21] being paid against their original contract compensation amount requested of [E-5-21] being made up of both actual losses and future non realised losses.

Based on external legal advice the amount of [E-5-21] is likely to be the best financial outcome for the Council.

The majority of the payment will be able to be capitalised due to the nature of the payments relating to Direct Losses and the payment covering all reports, surveys and procurement activities including the JV's OJEU Procurement framework.

The revenue costs are not expected to exceed [E-5-21]. There are some revenue costs that remain to be finalised – PFP legal costs to date of circa [E-5-21] and a further circa [E-5-21] of the Council paying the costs of the Insolvency Practitioner in winding up the JV LLP.

The capital cost of the settlement would have been incurred in the main as part of self-delivery of the sites. The continued revenue income delivered from the long-term lease-hold sale to Halsey Garton Residential Ltd are projected to deliver an acceptable return on investment.

COMMITTEES-IN-COMMON SUB-COMMITTEE DECISIONS
31 MARCH 2021

6

I. BETTER CARE FUND SUBMISSION 2020/21

Details of decision:

1. NOTED the finalised 2020/21 Better Care Fund submission.
2. NOTED that the national planning conditions have been met; including the minimum CCG funding contribution, the minimum funding allocation to NHS Commissioned Out of Hospital Spend, and minimum funding allocation to Adult Social Care services.
3. NOTED the Next Steps: Section 75 partnership agreements will be updated and agreed between Surrey County Council and CCGs; and the 2021/22 Better Care Fund planning process will begin as soon as national guidance is released.

(Decision taken by the Committees-in-Common Sub-Committee – 31 March 2021)

II. CHILDREN'S COMMUNITY HEALTH SERVICES: TO SEEK APPROVAL OF THE PROPOSED SERVICE MODEL AND PROCUREMENT ROUTE TO MARKET

Details of decision:

AGREED All recommendations within the submitted Part 2 report.

(Decision taken by the Committees-in-Common Sub-Committee – 31 March 2021)

III. SPECIALIST SEXUAL HEALTH SERVICE PROCUREMENT UPDATE

Details of decision:

AGREED All recommendations within the submitted Part 2 report.

(Decision taken by the Committees-in-Common Sub-Committee – 31 March 2021)

SURREY COUNTY COUNCIL

CABINET

DATE: **27 APRIL 2021**

REPORT OF: **N/A**

LEAD OFFICER: **JOANNA KILLIAN, CHIEF EXECUTIVE**

SUBJECT: **SURREY COUNTY COUNCIL RESPONSE TO COVID 19 – URGENT DECISIONS TAKEN BY OFFICERS UNDER STANDING ORDER 54 AND COVID RELATED DELEGATED DECISIONS**

SUMMARY OF ISSUE:

To note the officer delegated decisions taken in response to COVID-19.

RECOMMENDATIONS:

It is recommended that Cabinet note the decisions taken by officers as set out in the annex.

REASON FOR RECOMMENDATIONS:

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

DETAILS:

1. The Council is responding to the COVID-19 major incident and therefore needs to make urgent decisions to ensure that residents are protected. Urgent decisions taken under Standing Order 54 are attached.

2. Delegated decisions will be reported to the next available Cabinet meeting for information.

3. The Audit and Governance Committee will monitor the use of the new meetings protocol and make recommendations on any required amendments to the protocol to ensure that Members remain informed in relation to council decision making.

Contact Officer:
Huma Younis, Committee Manager, huma.younis@surreycc.gov.uk

Annexes:
Annex – Delegated Decisions taken

Sources/background papers:
None

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Record of decision taken under delegated powers by a council officer

Title:	**Surrey County Council Response to Covid: COVID Winter Support Grant Extension**
Divisions Affected:	All divisions
Key Decision:	Yes
Reason Key:	Affects two or more Divisions
Decision taken under delegation by virtue of:	**Cabinet decision 31 March 2020 Min ref: 41/20**

Summary

1. On Monday 22 February 2021, the government announced that as part of its COVID roadmap, the COVID Winter Grant (CWG) Scheme will be extended to the 16 April 2021, providing an additional £59.1 million of extra targeted financial support for those in need during the pandemic.

2. The CWG Scheme, originally announced in November 2020, provided £170 million to councils to support those most in need across England with the cost of food, energy and water bills and other associated costs during the Coronavirus pandemic. The original scheme was due to end on the 31 March 2021 and this has now been extended to the 16 April 2021.

3. Surrey County Council was awarded £2.1m in the first announcement and was notified of a further allocation of £739k from the extension in early March. Funding is paid in instalments and dependent on the Council returning reporting on how the funding is being spent, in line with specific grant conditions.

4. DWP guidance on the grant is summarised below:
   - At least 80% of the grant must be allocated to households with children; up to 20% may be allocated to households without children or individuals. Care leavers up to the age of 25 are not classified as children for the purposes of this grant.
   - At least 80% of the grant must be allocated for food or utility bills; up to 20% of the grant can be allocated for other financial needs.
   - Local authorities may determine the groups they consider most vulnerable and the thresholds for support, however feeding children is a key aim of the grant. The funding is not means tested.

5. Proposals were developed and approved in November/December 2020 for tranche 1 funding, through consultation throughout the Council, with the LRF, the Welfare Cell and Headteachers.

6. Allocations for tranches 2 & 3 were agreed in early March based on further consultation and the positive impact made by the initial allocations.

7. This paper seeks approval for the allocation of the extension funding of £739,234.

Proposals:

8. There was strong support from school leaders and welfare rights leads for food vouchers for children in receipt of benefit related free school meals. They considered these a very effective means of targeting and distributing food support for children in very financially vulnerable households during the school holidays.

9. In addition, for low income families with children in early years (2 years old receiving Funded Early Education Provision and 3 & 4 year olds on EY Pupil Premium) SCC holds data on these children and can target support via Early Years providers.

10. The Council made a commitment to continue to support vulnerable households during the school holidays, including 1 week in February half term and the distribution of vouchers in March in advance of the 2 week Easter holidays in April. This was funded from the initial grant allocation.

11. It is proposed that the support offered to these families over Easter is increased, to enable additional food vouchers to be provided to support the purchase of additional meals, such as a healthy breakfast and/or a hot evening meal, providing extra support over and above the commitment to support families with lunches during the Easter holidays.

12. In addition, as was done over Christmas, it is proposed that we further support our Care Leavers with similar amounts by providing £30 per week per care leaver (so £60 for the Easter period).

Decision made

Decision made:

It was AGREED that:

The following allocations would be made from the COVID Winter Support Grant extension:

Children entitled to Free School Meals	£0.55m
Low income families with children in early years settings	£0.06m
Care Leavers	£0.04m
Available for food banks &/or VCFS	£0.09
	£0.74m

Reasons for Decision:
To assist those most in need of assistance with the purchase of food and other essential items during the winter months, with a particular focus on families with children, in line with the DWP grant conditions.

Decision taken by:	Leigh Whitehouse – Executive Director for Resources Liz Mills – Director for Education, Learning & Culture Becky Rush – Cabinet Member for Resources and Corporate Support Julie Iles – Cabinet Member for All Age Learning Mary Lewis – Cabinet Member for Children, Young People & Families

Decision taken on:	17 March 2021
To be implemented on:	One-off payments to be made to the organisations/individuals, as set out above.

Alternative options considered

The alternative is to not accept the funding allocation from DWP which would reduce the ability of the Council to support those in the County most in need, particularly families with Children, of assistance with the purchase of food and other essentials.

A number of allocation mechanisms were considered, but the proposal above was deemed to provide the most impact and coverage across the County.

Summary of any financial implications

The DWP grant allocation amounts to £2,865,625.50. This is due to be received by the Council in 3 tranches, dependent on the submission of accurate allocation management information. Allocations were made to organisation/individuals in December and February with further allocations due by the end of March/early April.

Declarations of conflicts of interest

None

Consultation/Process Followed

Decisions taken in consultation with colleagues in the LRF Welfare Cell, the Education Cell of school phase council headteachers, the Surrey Crisis Fund, Twelve15 (SCC school catering), Surrey Welfare Rights Unit, SCC finance, children's services, the virtual school, adult social care, schools relationships service and EMT, and are based on the grant guidance issued by from DWP.

Background Documents	Exempt:
Cabinet report 31st March 2020 setting out the council's response to Covid-19.	

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Record of decision taken under delegated powers by a council officer

Title:	**Surrey County Council Response to Covid: Clinically Extremely Vulnerable Funding**
Divisions Affected:	All divisions
Key Decision:	No
Reason Key:	Affects two or more Divisions
Decision taken under delegation by virtue of:	**Cabinet decision 31 March 2020 Min ref: 41/20** **Cabinet decision 26 January 2021 Min ref: 10/21**

Summary

1. As part of the national lockdown announced by the Prime Minister on 4 January 2021, the Government advised all Clinically Extremely Vulnerable (CEV) people to shield until 31 March 2021.

2. To enable councils to support CEV individuals during this period, and for Tier 4 areas during the local restrictions from 20 December 2020 to 4 January 2021, funding was made available to councils. MHCLG committed to provide councils with funding equivalent to £14.60 per CEV individual on the Shielded Patient List (SPL) per four weeks, pro rata. Funding is calculated per CEV individual on the SPL within the local authority boundaries, irrespective of whether they require support.

3. The dates covered and the funding allocated to Surrey County Council are as follows:

20 Dec - 4 Jan	£321,753
5 – 31 Jan	£575,309
1 – 28 Feb*	£723,938
	£1,621,000

** The SPL containing QCovid additions was updated in two tranches, on the 16 and 23 February 2021 respectively. Tranche 1 was under 70s and tranche 2 was over 70s.*

The funding for December and January was received in the last week of March and we have been informed that the February allocations will be paid in April. We have not received any communication relating to March funding as yet.

4. MHCLG expect councils to use the funding to deliver the activities and outcomes outlined in the Shielding Framework. This includes the overheads of setting up and managing the local system, contacting CEV individuals within the area of intervention, assessing the food and basic support needs of CEV individuals and facilitating the delivery of that support where necessary, and reporting on the level of support provided. As outlined in the Framework, the funding accounts for the direct provision of food on an exception only basis.

5. MHCLG also state that it is essential that upper tier authorities provide sufficient resources to lower tier authorities to carry out any responsibilities that they are asked to undertake to support CEV individuals.

6. This paper seeks approval for the allocation of the funding for CEV support of £1,621m.

7

Proposals:
In line with previously approved allocations, it is proposed that this funding is allocated based on the Shielded Patient List (SPL), which provides a breakdown of CEV residents by district and borough, including an allocations to CEV residents known to social care that are supported by Surrey County Council. The amounts retained by SCC are proposed to be used to cover costs within Customer services for the ongoing support to CEV residents through the community helpline.

Decision made

Decision made:

It was AGREED that:

The following allocations would be made, in line with the proposals set out above:

Authority	20 Dec - 4 Jan £	5 – 31 Jan £	1 – 28 Feb £
SCC Social care	26,479	45,901	64,188
Elmbridge	32,021	55,160	67,924
Epsom_and_Ewell	19,880	34,025	42,293
Guildford	35,456	60,662	74,222
Mole_Valley	23,012	39,358	48,583
Reigate_and_Banstead	38,047	65,052	83,111
Runnymede	23,577	40,821	50,335
Spelthorne	29,455	51,009	64,947
Surrey_Heath	22,635	38,781	48,357
Tandridge	24,504	42,158	51,986
Waverley	21,274	58,298	69,770
Woking	25,414	44,086	58,222
TOTAL	321,753	575,309	723,938

Reasons for Decision:
To support the Clinically Extremely Vulnerable during the Tier 4 and national lockdown periods, in line with the grant requirements.

Decision taken by:	Michael Coughlin – Deputy Chief Executive Becky Rush – Cabinet Member for Resources and Corporate Support Sinead Mooney – Cabinet Member for Adult Social Care, Public Health & Domestic Abuse.
Decision taken on:	8 April 2021
To be implemented on:	One-off payments to be made to Boroughs & Districts, as set out above.

Alternative options considered

The alternative is to not accept the funding allocation from MHCLG or to retain the total funding within the Upper Tier Authority which would not reflect where the costs are being incurred and impact on the ability of local authorities across the County to support Clinically Extremely Vulnerable Residents. The allocation method proposed reflects the overall allocation methodology used by MHCLG.

Summary of any financial implications

The CEV funding received by SCC will be allocated out in line with above proposals. Funding has been received for the periods 20 December 2020 to 31 January 2021 and this will be transferred to Boroughs and Districts immediately. Funding for the 1-28 February will be transferred on receipt of the funding by SCC from MHCLG.

Declarations of conflicts of interest

None

Consultation/Process Followed

Decisions taken in consultation with colleagues in the LRF Welfare Cell.

Background Documents	Exempt:
Cabinet report 31st March 2020 setting out the council's response to Covid-19 & Covid-19 Response Update report to Cabinet 26 January 2021	

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SURREY COUNTY COUNCIL

CABINET

DATE: **27 APRIL 2021**

REPORT OF CABINET MEMBER: **MR TIM OLIVER, LEADER OF THE COUNCIL**

LEAD OFFICER: **MICHAEL COUGHLIN, DEPUTY CHIEF EXECUTIVE**

SUBJECT: **COVID-19: SURREY COUNTY COUNCIL UPDATE**

ORGANISATION STRATEGY PRIORITY AREA: **GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT/ TACKLING HEALTH INEQUALITY/EMPOWERING COMMUNITIES**

SUMMARY OF ISSUE:

Surrey County Council continues to have a critical role in leading the ongoing local response to Covid-19, to save lives, protect the NHS, ensure our residents are protected wherever possible and that crucial council services continue to operate in these unprecedented times.

The pandemic continues to disproportionately impact communities across Surrey and responding to this effectively and helping communities to recover is critical to tackling health inequalities across the county.

As we move into a period of easing restrictions and existing lockdown in line with the Government's Spring 2021 Plan, the purpose of this report is to set out the latest Public Health information about Covid-19 and update Cabinet on the strategic and sensitive issues arising from the extensive response and recovery work going on across Surrey.

RECOMMENDATIONS:

It is recommended that Cabinet note and endorse:

1. The latest public health situation with regard to Covid-19, nationally and in Surrey;
2. The actions being delivered through Surrey's Local Outbreak Control Plan, including the vaccination roll out, and the ongoing support to vulnerable residents, including through the council's Community Helpline and the Covid Winter Support Grant scheme;
3. The latest impacts on Adult Social Care and Children's, Families, Lifelong learning services;
4. The ongoing preparation for the local elections in May 2021 and associated risks;
5. The work and planning going on in respect of the transition into recovery from the pandemic;
6. The intention to stand down the Major Incident from the end of April 2021;
7. The continued use of Covid Bus Service Support Grant to support contracted bus services which have continued to operate through the pandemic.

REASON FOR RECOMMENDATIONS:

The county and council continue to face unprecedented challenges due to the Covid-19 crisis. We are simultaneously managing response activity and work with our partners to enable recovery within the county, looking ahead to a return to day-to-day life for communities following the end of national lockdown.

The recommendations set out in this report ensure Cabinet are appraised of the most recent work going on across the council to protect, sustain and support residents and communities and the economy of Surrey.

8

DETAILS:

Public Health Update

Covid-19 Response – Spring 2021 Plan

1. On 22 February 2021 the Government published a four-step plan setting out the roadmap for easing restrictions and exiting England's third national lockdown - COVID-19 Response – Spring 2021. To date, the lifting of restrictions has gone ahead as planned. On 29 March 2021 the 'Stay at Home' rule ended allowing up to six people or two households to meet outside. On 31 March 2021 shielding for those in the clinically extremely vulnerable group ended. On 12 April 2021, the country entered step two of the roadmap, which involved the re-opening of non-essential retail, personal care services, public buildings, most outdoor attractions, self-contained accommodation, and hospitality venues for service outdoors only. A summary of the Covid-19 Response – Spring 2021 plan is available here.

Covid-19 Contain Framework

2. On 18 March 2021, the Department of Health and Social Care (DHSC) published the revised COVID-19 Contain Framework- a guide for local decision makers. This document sets out how national, regional and local partners will work with each other the public, businesses, institutions (including schools, prisons, hospitals and care homes) and other local partners in their communities to prevent, contain and manage outbreaks of COVID-19.

Covid-19 Surveillance

3. The Public Health team continue to hold data surveillance meetings three times a week to ensure prompt action is taken in line with Surrey's Local Outbreak Control Plan. The COVID-19 Intelligence Summary and Coronavirus infographic are now published weekly (every Friday) and provide regular updates on COVID-19 rates in Surrey. The latest data indicates that between 7 April and 13 April 2021, 13.1 cases per 100,000 population were recorded in Surrey. This rate is lower when compared with England; 26.3 per 100,000 population.

Local Outbreak Control Plan

4. Surrey's Local Outbreak Control Plan has been updated and re-published to reflect the COVID-19 Response – Spring 2021 plan, the revised COVID-19 Contain Framework, as well as local progress and developments. The following actions aligned to the plan which have recently taken place include:

    - **Testing**

Full details on COVID-19 testing in Surrey are available here. There is also a new NHS webpage for COVID-19 testing.

- **Symptomatic Testing**
  A range of testing for symptomatic individuals continues to be accessible including regional drive-through test sites in Guildford, Chessington, Gatwick, Heathrow and Twickenham and local test sites in areas of greater population density offering cycle/walk-in testing. Anyone with symptoms of COVID-19 (fever, new continuous cough, loss of sense of taste or smell) can access PCR testing at regional testing sites, local testing sites, mobile testing units or through home delivery. The Surrey Testing Cell continues to assist with the provision of PCR testing upon request for specific priority groups if needed. GPs and children's homes continue to be able to order PCR testing kits if needed.

- **Symptom-free Testing**
  Symptom-free testing, recommending regular testing of adults using twice weekly lateral flow testing, has been expanded both locally and nationally. The local authority led Targeted Community Testing programme in Surrey has now been approved by the Department of Health and Social Care (DHSC) until June 2021. On-site testing is now available to anyone over the age of 16 who lives, works or studies in Surrey at four testing sites in Staines, Ewell, Woking and Redhill as well as 22 participating community pharmacies across the county. On-site testing is walk-in at testing sites; however, booking is still required for community pharmacies due to lower capacity and to allow for business as usual activity. Anyone over the age of 18 can also collect home testing kits from the four testing sites in Staines, Ewell, Woking and Redhill.

  Anyone over the age of 18 can also collect home testing kits from NHS Test & Trace testing sites, which are repurposed as collection points in the afternoon and evenings. These are in Egham, Epsom, Guildford, Farnham, and Hersham in Surrey; however, residents can also collect kits from sites in neighbouring areas if this is more convenient. 177 pharmacies in Surrey have also now signed up to act as collection points for home testing kits as part of a Pharmacy Collect model being rolled out by NHS Test & Trace – of which around 70 are already operational. Locations and opening times of sites can be found by visiting the Surrey County Council or NHS testing webpages. Other nationally led symptom-free testing streams are still in place in educational settings (for pupils and/or staff), care settings, NHS settings, and workplaces. These may be home testing, collection or on-site testing depending on setting. Individuals who cannot collect home testing kits or access testing through their workplace or educational setting can also order them to be delivered to their home.

- **Surge Testing**
  The Surrey Local Resilience Forum (SLRF) has completed surge testing in three postcodes (GU21, GU22 and TW20). These have been surveillance exercises in response to notification that a different variant of COVID-19 which originated in South Africa had been identified from positive tests in these areas. The Surrey County Council public health team will continue to work with Public Health England to assist in the investigation and management of variants under investigation (VUI) and variants of concern (VOC) as required, with the support of the SLRF. Further information about surge testing can be found here.

- **Local Contact Tracing**
  Since 15 March 2021, Surrey has been completing contact tracing for all cases. Between 1 April and 7 April 2021, the national and local contact tracing teams combined in England reached 87.9% of cases. Between 9 April and 15 April 2021, Surrey's Local Contact Tracing team in Surrey reached 94% of cases demonstrating

that Surrey are continuing to reach more cases than the national average. From 19 April 2021, Surrey will also be rolling out face to face contact tracing in an effort to speak to the 6% of cases they are not currently reaching.

- **Schools**
  Public Health and Education colleagues continue to provide support to education settings across Surrey. COVID mitigation measures and regular symptom-free testing processes for eligible ages are well established in education settings in line with guidance and advice from the Department for Education and partners.

- **Care Homes**
  The Care Homes COVID-19 Outbreak Oversight Group continues to meet weekly to provide oversight of current COVID-19 outbreaks in care homes and co-ordination of system response in line with national guidance:

    - **Visiting in care homes**: From 12 April 2021, updated guidance states that care home residents can nominate up to two named visitors who can enter the care home for regular visits. Visitors under 18 years of age are counted towards the maximum number allowed for the visit. Visits including babies and very young children (under two years old) may also take place with the agreement of the care home manager and would not count towards the maximum number. A Surrey guide for Personal Protective Equipment (PPE) for visitors has been developed and shared with partners.
    - **New PPE guidance**: On 10 April 2021, updated guidance on PPE and Infection Prevention Control was released by the Department of Health & Social Care (DHSC). The guidance provides advice to those working in care homes on how to work safely during this period of sustained transmission of COVID-19. Surrey PPE Standard Operating Procedure has been updated and shared with partners to reflect guidance changes.

- **Community (COVID) Champions**
  The Community (COVID) Champions programme has continued to develop with Public Health successfully engaging the majority of the eleven boroughs and districts. The role of Community COVID Champions is to share accurate, timely information on COVID provided by Public Health within their local communities. Recent progress includes:

    - **Webinars:** Six districts and boroughs are now holding regular, well-attended online meetings with excellent engagement from across the community. Mole Valley are next to launch online on 28 April 2021 with presentations from their Chief Executive and the CCG.
    - **Briefing:** Nine of the districts and boroughs now receive and circulate the weekly e-briefing to their networks. The briefing covers local and national data and guidance, testing and vaccinations, reducing health inequalities, and COVID-related public health topics
    - **External Engagement:** The programme is now connected into both Surrey Heartlands Health and Care Partnership and Frimley Health and Care Integrated Care System (ICS) communications teams and equalities workstreams. In addition, the programme is linked into the Ministry of Housing, Communities & Local Government's national Community Champions network. Senior health colleagues are now regularly presenting at the COVID Champions webinars, including George Roe, Chief Operating Officer of North West Surrey Integrated Care Services (Runnymede, 8 April) and Jack Wagstaff, Chief Executive Officer of North West Surrey Health and Care Alliance (Spelthorne, 15 April)

- **Vision:** Contain Outbreak Management Funds (COMF) funds have been secured to extend the programme across communities working with voluntary sector organisations. The aim is to further increase the diversity of champions across (i.e. ethnicity, culture, faith, age, long-term conditions) and to build the programme's ability to address COVID-related health inequalities

COVID-19 Vaccination Roll-out

5. Surrey Heartlands

5.1. Between 8 December 2020 and 11 April 2021 (data published 15 April), Surrey Heartlands Health and Care Partnership delivered a total of 617,898 COVID-19 vaccinations, of which 500,456 were first doses. Delivery of vaccinations has been undertaken in accordance with the Joint Committee on Vaccination and Immunisation (JCVI) priority cohorts and Surrey Heartlands is on track to have offered all those in JCVI cohorts 1-9. From 14 April 2021, authorisation was given for the programme to start vaccinating people aged 45-49 years within cohort 10, and this work is now underway. Further information on the Surrey Heartlands Vaccination Programme is available here.

6. Frimley

6.1 Between 8 December 2020 and 11 April (data published 15 April), Frimley Health and Care ICS administered a total of 428,608 COVID-19 vaccinations, of which 350,157 were first doses. Vaccination of cohorts 5-9 was completed by the target date of 15 April 2021, with the offer of vaccination made to everyone in these groups, and an overall uptake percentage of 81.2%. The offer of vaccination remains open to anyone in Cohorts 1-9 who has yet to take it up, and sites are redoubling efforts to attract remaining people in these cohorts. Vaccination of people aged 45-49 years has commenced in Frimley. Further information on the Frimley Vaccination Programme is available here. NHS England data on daily and weekly uptake of vaccinations can be found here.

The council's Covid-19 Ops Group

7. The Ops Group continues to meet weekly to lead on Surrey County Council's response to the current Covid-19 pandemic, with a particular focus on transitioning from response into recovery and a 'new normal'. The Group have helped shape the SCC Roadmap to Recovery work being presented at the Corporate Leadership Team (CLT), highlighting the major steps for a return to a 'new normal' and business as usual. Further work is also ongoing in reviewing the risk assessment process and linking in with the Agile Organisation Programme team as we transition to new and more agile ways of working, whilst ensuring staff are able to safely access the SCC estate where they cannot work from home.

8. Symptom-free testing for staff and the reporting and logging of vaccinations are also an important focus for the Ops Group at this time. Public Health colleagues, linked into the Testing Cell, continue to advise on new developments in the provision of symptom-free testing in Surrey, which is a further tool to ensure a safe return of staff to work settings. HR&OD colleagues have developed a report highlighting the number of staff who have logged their COVID vaccinations, and further work is also being undertaken to enhance this reporting.

Impact on Adult Social Care (ASC) services

Hospital Discharge

9. Together with health partners, Adult Social Care has now completed assessments for people discharged under scheme 1 (people discharged without an NHS or social care assessment between 19 March - 31 August 2020, as per the emergency guidance and funded by the NHS). NHS Funding has been confirmed for the continuation of Scheme 2 until September 2021.

10. The service will continue to work with our NHS colleagues to agree the discharge to assess funding model for Surrey post September 2021, should national funding cease.

Testing

11. The Surrey Local Resilience Forum (LRF) Testing Cell continues to work with local, national and regional partners to ensure that those people who have symptoms are able to access testing through the national system as necessary.

12. The Heartlands Testing Group have put in place local arrangements for essential key workers to access tests as required. Testing of residents and staff in older people services, including staff in home-based care continues across Surrey.

Vaccination

13. Adult Social Care continues to work with partners to ensure front line social care workers receive their vaccination. All CQC registered providers in addition to our in-house service report their vaccination data via the National Capacity tracker. At present, 399 out of the 412 Care Homes in Surrey have entered information onto the tracker.

14. Each week, the council is required to report the vaccination of other eligible people who work in Social Care with adults and children, yet do not work in CQC registered services. The latest return on 14 April for these individuals noted that there were 12,984 known eligible individuals in this group and that of these 10,054 were known to have had their first dose.

15. The service will continue to play an important role in the roll out of the Covid-19 vaccination to unpaid carers (priority group 6).

Impact on Children, Families and Lifelong Learning

Children's Social Care

16. Since the last update to Cabinet in March, arrangements across frontline children's services largely remain the same with both frontline and support staff being asked to work in offices and the community where required to enable services to function effectively. Face-to-face visits to children and families continue to be our default approach in line with national guidance, and any significant changes to frontline practice over the coming months – if required – continue to need approval from the Executive Director for Children, Families and Lifelong Learning. We have not needed to enact contingency planning arrangements in the last 8 weeks.

17. Demand across children's services remains high with the number of contacts to the Children's Single Point of Access (C-SPA) at the highest they've been over the last year with 5,099 contacts received in March – an increase of 37% from the month before. The return of children to schools in March contributed to the current surge in demand, however, the arrangements we put in place have ensured that work continues to progress within

timescales. We continue to see improvements in performance with 94% of assessments and 95% of Initial Child Protection Conferences completed within timescales.

18. The majority of frontline children's services staff received their first dose of the vaccine in January/February and some have now received their second dose following significant effort this year to coordinate the programme for SCC staff and partner agencies via the LRF.

19. The number of children in care in Surrey remains stable at approximately 1000 however, the number of children subject to Child Protection Plans continues to rise for the ninth consecutive month to 901 at the end of March. This compares with 693 at the same time last year. It should be noted that Surrey's numbers of children subject of Child Protection Plans is lower than the regional and national average and there has been an increase nationally throughout the pandemic.

Education

20. From 12 April, educational day visits resumed in recognition that these experiences can improve and enrich children's personal and social development as well as their learning. Surrey Outdoor Learning and Development (SOLD) has opened its three sites – Thames Young Mariners, Henley Fort and High Ashurst – to school groups, voluntary and community groups and families for its outdoor learning programmes. There is significant interest from schools and bookings for the Summer term and into the Autumn are steadily being seen. As Surrey moves into recovery following the pandemic, this service becomes even more vital for restoring the health and wellbeing of our residents.

21. Schools are also continuing to receive support through Covid-19 clinics, weekly emails and staff, pupils and families all having access to home testing kits. Families were supported over the Easter holidays through Free School Meal vouchers as well as holiday activity packs for disadvantaged children. Colleagues are supporting parents choosing to home educate, partly due to anxiety about going back into a school environment, whilst ensuring that safeguarding responsibilities are fully met.

22. Schools are seeing a growing number of children, including younger children, with mental health issues. Before the Easter break, we asked all schools to share the Health, Wellbeing and Emotional Wellbeing Support for Children in Surrey - A Guide for Parents and Carers, April 2021 with their parents. The Guide helps families understand how to access the right advice, guidance and support when they need it. It highlights a range of resources to help maintain a child's wellbeing and to address any emotional needs, as well as guidance about self-harm.

Supporting Families

23. Surrey's new Holiday Activity and Food Programme began with a great start over the Easter holidays. Packs containing arts and crafts, food, and nutrition and physical activity advice, as well as a skipping rope were distributed to all 11,500 primary school children eligible for free school meals. There was also a virtual offer for all primary and secondary pupils, including those with additional needs. While face to face activity was limited due to coronavirus, the service ran 12 face to face pilots over Easter, using well regarded providers such as SOLD and YMCA, which offered places to 565 children. These pilots are helping us plan for summer holiday provision which will reach many more children with healthy meals and enriching activities.

Impact on Communities and Support to Vulnerable Residents

Covid-19 Local Contact Tracing Partnership

24. The Covid-19 Local Contact Tracing Partnership, a joint endeavour between Public Health and Customer Services, continues to evolve. Our local contact tracing service now covers all of Surrey and is operating seven days a week, using local expertise and knowledge to contact people who have tested positive for Covid-19, but that NHS Test & Trace have been unable to reach.

25. In March, the partnership took part in a pilot where our local tracing team contacted all positive cases in three District and Borough areas (Woking, Spelthorne, and Runnymede) as soon as their results were registered on the national system. The aim was to increase contact rates in Surrey and help drive transmission rates down. Following the success of the pilot, the partnership has now adopted this model for the whole county. During our first two weeks of operation, we achieved a successful contact rate of 95%, which compares favourably to an 89% overall success rate for the previous model.

Community Helpline

26. The Community Helpline continues to provide advice and support to residents that need help, as well as acting as the inbound arm of the local contact tracing operation. The helpline has received 15,170 calls since it went live. Current demand is being comfortably managed within existing resource, with a view to retaining resilience to cope with any future peaks. Enquiry types have evolved recently from direct support requests to more general queries around the easing of restrictions and vaccinations.

27. On 1 April 2021, shielding advice came to an end for over 68,000 clinically extremely vulnerable residents in Surrey who are on the Shielded Patient List. These residents can now follow the national restrictions alongside the rest of the population, but are still advised to take extra precautions to keep themselves safe from COVID-19.

28. In collaboration with local District & Borough Councils, work is underway to implement the Government's new self-isolation framework which is designed to help local councils provide a triage process and support package for individuals who are required to self-isolate and need practical, social or emotional support to do so. This includes proactive follow-up calls to those residents who are self-isolating and have previously indicated a support need (either flagged by NHS Test & Trace or through direct contact with the council), to check whether any new or additional support needs have arisen during the self-isolation period.

Voluntary, Community and Faith Sector (VCFS)

29. Voluntary, community and faith bodies continue to face income pressures and increased demand but are continuing to provide ongoing support to residents in their time of need. Discussions with the sector are ongoing through the new Surrey Charities Forum, which was established as a result of the pandemic. Volunteer capacity across the county remains high. As summer approaches, some parts of the sector have started to plan limited activities and events that form a major part of their annual fundraising cycle. The RCG are researching financial resilience and capacity building to support the sector, especially when furlough ends and a further spike in demand for services is expected.

Recovery activity

30. The Recovery Coordinating Group (RCG) continues to monitor and support the reopening of services in line with the Government's Spring Plan. Key to the success of the lifting of lockdown is appropriate and timely messaging to the public. The Multi-Agency Information Group have been working on recovery communications under the strapline 'working together to get there' focusing on reassurance, behaviours and compliance with particular messaging around Easter and Ramadan.

31. Now that the immediacy of the medical crisis has started to recede, the RCG has worked with the Strategic Coordinating Group (SCG) to look at how the remaining work can either be stopped or transitioned to business as usual/new business, to enable the major incident and the SCG to be stood down. It is currently the intention that the major incident should be stood down at the end of April 2021, although the CMG will meet in line with the national lockdown easing stages.

32. The temporary mortuary at Headley Court may need to remain open beyond the timeline quoted above. This will have associated costs.

33. Work supporting place, economy and retail continues, with the re-opening of non-essential retail and leisure centres on 12 April having been a key milestone. Key public messages have been issued regarding Covid-19 safety, as well as consideration and respect for the natural environment and countryside 'hot-spots'. The grants programme for businesses administered by the district and boroughs continues with more grants coming online in May. The full impact of Covid on unemployment and town centres remains unknown, but surveys have shown that offices are unlikely to be at more than 50% occupancy before June. To help mitigate the impact of this, work is progressing to encourage those working from home to support their local economy by spending locally.

34. The RCG is capturing and promoting the sustaining of improved behaviours, practices and processes resulting from the pandemic, including; how the pandemic has led to stronger partnerships, transformed services, improved use of infrastructure and green spaces, wider data sharing, enhanced digital solutions and a more agile workforce. Once completed, this will be widely shared to ensure the learning can be taken further and used to benefit other services or organisations.

Covid-19 Finance update

Overall impact on budget

35. The impact of Covid-19 on the 2020/21 budget continues to be reported monthly in the Financial Update reports to Cabinet. At Month 6, Cabinet approved a budget reset to distribute Covid-19 emergency funding to meet Directorate pressures and the costs of the Local Resilience Forum Cells. A total of £52.5m has been allocated; with £9.9m currently held in reserve.

36. Against the £52.5m budget, at Month 11 a £2.3m deficit is forecast. The 2020/21 Month 11 (February) Financial Report sets out further detail. At outturn any CV-19 overspend will be met from the balance held in the CV-19 reserve.

37. Government have provided £20m of Covid-19 emergency grant for 2021/22, of which £15.1m will fund pressures already quantified in the 2021/22 budget. The remaining £4.9m will be held as a Covid-19 contingency.

Adult Social Care

38. Since the previous COVID-19 Cabinet report, the Department of Health & Social Care has announced a third round of Infection Control Fund (ICF3) and Round 2 Rapid Testing Fund (RTF2) for Adult Social Care (ASC) covering the period 1st April 2021 – 30th June 2021. Surrey County Council will receive £6.1m of ICF3 funding and £4.0m of RTF2 funding. These grants will be distributed to ASC providers in line with the grant conditions. Unless there is a significant change to the Government's Spring Roadmap to remove all COVID-19 restrictions by 21st June, it is expected that ICF3 and RTF2 will be the last tranches of ASC COVID-19 funding from Central Government.

39. When combined with all of the 2020/21 ASC COVID-19 support grants and the over £10m of support the Council provided through goodwill grants and other financial support measures, this will bring the total financial support provided to the ASC sector in Surrey since the start of the pandemic to over £60m.

Covid Bus Service Support Grant

40. Since the start of the pandemic, the Department of Transport has been providing Covid Bus Service Support Grant (CBSSG) to support contracted bus services which have continued to operate, and in doing so have faced significant financial losses due to reduced passenger numbers brought about by lockdowns and the need for social distancing. CBSSG has helped to sustain bus services and supported the passenger transport sector which will play an important role in the county's recovery. To date the Council has received or is expecting to receive CBSSG of c.£3.6m, and funding is expected to continue in the short term.

Public Health Finance

41. The Council's Public Health service continues to lead the response to the virus in Surrey. In doing so they are managing three grant funded programmes:

42. Surrey's **Test and Trace** programme which is funded by a £3.4m grant. The delivery of the Test and Trace programme will continue into 2021/22 to enable Surrey to continue to effectively control the spread of the virus.

43. The Council has received the final **Contain Management Outbreak Fund (COMF)** payment for 2020/21 bring the total funding received up to 31st March 2021 to £28.6m. Following Government confirmation of COMF allocations for 2021/22, Surrey County Council will receive a payment of £5.2m in April. COMF is funding a range of initiatives delivered by the County Council and across Surrey's District & Borough Councils to help manage and contain the spread of the virus.

44. The **Targeted Community Testing (TCT)** programme continues to progress. This programme is focusing on delivering surge asymptomatic testing of key workers across a combination of four specific new temporary testing sites operated by the Council (all of which are now live) and designated pharmacies across the county that sign up to deliver testing. A Community Collect programme is now also being rolled out, to enable members of the public to pick up test kits to use at home. SCC spent just under £1m on TCT in the period up to 31st March 2021 and although testing numbers are lower than originally planned, it is still expected that the full cost will be reimbursed by DHSC in line with the bid SCC submitted. Work continues to finalise details of the funding bid for the extension

of the TCT programme (including Community Collect) up until the end of June in line with the Government's plans.

Local Elections

45. The Government have confirmed that the local elections scheduled for 6th May 2021 will go ahead and have issued a delivery plan intended to support the safe and effective management of the elections. Changes are to be made to nominations and proxy voting arrangements and additional government grants have been announced to contribute toward additional Covid-19 related costs.

46. Careful planning and preparation for the elections continue in conjunction with districts and boroughs, recognising that the prevalence of Covid-19 presents additional challenges and risks (in addition to those presented by multiple, multi-tier elections, including some Parishes, District and Borough Council, County Council and Police and Crime Commissioner) that will have an impact on costs, logistics and management of the elections. Ensuring residents' safety, welfare and reassurance in the conduct of the elections continues to be a priority, to ensure that people do not feel discouraged from taking part in the elections and/or disenfranchised. A county-wide communications plan has been implemented to make residents aware of the different ways that they can vote (postal, proxy etc) and, in the final weeks before the elections, will focus on assuring residents that polling stations will be safe places to vote.

RISK MANAGEMENT AND IMPLICATIONS:

47. Risk implications are stated throughout the report and Covid-19 related risks are managed through the Strategic Coordination Group governance structure.

SECTION 151 OFFICER COMMENTARY

48. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium-term financial outlook beyond 2021/22 remains uncertain. The public health crisis has resulted in increased costs which may not be fully funded. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term.

49. The financial implications of the pandemic continue to be monitored closely and reported regularly through the budget monitoring report.

LEGAL IMPLICATIONS – MONITORING OFFICER

50. The various initiatives described in the report have been the subject of specific legal advice and support in formulating and implementing the Council's response to the Covid-19 pandemic to ensure they are in accordance with the Council's powers, duties and responsibilities. There are no further specific legal implications arising in the report.

EQUALITIES AND DIVERSITY

51. As in previous updates to Cabinet, this report highlights our continuing work to support some of Surrey's most vulnerable residents through this pandemic. This includes:
    - Ongoing work to discharge older and disabled people from hospital into community or other settings;

- Support for unpaid carers of older people and people with disabilities who use Adult Social Care services to be vaccinated;
- Timeliness of assessments and visits to children and families being supported by children's services, despite increased demand; and,
- Support for families over the Easter holidays through Free School Meal vouchers and holiday activity packs for disadvantaged children.

52. The report highlights sustained demand pressures on Children's Services. It highlights the higher than average number of contacts to Children's Services, particularly as schools started to re-open on 8 March. The number of children on Child Protection plans has risen for the ninth consecutive month and contacts to the C-SPA are the highest they have been in the last year. The report also highlights the work done to support growing numbers of children and young people with mental health issues.

53. As we prepare for county council elections next month, we will work with partners to ensure some of our most vulnerable residents have options available to them to keep them safe while they participate in the democratic process. We will ensure all venues where residents will vote in person will follow Covid-secure guidelines and encourage uptake of postal voting for residents who may feel safer using this option, particularly those who are clinically extremely vulnerable.

Contact Officer:

Sarah Richardson, Head of Strategy, 07971 091475

Consulted:

Corporate Leadership Team and other staff

SURREY COUNTY COUNCIL

CABINET

DATE: **27 APRIL 2021**

REPORT OF CABINET MEMBER: **MR TIM OLIVER, LEADER OF THE COUNCIL**

LEAD OFFICER: **MICHAEL COUGHLIN, DEPUTY CHIEF EXECUTIVE**

SUBJECT: **DIGITAL INFRASTRUCTURE STRATEGY AND DELIVERY UPDATE**

ORGANISATION STRATEGY PRIORITY AREA: **GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT/TACKLING HEALTH INEQUALITY/ENABLING A GREENER FUTURE/EMPOWERING COMMUNITIES**

Purpose of the Report:

This report provides an update on the Surrey County Council's (The Council) Digital Infrastructure strategy and plans for delivery. It sets out the objectives of the next phase of the strategy (covering gigabit-capable broadband and 5G connectivity) and highlights the multiple investors and influences involved in digital deployment across the region. The paper introduces an initial set of projects to be included in an emerging programme plan and identifies associated resourcing options. In light of the timing of national developments and opportunities, it proposes that Cabinet receive a further update in the Autumn.

Delivering the Council's objectives around digital deployment and gigabit connectivity is a critical enabler across all the Council's four priority objectives: Growing a sustainable economy so everyone can benefit; Tackling health inequality; Enabling a greener future; and Empowering communities. Delivering the health and community benefits of SCC service outcomes requires a step change in digital capability and connectivity. Surrey's economic growth also requires a hyper-connected environment to facilitate its innovation eco-system.

Recommendations:

It is recommended that:

1. Cabinet note the update on Surrey's Digital Infrastructure strategy, the external drivers and different investments and influences;

2. Cabinet note the steps being taken to accelerate delivery of certain key and relevant 'enabling' projects and to identify associated resourcing options;

3. An update be brought to Cabinet in the Autumn to include:

   - Assessment of Building Digital UK (BDUK) plans, aligned to commercial rollout
   - Update on delivery against the Digital Infrastructure strategy programme plan 'immediate actions'
   - Identification of gaps (geographical and funding) and possible measures to address them

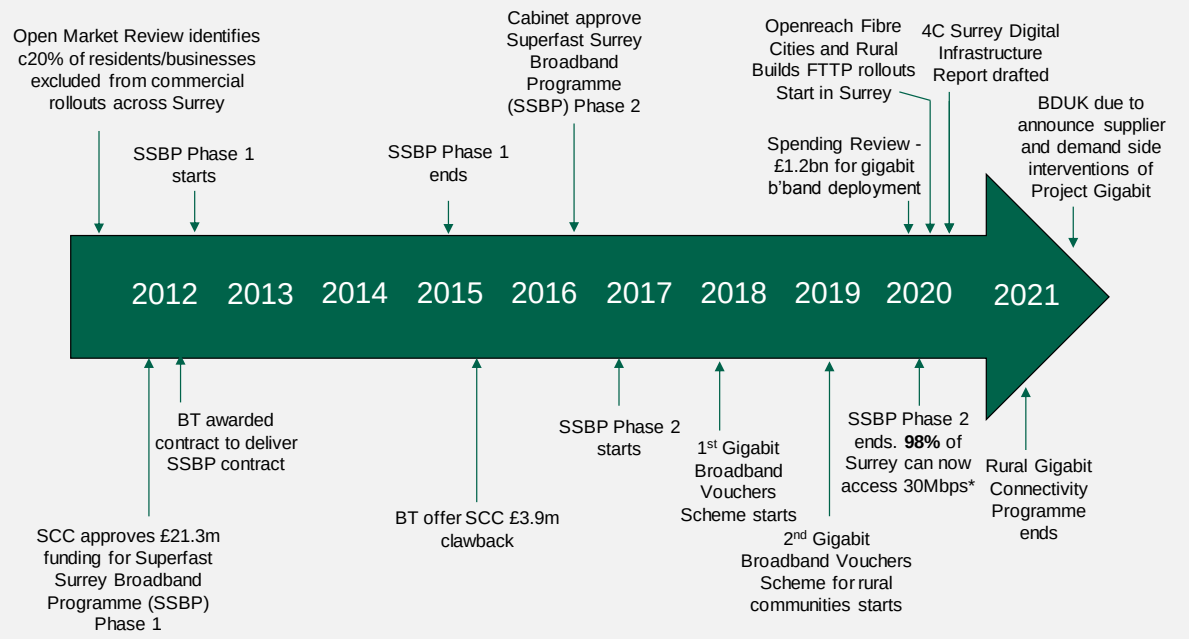
Reason for Recommendations:

Achieving the Council's objectives around digital deployment and connectivity is critical to the well-being and prosperity of Surrey's residents and businesses. A digitally connected Surrey will ensure that our residents and businesses can benefit from new and emerging technology enablers, i.e. virtual and augmented reality (VR & AR) which will drive the next generation of innovation at home and in the workplace; for example, autonomous electric vehicles and transport, hyper-automation, drone delivery services and digital healthcare provision. Delivering these benefits for Council service outcomes requires a step change in digital capability and connectivity. Surrey's economic growth also requires a hyper-connected environment to facilitate its innovation eco-system.

Executive Summary:

Background

1. The timeline, below, summarises Surrey's digital 'delivery journey' from the launch of the Superfast Surrey Broadband Programme (Phase 1) in 2012 to the present day. It demonstrates the Council's consistent commitment to delivering digital connectivity for the well-being and prosperity of its residents and businesses.



Note: *However, regarding Gigabit capable (DOCSIS 3.1 or FTTP) coverage, Surrey is behind the UK average (17.2% to 39.0%)

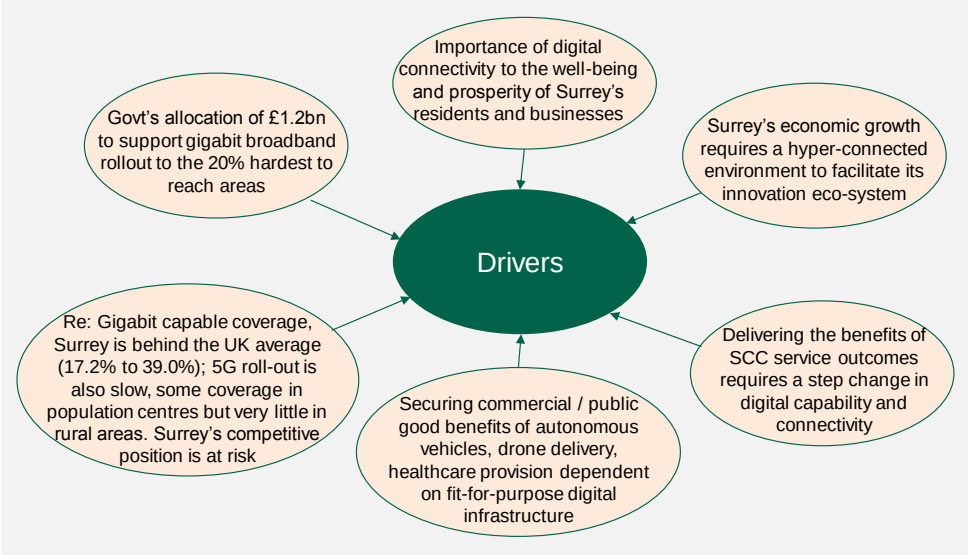
2. The next phase of digital infrastructure deployment involves gigabit connectivity and pervasive 5G which will enable a new range of services and applications, for example, autonomous electric vehicles and transport, drone delivery services, healthcare provision via virtual and augmented reality etc. Gigabit broadband is an internet connection that offers a speed of 1 gigabit per second (1Gb) or more. A connection speed of 1Gb means a user can potentially download a 5GB file (the equivalent of five non-HD films) in just 40 seconds.

Strategic Context

3. Whilst Surrey has been a leader in digital infrastructure over last decade, for example, the region achieved its Superfast Surrey Broadband Programme targets

ahead of the rest of the UK, however, this position is at risk if Surrey does not proactively deliver applicable projects to drive digital enablement and connectivity in the coming years. For example, three areas of the county, Mole Valley, Tandridge and Waverley, fall below the UK average for superfast broadband coverage. Gigabit-capable coverage is also currently only around 17% in Surrey in comparison to 39% across the rest of the UK. This coverage drops even lower in Mole Valley (13%), Tandridge (16%) and Waverley (10%).

4. It is critically important that digital connectivity is deployed at pace across Surrey to enable the region to compete nationally and internationally. The key drivers behind the need for accelerated digital deployment and connectivity are summarised below:



5. The Council's commitment to rapid deployment of digital connectivity is also central to a range of national, regional, and local policies and internal Council service objectives. These include, health integration policies (particularly the Joint Health and Digital Board), regional plans (for example those being undertaken through the EM3 Fibre Spine from Basingstoke to Guildford) and, of course the range of Surrey strategies that include economic growth, climate action, placemaking, health and wellbeing and our own corporate ambitions.

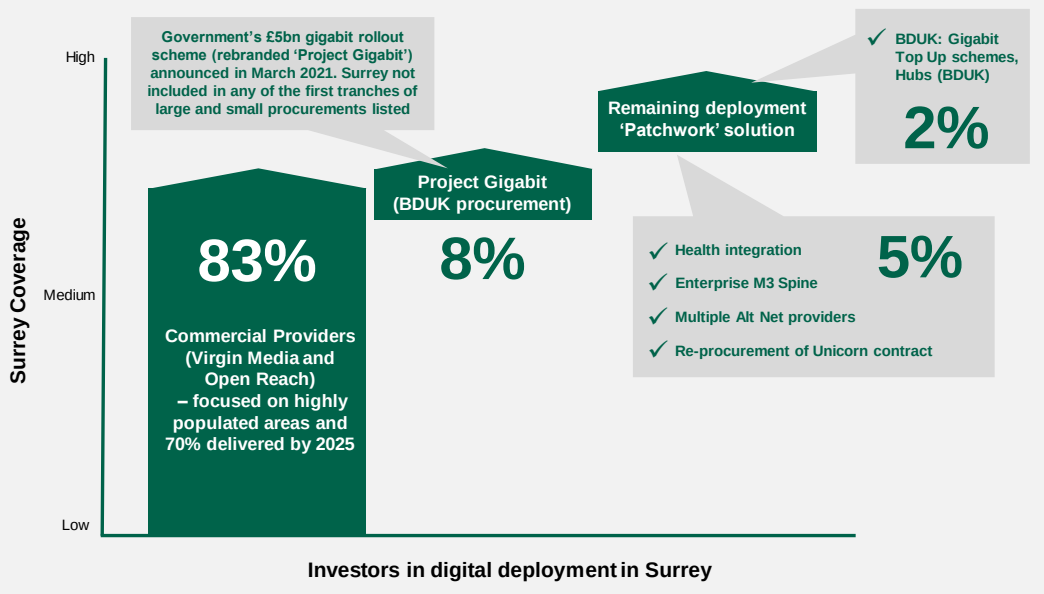
Current Situation

6. The Council's objectives around digital infrastructure are as follows:

   A. To work with commercial providers and other partners to deliver a strategic programme of investment to maximise connectivity at 1GB+ and access to 5G mobile services to residents, businesses and communities in Surrey
   B. To deliver a hyper-connected environment which will:
      - Deliver a range of SCC strategies, outcomes and benefits which depend on a step change in digital capability and connectivity
      - Support access to all digital service, economic and employment opportunities for all Surrey's residents, businesses and communities
      - Facilitate a new range of emerging technologies, capabilities and applications to enable Surrey's entrepreneurs, businesses and universities to compete nationally and internationally and drive economic growth

C. To leverage external Government funding and revenue streams from digital related assets and activities

7. Achieving maximum levels of Gigabit coverage in Surrey will involve a range of commercial providers and partners due to the fragmented nature of digital delivery across Surrey. The diagram below summarises current assumptions on how investment in digital deployment will be delivered.



Notes: All %s are projected estimates. Government has warned that premises in the final 1% may be "prohibitively expensive to reach".

8. Commercial providers (Virgin Media and Open Reach) will focus deployment in populated areas and expect to deliver c70% coverage by 2025, therefore, targeted intervention is required to minimise delays in other areas receiving provision.

9. In March 2021, the Government announced how their £5bn gigabit broadband roll-out scheme will work and rebranded it as 'Project Gigabit'. Project Gigabit aims to deliver Gigabit connectivity to at least 85% of UK premises by the end of 2025, and "as close to 100% as possible". Unfortunately, Surrey was not included in the first tranches of large and small procurements as part of Project Gigabit. However, the Council has written to Government to lobby for Surrey to be included in the next tranche of Project Gigabit delivery due to begin in Autumn 2021.

10. The remaining coverage will be achieved by a 'patchwork' solution via Building Digital UK (BDUK) Gigabit top-up schemes and various other delivery routes; for example, opportunities from health integration, the propose Enterprise M3 spine, Alt net providers and the re-procurement of the Council's Unicorn contract.

Priority Projects

11. The emerging Digital Infrastructure projects have been sub-divided into the following categories:

A. 'Enabling' activity (Planning for delivery to ensure enablers are in place)
B. Immediate delivery (Lower cost / risk opportunities to demonstrate progress)

C. Longer term / partner dependent (Higher cost / risk opportunities requiring Business Case support)

12. The table, below, summarises the proposed activities against these project headings.

	Group A. 'Enabling' activity	Group B. Immediate delivery	Group C. Longer term / partner dependent
Proposed activities	• Communicate Digital Infrastructure Strategy	• Electric vehicle charging points	• Community Fibre Partnerships
	• Wayleaves / highway permits process (Social housing)	• Information Kiosks	• Expansion of Hub Sites scheme
	• Ducting replicable approach	• Re-procurement of UNICORN network contract	• Use of housing and planning policy
	• Single point of contact	• Partnership with D&Bs and other public sector partners	• Smarter Highways (A22)
	• Register of local assets		• Direct build feasibility study
	• Access to SCC assets		• Business Case Development
	• Commercial revenue review		
	• Gigabit Top-Up vouchers		

13. Detailed descriptions of each project, alongside indicative resourcing and timescale estimates can be found in the slide deck attached in **Annex 1.**

Next Steps

14. The Digital Infrastructure Programme Plan will continue to be developed in conjunction with the Digital Infrastructure Steering Group. In addition, immediate delivery opportunities will be developed into a delivery plan and progressed as a matter of priority.

Consultation:

15. The contents of this Cabinet paper have been developed in conjunction with officers from of the Council's Digital Infrastructure Steering Group who comprise highways, health, corporate infrastructure, IT&D and the economy.

16. Wide range of research was undertaken by consultants (4C) including with districts and boroughs, commercial providers and LEPs as well as a wider international consideration of best practice.

Risk Management and Implications:

17. There is an ongoing economic risk to Surrey's competitive position if the region's comparative underperformance in digital deployment is not reversed as soon as possible.

18. There is a political risk that the Government's focus on the levelling up agenda could divert digital infrastructure deployment funding away from regions like Surrey – as demonstrated by Phase 1 of the Project Gigabit delivery. This risk will be mitigated by reinforcing the importance of investing economic geographies like Surrey which are key drivers of UK growth.

19. There is a delivery risk regarding the fragmented nature of the digital deployment across Surrey and the limited control the Council may have in supporting this.

However, this risk will be mitigated by the Council working proactively with commercial providers to support delivery; for example through the provision of public assets and highways etc.

Financial and Value for Money Implications:

20. The projected cost of implementing the proposed Digital Infrastructure Programme Plan will be considered in more detail as part of the formalisation of the emerging plan and will be included in the proposed Surrey gigabit capable rollout update report due in autumn (2021) with an update.

Section 151 Officer Commentary:

9

21. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium-term financial outlook beyond 2021/22 remains uncertain. The public health crisis has resulted in increased costs which may not be fully funded. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term. As such, the Section 151 Officer supports the development of Surrey's Digital Infrastructure Strategy. Financial implications will become clearer as the strategy is developed and will be included in future updates to Cabinet.

Legal Implications – Monitoring Officer

22. There are no significant legal implications at this stage. Further detailed legal input will be provided as projects included within the plan are developed.

Equalities and Diversity:

23. Equal access to Gigabit broadband connectivity and 5G is a critical enabler of the Council's service objectives around supporting residents and staff with different protected characteristics.

24. Where required, Equality Impact Assessments will be completed for specific elements of the Digital Infrastructure Programme Plan and any potential negative impact addressed or mitigated.

Other Implications:

25. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	**Direct Implications:**
Corporate Parenting/Looked After Children	No significant implications arising from this report at this stage.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report at this stage.
Environmental sustainability	No significant implications arising from this report at this stage.

Public Health	No significant implications arising from this report at this stage.

What Happens Next:

26. An update on the Surrey Gigabit and 5G rollout will be brought back to Cabinet in 6 months. This will include:
    - progress against a fully developed Digital Infrastructure Programme Plan (including owners, timescale, performance indicators and resourcing/cost implications).
    - An assessment of BDUK plans aligned to the commercial rollout
    - Identification of projected gaps in provision (including spatial and funding analysis)

27. Cabinet Members are invited to continue to engage with the development of Surrey's Digital Infrastructure Strategy through direct discussions with the Director for Economy and Growth.

9

Report Author:

Daniel Murray, Head of Economy & Growth, Daniel.Murray@surreycc.gov.uk, 07787 192 032

Consulted:

Tim Oliver: Leader of SCC and Portfolio Holder for the Economy & Growth

Cllr Colin Kemp: Deputy Leader and Portfolio Holder for Infrastructure

Cabinet Members

SCC Officers from Digital Infrastructure Steering Group

Annexes:

Annex 1: Surrey's Digital Infrastructure Strategic Framework presentation

Sources/background papers:

Consultant's report on Digital Infrastructure Plan for Surrey

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Surrey's Digital Infrastructure Strategic Framework

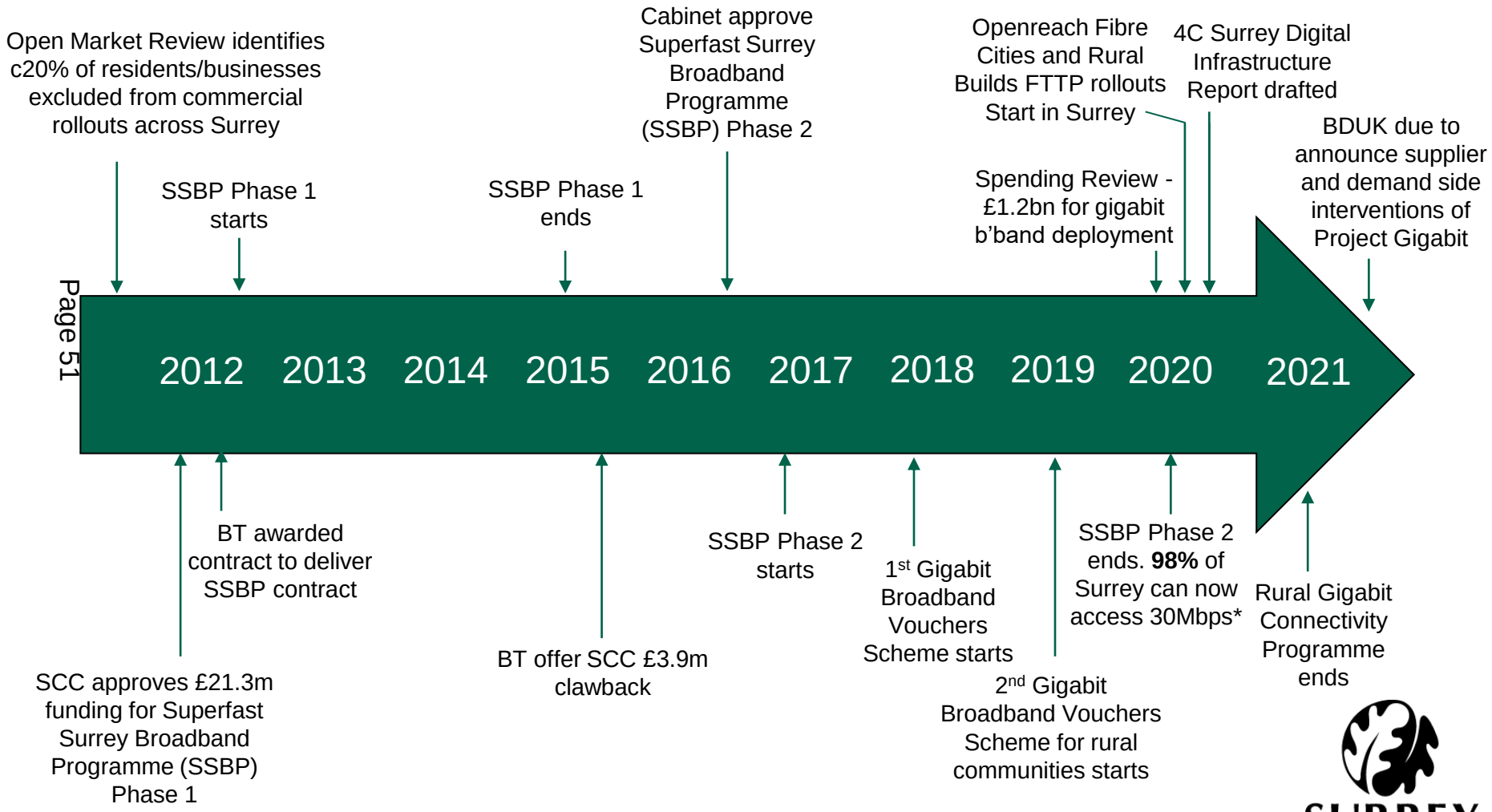
Contents

1. Background
2. Objectives
3. Context
4. Strategic policy
5. Project drivers
6. Multiple investor layers
7. Public assets approach: Position Statement
8. Emerging programme
9. Next steps

Appendix I. Draft Delivery Programme

SURREY COUNTY COUNCIL

1. Background



*However, regarding Gigabit capable (DOCSIS 3.1 or FTTP) coverage, Surrey is behind the [redacted]rage (17.2% to 39.0%)

2. Objectives

- To work with commercial providers and other partners to deliver a **strategic programme of investment** to maximise connectivity at 1GB+ and access to 5G mobile services to residents, businesses and communities in Surrey
- To deliver a hyper-connected environment which will:
  - Deliver a range of SCC strategies, outcomes and benefits which depend on a step change in digital capability and connectivity
  - Support access to all digital service, economic and employment opportunities for all Surrey's residents, businesses and communities
  - Facilitate a new range of emerging technologies, capabilities and applications to enable Surrey's entrepreneurs, businesses and universities to compete nationally and internationally and drive economic growth
- To leverage external Government funding and revenue streams from digital related assets and activities

SURREY COUNTY COUNCIL

3. Context

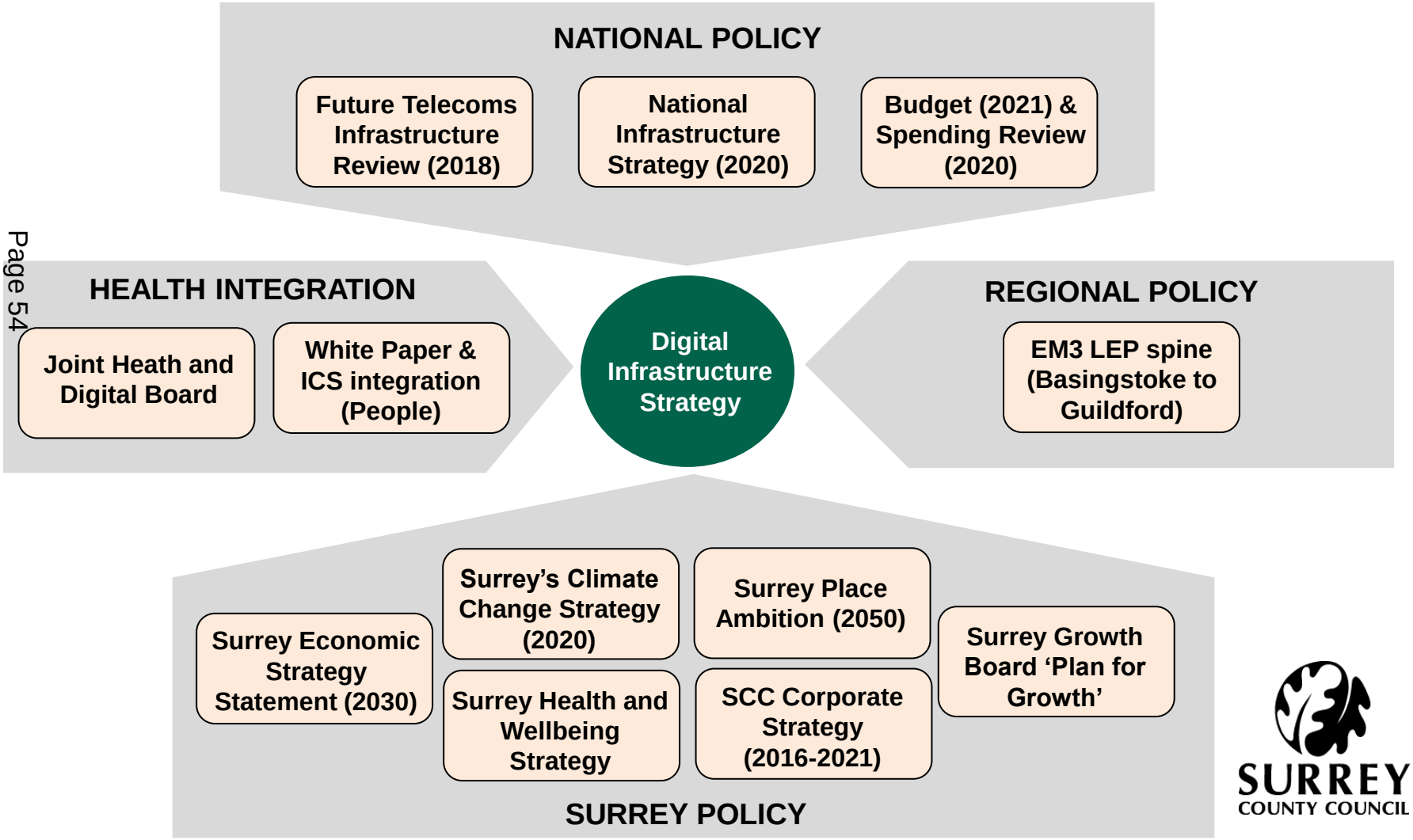
Government's £5bn gigabit rollout scheme (rebranded 'Project Gigabit') announced (18 March) - Surrey not included in any of the first tranches of large and small procurements listed

Supply side: Uncertainty over the mapping of the proposed Gigabit rollout and mapping the gaps in coverage – BDUK discussions with commercial providers continue – SCC have zero influence on this process

Strategic fit with the rest of SCC's strategic capital programmes – need to be aware of other integration initiatives (Health etc)

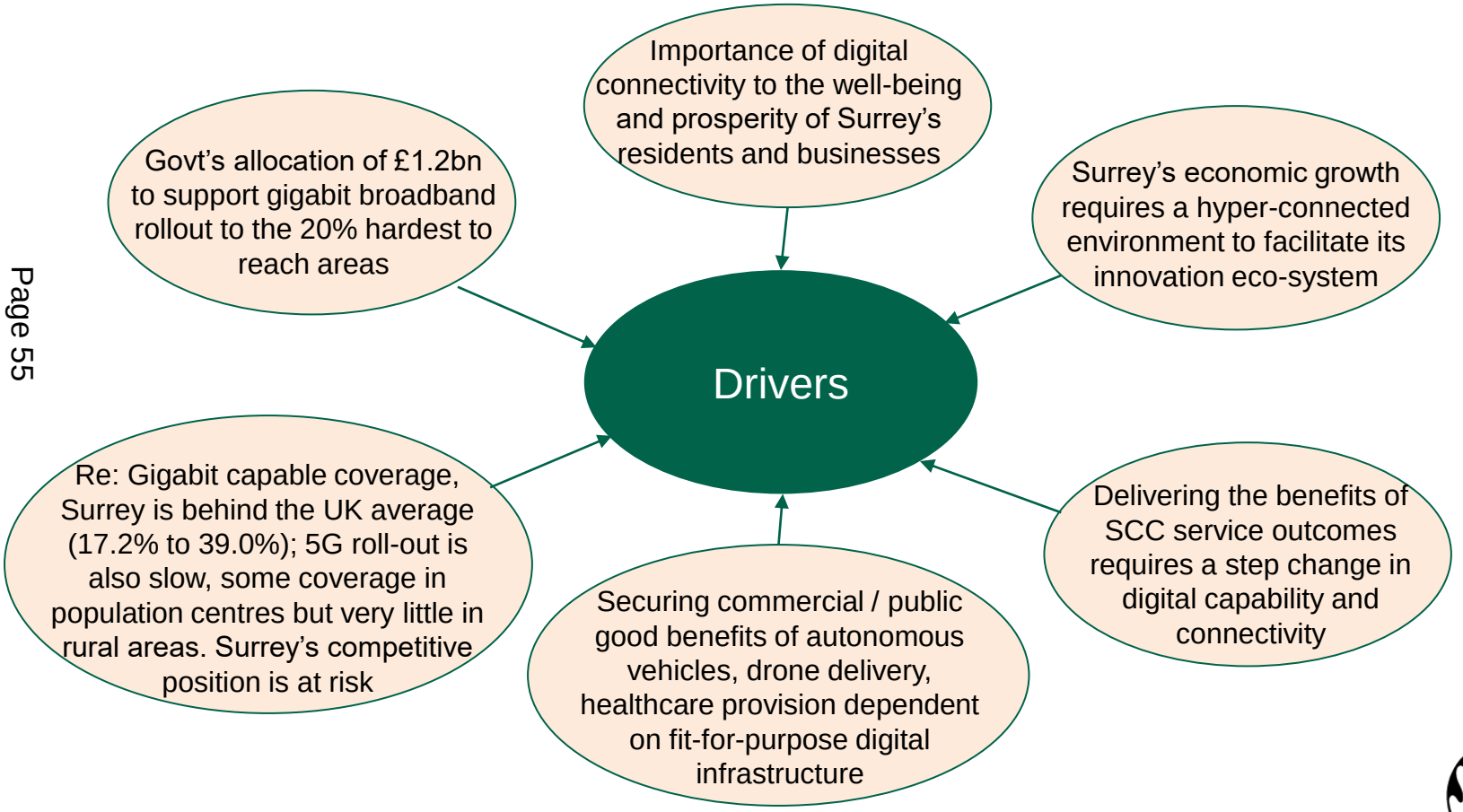
Need to recognise the fragmented nature of the digital delivery across Surrey – including a variety of commercial providers, Alt Nets and BDUK (rural areas) – this impacts on investment negotiation strategy

4. Strategic policy



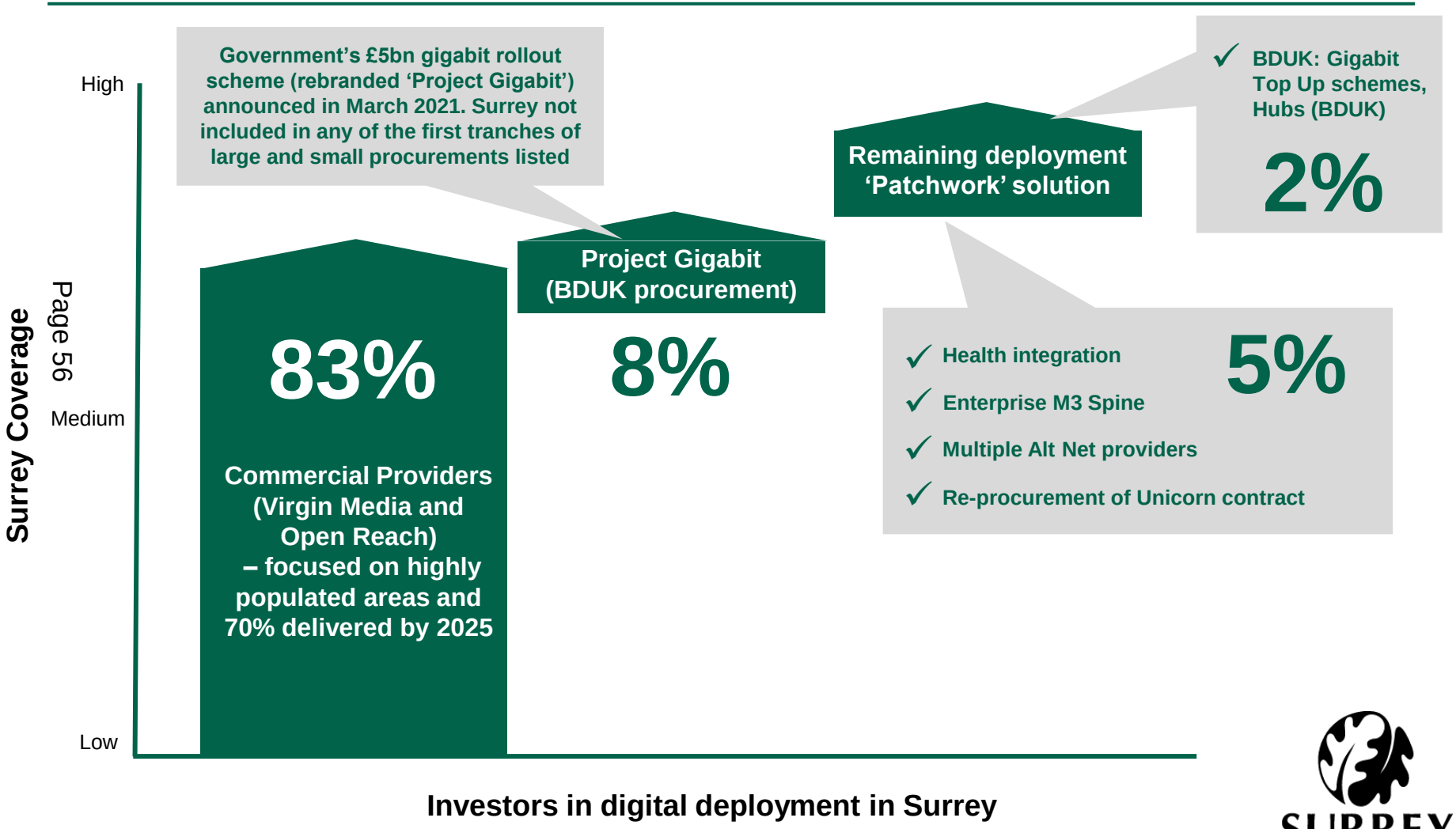
SURREY COUNTY COUNCIL

5. Project Drivers



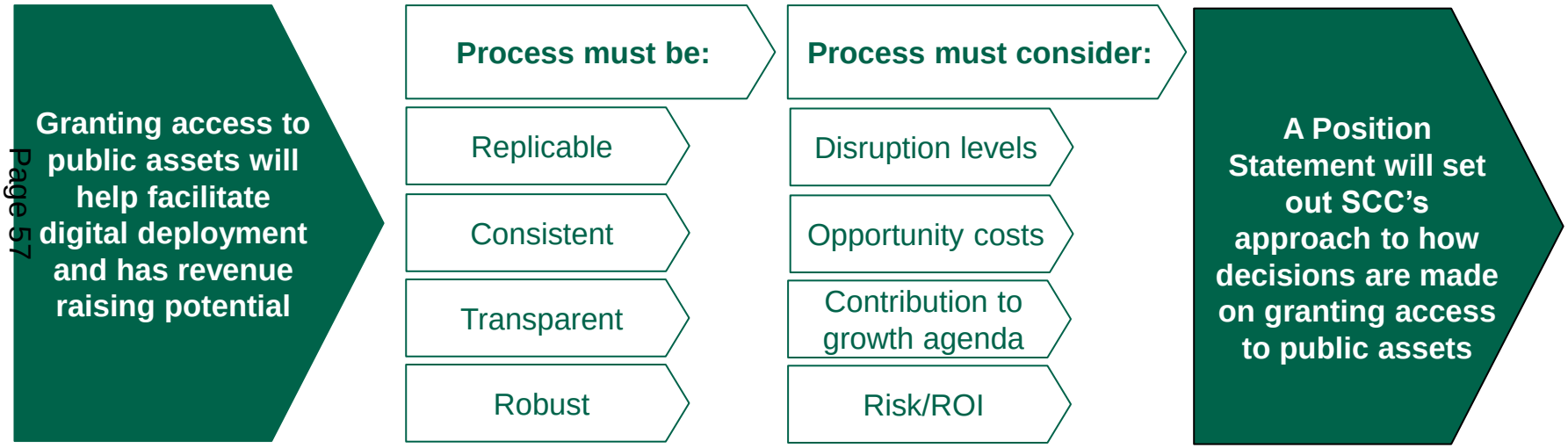
SURREY COUNTY COUNCIL

6. Multiple investor layers (%[1])



[1] All %s are projected estimates. Government has warned that premises in the final 1% may be "prohibitively expensive to reach".

7. Public assets approach: Position Statement



SURREY COUNTY COUNCIL

8. Emerging Programme

Digital Infrastructure Emerging Strategic Programme
(Digital infrastructure interventions)

Group A. 'Enabling' activity
(Planning for delivery to ensure enablers are in place)

Group B. Immediate delivery
(Lower cost / risk opportunities to demonstrate progress)

Group C. Longer term / partner dependent
(Higher cost / risk opportunities requiring Business Case support)

SURREY COUNTY COUNCIL

8.1 Emerging Programme

Digital Infrastructure Emerging Strategic Programme
(Digital infrastructure interventions)

Group A. 'Enabling' activity
(Planning for delivery to ensure enablers are in place)

- Communicate Digital Infrastructure Strategy
- Wayleaves / highway permits process (Social Housing)
- Ducting replicable approach
- Single point of contact
- Register of local assets
- Access to SCC assets
- Commercial revenue review
- Gigabit top-Up vouchers

Group B. Immediate delivery
(Lower cost / risk opportunities to demonstrate progress)

- Electric vehicle charging points
- Information Kiosks
- Re-Procurement of UNICORN network contract
- Partnership with D&Bs and other public sector partners

Group C. Longer term / partner dependent
(Higher cost / risk opportunities requiring Business Case support)

- Community Fibre Partnerships
- Expansion of Hub Sites scheme
- Use of housing and planning policy
- Smarter Highways (A22)
- Direct build feasibility study
- Business Case Development

SURREY COUNTY COUNCIL

Appendix I. Draft Delivery Programme (Enabling Activity)

	Intervention	Description	Timeframe*	Resourcing*
1	Communicate and leverage Digital Infrastructure Strategy	Develop and publish Digital Infrastructure Strategy and action plan to communicate SCC's intent to commercial providers and support future funding bids	Short	Low
2	Wayleaves/highway permits process (Social Housing focus)	Work with local partners (D&Bs, RSLs etc) to design and implement a streamlined and integrated framework process (with associated templates etc) for wayleaves / highway permits. The early focus will be on facilitating access to social housing to reduce the cost of provision per property for operators	Short	Low
3	Ducting	Design of a SCC-wide approach to ducting; particularly in relation to highways development. Need to understand what SCC have (link to asset register below) and understand gaps. Need to investigate the commercial model and the revenue raising potential. Good practice review from elsewhere.	Short	Low
4	Single point of contact	Establish a single point of contact within SCC to coordinate all Council liaison and triage/direct enquiries, issues, and key decisions	Short	Low
5	Register of local assets	Creation of a register/database of SCC's public assets (plus operator infrastructure) to inform gap analysis and support effective communication of need to commercial operators	Medium	Medium
6	Access to SCC assets	Using the register (above) design a process to identify/create assets which can be leveraged to commercial operators and contribute to Surrey's digital infrastructure; for example, installation of ducts on highways schemes or use of street furniture/public realm to house 5G antennae	Short	Low
7	Commercial revenue review	A review of good practice and a revenue-raising options appraisal to establish SCC's commercial strategy around either: charging for local asset access, securing share of commercial partners future revenue, or guaranteeing rapid deployment in key areas	Short	Low
8	Response to Top-up voucher opportunities	Following BDUK's eligibility criteria (and proposed deployment areas) announcement for the Gigabit Top Up voucher scheme (Project Gigabit), design and deliver (at pace) SCC's proactive response to accelerate provision in applicable areas of the County	Short	Medium

*Indicative / high-level internal estimate (Source: SCC, 2021)

Appendix I. Draft Delivery Programme (Immediate Delivery)

Intervention		Description	Timeframe*	Resourcing*
1	Electric vehicle charging points	Roll out of electric vehicle charging points	Short	Medium
3	Information Kiosks	Lobby / partnership with BT to encourage shift to town centre Wi-fi emitting information kiosks as replacement for their telephone boxes	Short	Medium
4	Re-Procurement of UNICORN network contract	Bring forward the procurement of the UNICORN network (ending 2024) to re-specify this expenditure (£2m PA) to achieve added value by facilitating fibre connectivity to areas that would not otherwise benefit; for example, the Hub Sites scheme (see above)	Short	Medium
	Partnership with D&Bs and other public sector partners	Linked to SCC's rapid response, strengthen partnership with D&Bs and other public sector partners to share information, intelligence and target applicable areas within their economic geographies	Short	Low

*Indicative / high-level internal estimate (Source: SCC, 2021)

SURREY COUNTY COUNCIL

Appendix I. Draft Delivery Programme (Longer Term)

Intervention		Description	Timeframe*	Resourcing*
1	Community Fibre Partnerships	Continue to work with residents and businesses to proactively facilitate Community Fibre Partnerships (CFPs)	Short	Medium
2	Expansion of Hub Sites scheme	Continue to explore with BDUK the potential to expand the existing public sector and school Hubs programme being delivered in Surrey	Short	Medium
3	Smarter Highways (A22)	Future proofing road capacity to support connected vehicles opportunities; specifically looking at the designs of any planned scheme or major resurfacing project	Short	Medium
4	Use of housing and planning policy	Work closely with D&Bs to use planning and housing policy to facilitate enhanced connectivity by specifically referencing digital infrastructure expectations within their Local Plans and/or use of statutory planning powers to incentivise Developers to ensure new commercial and residential developments have full fibre connectivity	Medium	Low-Medium
5	Direct build feasibility study	Commission a feasibility study to test the viability and cost-benefit of investing in direct build schemes to address specific coverage issues within the County.	Medium	Medium
6	Business Case development	Production of HMT 5 Case Green Book compliant business cases to support funding applications	Medium	Medium

*Indicative / high-level internal estimate (Source: SCC, 2021)

SURREY COUNTY COUNCIL

SURREY
COUNTY COUNCIL

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SURREY COUNTY COUNCIL

CABINET

DATE: **27 APRIL 2021**

REPORT OF CABINET MEMBER: **MR TIM OLIVER, LEADER OF THE COUNCIL**

LEAD OFFICER: **MICHAEL COUGHLIN: DEPUTY CHIEF EXECUTIVE**

SUBJECT: **SURREY'S ECONOMIC FUTURE: PROGRESS UPDATE**

ORGANISATION STRATEGY PRIORITY AREA: **GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT/ TACKLING HEALTH INEQUALITY/ ENABLING A GREENER FUTURE/EMPOWERING COMMUNITIES**

10

Purpose of the Report:

Surrey's Economic Future: Our 2030 Strategy Statement' directly supports the Organisation Strategy priority focused on 'Growing a sustainable economy so everyone can benefit' and also indirectly contributes to the 'Tackling health inequalities' and 'Enabling a greener future' priorities; it will also inform the priority dedicated to 'Empowering Communities'

This Cabinet update sets out the emerging priority actions within the Delivery Programme, highlights areas where action has already begun and proposes a further update, including performance indicators, is brought back to Cabinet in six months. Recognising that the strategy is being developed in an uncertain and changeable economic environment, it has been designed to be adaptive, ensuring that it is able to accommodate the economic circumstances and national policy changes which are out-with the Council's control.

Recommendations:

It is recommended that Cabinet:

1. Note the progress being made in delivering on the ambitions of Surrey's Economic Future Strategy;

2. Agree to receive a progress update in six months.

Reason for Recommendations:

Work to deliver on Surrey's economic ambitions is underway and progress is central to Surrey's economic recovery as we emerge from the constraints and impacts of the COVID 19 Pandemic. The actions being taken will drive economic recovery and embed resilience for Surrey businesses and residents, with a particular emphasis on ensuring that everyone is able to benefit from economic growth and therefore it is important that Cabinet have oversight of progress.

Executive Summary:

Strategic Context

1. Through 2020 – 2021 Surrey County Council (SCC) commissioned and supported a breadth of economic research. The research was undertaken in exceptional and volatile circumstances and therefore has had to be formative and extensive.

2. Through the establishment of Surrey's Future Economy Commission led by Lord Philip Hammond to the launch of the One Surrey Growth Board in July 2020, SCC has had a crucial role in bringing together stakeholders and specialists to assess the economic evidence, set out the future vision and establish clear actions to deliver for the Surrey economy.

3. At its Board meeting in December 2020, the One Surrey Growth Board agreed the economic priorities aligned to the Surrey's Economic Future document and at its meeting in March it further agreed the priorities within the Strategic Outline Programme as the delivery framework that would be at the heart of the Growth Board's emerging Plan for Growth. The Growth Board will receive the first draft of the Strategic Outline Programme at its June Board meeting and this Programme will run parallel to the delivery programme of Surrey's Economic Future.

Current Situation

4. Following Cabinet's agreement of the 2030 Strategy Statement in December 2020, further consultation was undertaken via a series of facilitated focus groups with key stakeholders. This resulted in productive feedback and a change to the fourth priority: 'Capitalising on the potential of a green economy' when it became clear that this priority needed to be embedded within all other priorities as opposed to being a standalone priority; this will be reflected in the delivery programme.

5. Similarly, it became clear through the engagement that a separate priority which recognised the importance of the enabling economic infrastructure needed to be added. This priority will focus on Surrey's digital capabilities, specifically gigabit capable infrastructure, as well as taking a strategic overview of wider economic infrastructure e.g. employment land availability, changing commercial real estate trends and associated place-based considerations such as availability of affordable housing and sustainable transport networks.

6. The delivery programme plans activity for the next 1-3 years and currently includes around 20 projects which are now being assessed for deliverability. This process includes the development of outline business cases which set out the objectives of each intervention the options for delivery, indicative costs and benefits; it also sets out the lead body and associated stakeholders. It has become apparent that SCC has a key leadership role in further defining and developing many of these projects but the intention is that, once established, some of these will be taken on by partner agencies.

Priority Projects

7. There are four priority projects which have emerged and on which work has begun (full details are within sections 9-12 below). These are:
    A. Delivery of Surrey's Investment Programme
    B. Place leadership in reimagining Surrey's towns of the future

C. Skills for growth: maximising opportunities through skills development for the future
D. Delivery of Gigabit Capable Infrastructure across Surrey

8. The detail of four priority projects is set out above. Alongside these projects the following activities are also planned:

- Embedding innovation networks between higher education and growth businesses, levering in innovation funds to the county;
- Piloting of a revolving investment fund to focus on priority growth sectors;
- Strategic oversight of Surrey's economic land availability to support inward investment, retention and innovation;
- Undertake an analysis of Surrey's business support functions to align with opportunities for targeting of priority sectors and minimising duplication;
- Scope potential for a town centre based co-learning and employment offer;
- Understand and capitalise on the role of anchor institutions in developing inclusive employment opportunities;
- Build from digital infrastructure delivery plans ensuring that 5G innovation is adopted at every opportunity

9. **A: Delivery of Surrey's Inward Investment Programme**
Surrey's new inward investment programme will take a whole-county approach to capitalising on the county's economic potential, intervening to address sectoral imbalances and driving innovation into places which have not naturally benefitted from Surrey's strengths and assets.

SCC will work with partners, including LEPs and districts and boroughs to coordinate a compelling investment offer which will retain and grow our leading edge, secure long-term investment aligned to high value sectors and deliver high value job growth. A key sector of growth will be that related to the green economy in Surrey.

We have recently set up a new Surrey Business Leadership Forum which brings together representatives from some of Surrey's significant multi-national corporations and we are working with the Forum as our investment ambassadors; Forum members have already expressed an interest in supporting local place-making and being able to 'give back' to Surrey.

SCC is leading on hosting a series of 'Spotlight on Surrey' events, the first of which took place in February and which showcased the sector strengths the county has in relation to pharmaceutical and life sciences. With keynote speeches from Pfizer and Kwasi Kwarteng MP, the Secretary of State for Business, Energy and Industrial Strategy, there were approximately 140 attendees on the call. The next Spotlight event is planned for the 20th May and will showcase our key automotive businesses who will discuss the innovation taking place in Surrey on the sectors' journey towards low emissions.

10. **B: Place leadership in reimagining Surrey's towns of the future**

A number of key principles underpin the rationale for a new design, approach and framework to deliver resilient Surrey towns for the future:

i. Town centres of the future will be driven, designed and delivered through community-led action
ii. We want to increase the resilience of our high streets to long-term changes
iii. We want to consider the role of a residential offering as part of the new town centre balance and how we might deliver affordable housing within that.
iv. We want to strengthen biodiversity as part of our place planning and want to put quality design and delivery at the core of any conceptualisation
v. In support of our climate ambitions the towns of the future will be based on the 20 minute town concept and sustainable transport principles

Annex 1 Sets out conceptual diagram which has been developed to stimulate local engagement and ownership of Surrey's towns of the future with key stakeholders and partnership bodies e.g. Surrey Future Board. The conceptualisation of 'Anytown' high street brings into consideration the range of new aspects within a new reimagined town centre model. These components represent a move away from an over reliance on retail (particularly big chain retail) and a proposition on what other elements might redefine why we go to our town centres; these can be categorised under the following headings:

10

- Commerce
- Council services
- Health services
- Residential
- Community
- Experiential

Some of this is already underway in places in Surrey. Whether that is the health focused approach being undertaken in Weybridge, the transport focused programmes of work started in Farnham, the consideration of the library redevelopment in Caterham or the focus on the impacts on the aviation sector on the economy of the town centre in Horley. All activity is underpinned by the need to listen to and respond to the communities who live, work and enjoy Surrey towns. By engaging with people building debate from a discussion about a conceptual diagram, it is possible to drive creative thinking, testing new ideas while ensuring that the outcomes are locally owned and tailored.

11. **C: Skills for Growth: Maximising Employment through skills development for the future**

SCC is committed to ensuring that all Surrey residents are given the opportunity to benefit from Surrey's strong economic position. In the context of this strategy, it is essential that interventions are driven from the jobs demands of the future. In this way it will be possible to prepare people to upskill and reskill for high quality jobs that can be sustained in the long term. In the post-COVID landscape where many people have been displaced from insecure roles, this ambition is particularly important.

The priority activity here is to use an evidence-based approach to set out the key sectors and businesses where Surrey will see sustained job growth. Initial scoping suggests that this will include jobs in the green economy as well as jobs in health and social care but further work needs to be undertaken to understand the skills sets required in these roles and to fully establish the vocational routeways into these roles.

Having established key growth areas, we will then work with local skills and employment providers (e.g. colleges and DWP) to scope out where existing provision

aligns with the opportunities, where any potential duplication or overlaps of funding exist as well as setting out key gaps or areas of disconnect; this will be considered from the perspective of the journey of the individual through the skills and employment system.

As the above work is progressed, we will be considering the journey from the perspective of Surrey's priority cohorts. These will not only be those higher skilled residents who may be underemployed as a result of the pandemic but also those who have been displaced from careers due to structural changes in the Surrey economy (this element will include a focus on youth employment) and equally important are those residents who face particular barriers to employment, for example learning disabled, physically disabled and those with mental health issues.

12. **D: Delivery of Gigabit Capable Infrastructure**
SCC has recognised the importance of delivering good digital infrastructure, not only to support inclusion and health related outcomes but also as an enabler of economic growth.
However, we are aware that, in relation to gigabit capable infrastructure, Surrey is lagging when compared to the rest of England and the south east with coverage currently only around 17% in Surrey in comparison to 39% across the rest of the UK.

To that end we are developing a Digital Infrastructure Plan which sets out the various investment opportunities and interventions which need to take place to ensure that Surrey is at the forefront of digital infrastructure rollout in the next 5 – 10 years; this Plan is being presented at Cabinet on 27th April 2021.

Measuring Success

13. Whilst each individual project will have a business case which will set out the success indicators and associated milestones, it will be important to set the delivery within a wider performance measurement context. This process is currently in development but it will align with both corporate measurement requirements as well as the economic indicators and dashboard being developed by the One Surrey Growth Board; it is also anticipated that we will use the Grant Thornton Sustainable Growth Index as part of our underpinning performance framework, primarily as a tool to support intervention in specific districts and boroughs.

14. The indicators being developed recognise the importance of economic growth in driving each priority but also reinforce the underpinning inclusion and environmental drivers. Three headings are emerging under which indicator baselines are being investigated and these align to the priorities within the strategy. The diagram at **Annex 2** details the various elements and how they relate to each other and emerging proposals are listed below. Once further developed, a full dashboard, baseline data and proposed targets will be created.

- Total GVA and GVA per head and per hour
- Residents qualified to NVQ Level 4
- Residents qualified to NVQ Level 1 and below
- Business formation and business survival rates
- Business count and composition
- Resident and workplace earnings
- Gigabit infrastructure capability

- Median housing affordability

Next Steps

15. The Delivery Programme will continue to be developed alongside the Growth Board's Plan for Growth and associated business cases. Opportunities for investment will continue to be scoped as part of this process.

Consultation:

16. Development of this delivery plan runs parallel to that being developed through the One Surrey Growth Board and, as such, the content within has been endorsed by the Board.

17. Development of this delivery plan has been informed by the consultation undertaken through focus groups which took place between February and March 2021. It is also planned for further engagement with district and borough Economic Development Officers at the end of April.

18. The emerging delivery plan was considered by Select Committee Chairs and vice Chairs at their meeting 18th February and key considerations were included as appropriate;

19. Surrey Business Leadership Forum were updated on progress at their meeting on 10 February

Risk Management and Implications:

20. There is an ongoing risk related to the unprecedented changing economic context and the related challenges in setting a strategy when it is not possible to be certain of future economic trends and circumstances. Nonetheless, it is also of equal importance to focus efforts to ensure that the economy is able to recover, not only to support our Surrey residents and businesses but also as part of our role in leading the UK economy.

21. There is a risk that, on producing the strategy, the resources are not made available to deliver on it. Implications of costs will be considered throughout the engagement process and will be included when business cases are finalised and investment opportunities have been scoped.

Financial and Value for Money Implications:

22. Costs of delivering this strategy within 2020/21 was met from existing Economic Development budgets.

23. However, budget growth for 2021/22 will undoubtedly be needed to deliver against the ambitions of the Surrey 2030 Economic Strategy. Through the budget setting process, revenue growth of £0.3m has been included for 2021/22 in the draft Medium-Term Financial Strategy, rising to £0.5m from 22/23 onwards.

24. As set out above, a process is underway to assess deliverability of programme activities and develop outline business cases. Where these business cases identify a

need for further investment, these requirements, along with the associated benefits, will be included in future reports to Cabinet for approval.

25. The existing capital programme includes a number of investment proposals which contribute to the achievement of the ambitions set out in this strategy statement, particularly the digital infrastructure delivery plan . Any further future capital investment requirements will be considered as part of the development of the One Surrey Plan for Growth and are anticipated to generate match funding and/or identify additional revenue income streams.

Section 151 Officer Commentary:

26. Although significant progress has been made over the last twelve months to improve the Council's financial position, the Medium-Term financial outlook is uncertain. The public health crisis has resulted in increased costs which may not be fully funded in the current year. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected from next year onward, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term.

27. As such, the Section 151 Officer supports the adoption of the 'Surrey's Economic Future: Our 2030 Economic Strategy Statement' and the wider partner engagement planned to help deliver against these ambitions. The anticipated budget growth required have been built into the draft Medium-Term Financial Strategy proposals.

Legal Implications – Monitoring Officer:

28. The Council has significant statutory powers and duties to support economic growth in its area and a critical role to play in the way its functions are discharged including the general power of competence further to the Localism Act 2011. The strategy sets out the approach the Council will adopt in discharging major statutory functions which will include leadership and coordination using the community leadership role and planning powers to set out a clear framework for local development, helping to provide certainty for business and investment, supporting growth and development through management of its land assets, directly and indirectly influencing investment decisions via the use of statutory powers, supporting local infrastructure and transport investment, providing high quality services, and leading efforts to support and improve the health and well-being of the local population to ensure that all residents have the maximum opportunity to benefit from work, and to contribute to the local economy.

Equalities and Diversity:

29. The Strategy Statement sets out the council's economic priorities for the next 10 years and strengthens the council's commitment to equality, diversity and inclusion through the four priority areas of action broadly supporting the majority of the

council's equality objectives around the economy[1], health[2], communities[3] and workforce[4].

30. The Statement and associated SCC-led delivery programmes are designed to support the revival of the Surrey economy, but it also encourages partnership working to develop Surrey's potential for greater social wellbeing and economic prosperity. As such it is anticipated that it will have a positive impact on those with protected characteristics who are likely to experience greater social and economic exclusion.

31. As emphasised by Priority 3 of the Statement, although Surrey's future should be driven by an increasingly high-value, digitised economy, it is important that the economic 'system' remains diverse and that maximising opportunities is balanced against being inclusive. The report sets out that longer term, a demand led approach to workforce skills with a focus on inclusion will be developed.

32. It is recognised that the Statement is being presented in a changeable economic environment and we need to ensure that tackling inequality and leaving no-one behind are at the forefront of everything we do. Where required, Equality Impact Assessments will be completed for specific elements of the delivery programme and any potential negative impact addressed or mitigated.

Other Implications:

33. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	**Direct Implications:**
Corporate Parenting/Looked After Children	No significant implications arising from this report at this stage.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report at this stage.
Environmental sustainability	No significant implications arising from this report at this stage.

What Happens Next:

34. Delivery Plan Update will be brought back to Cabinet in 6 months. This will include reference to the performance monitoring indicators and emerging business cases.

[1] Tackle economic inequality and disparity through ensuring that everyone has the education and skills they need and that the infrastructure of the county is accessible, so that all residents are able to access the jobs, homes and transport needed to share in the benefits of growth.
[2] Work to close the county's healthy life expectancy gap by focusing our resources on children and adults who need our services most so they can be healthy, independent, and thrive.
[3] Work with communities, through our new local engagement model, to make it easier for all residents to participate in local democracy, service design and decision-making.
[4] Deliver a radical work programme to strengthen the diversity of our workforce and move to a culture that values difference, where all staff feel they belong and have opportunities to succeed.

35. Cabinet Members are invited to continue to engage with the development of the delivery plan through direct discussions with the Director for Economy and Growth.

Report Author:

Dawn Redpath, Director for Economy and Growth, Dawn.Redpath@surreycc.gov.uk 07812488160

Consulted:

SCC Leader

SCC Corporate Leadership Team

SCC Cabinet Members

SCC Finance Officers

SCC Legal Team

Annexes:

Annex 1 Reimagining Places, conceptual diagram

Annex 2 Emerging Economic Growth Indicators

Sources/background papers:

Surrey's Economic Future: Our 2030 Strategy Statement

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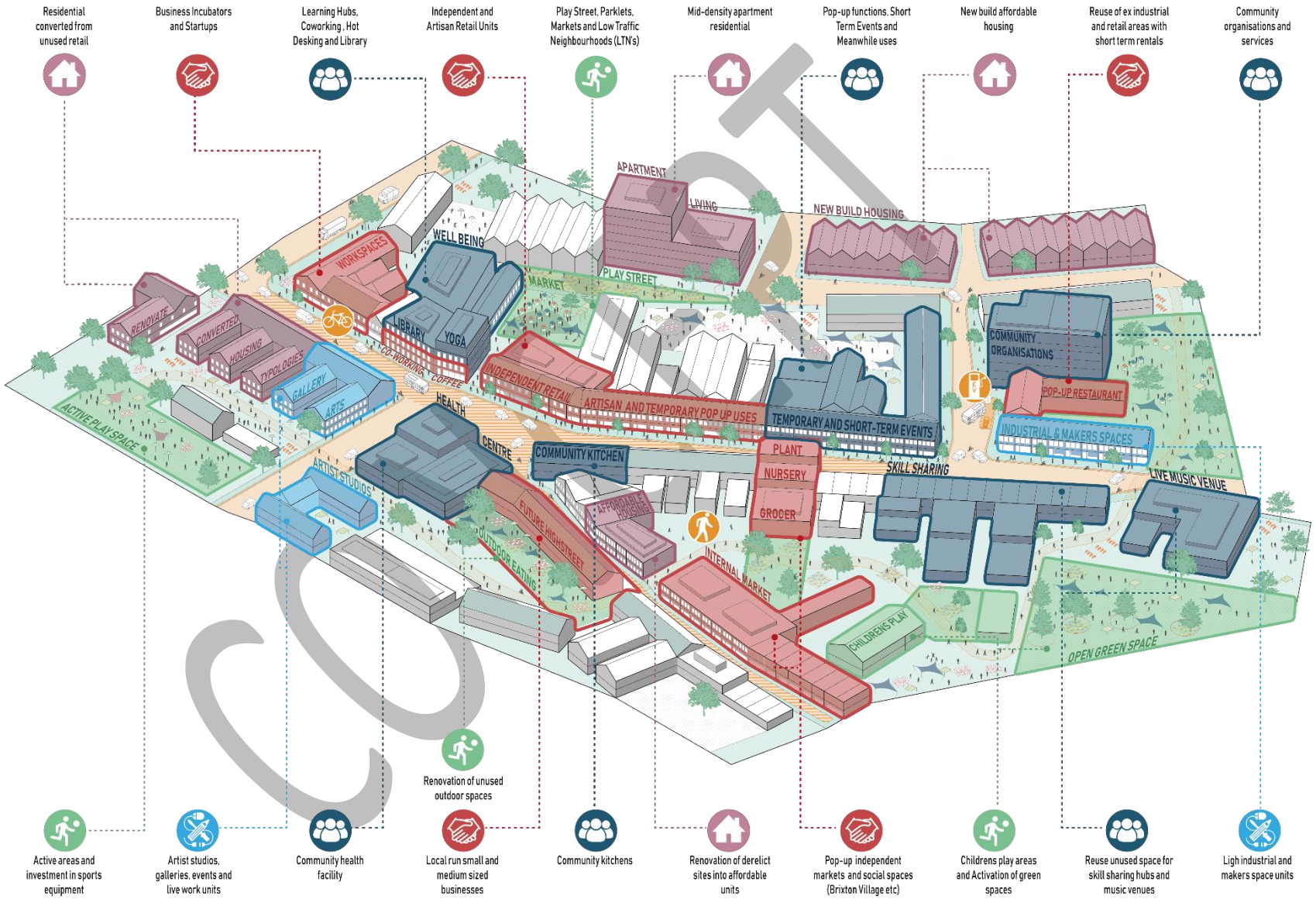
Annex 1
Surrey's Economic Future: Delivery Programme Update

'Anytown concept map to support discussion



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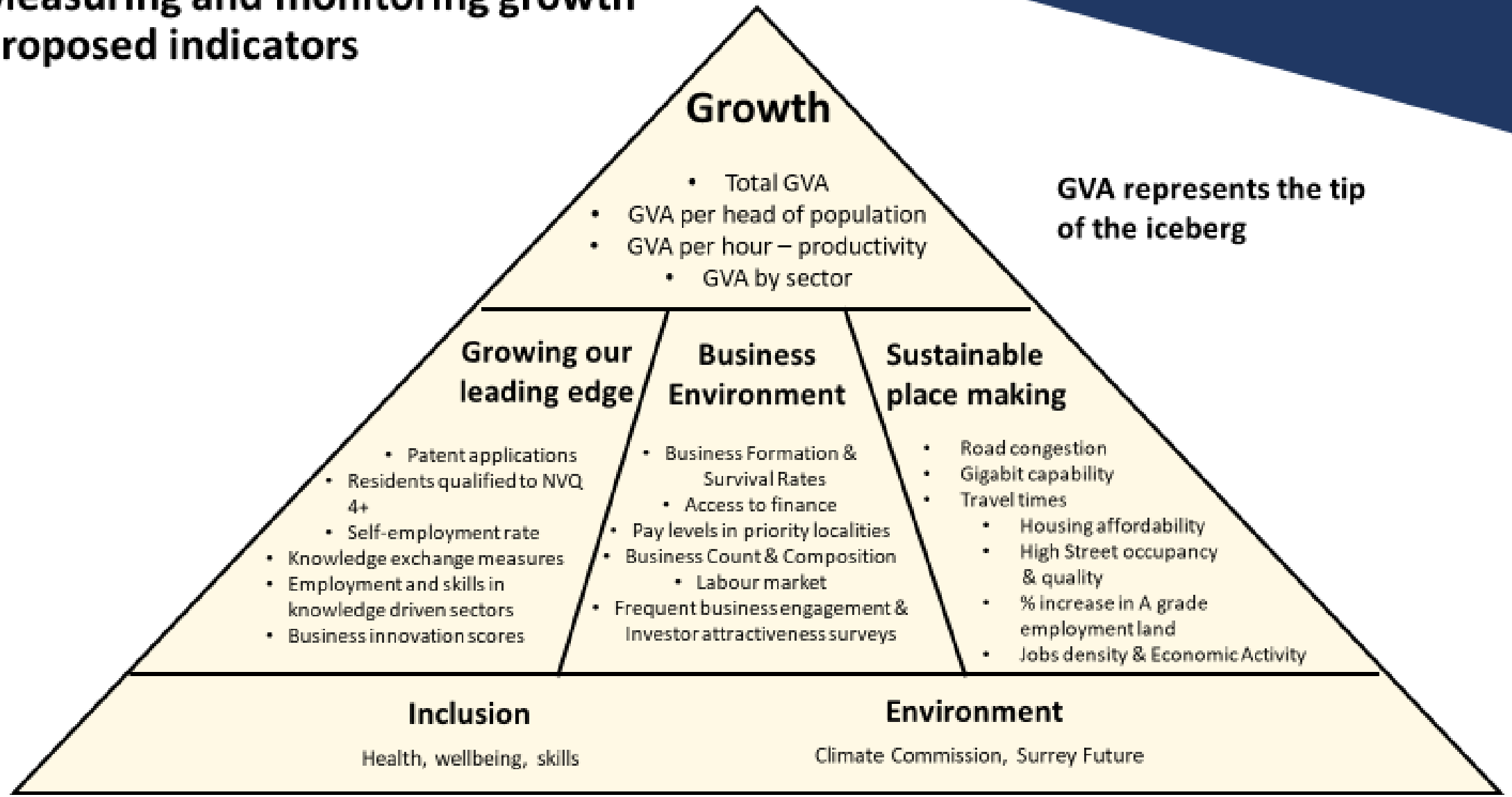
Measuring and monitoring growth – proposed indicators



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SURREY COUNTY COUNCIL

CABINET

DATE: **27 APRIL 2021**

REPORT OF CABINET MEMBER: **MR MATT FURNISS, CABINET MEMBER FOR HIGHWAYS**

LEAD OFFICER: **KATIE STEWART, EXECUTIVE DIRECTOR FOR ENVIRONMENT, TRANSPORT AND INFRASTRUCTURE**

SUBJECT: **SURREY STREET DESIGN GUIDE: HEALTHY STREETS FOR SURREY**

ORGANISATION STRATEGY PRIORITY AREA: **TACKLING HEALTH INEQUALITY/ENABLING A GREENER FUTURE**

Purpose of the Report:

Surrey County Council has commissioned Create Streets to refresh and update the Council's street design guidance. The existing guidance is incorporated as one of the chapters and Technical Appendix of 'Surrey Design', which was produced to promote the high-quality design of new developments in the County. It was published in January 2002 and is now out of date in many respects. This new guidance will primarily be used to notify the Council's street design expectations in respect of new developments; however, it will also be used to guide works on existing highway infrastructure, where relevant.

This report consists of a progress update in respect of the ongoing work and also seeks permission from the Cabinet to undertake stakeholder engagement. The Guidance will return to Cabinet in the future, following this engagement, for endorsement.

The refreshed approach to street design will support active travel and movement, seek to enrich the County's biodiversity and to support happy, healthy and sustainable lives. In doing so, this work will help to deliver the 'tackling health inequality' and 'enabling a greener future' dial up areas.

Recommendations:

It is recommended that Cabinet:

1. Notes the work undertaken by Create Streets - the latest draft of 'Healthy Streets for Surrey' is included at **Annex 1**;
2. Supports the aims and objectives of the draft guidance; and
3. Authorises stakeholder engagement.

Reason for Recommendations:

Surrey County Council has a significant role in the design and implementation of new development, particularly in respect of streets specifically and transportation in general. As such, the County Council as the local Highway Authority advises the county's Boroughs and Districts on the transportation implications of applications for planning permission. The Surrey Street Design Guide, 'Healthy Streets for Surrey,' is being produced in order to assist

developers, the Boroughs and Districts and the community to understand what the County Council will be seeking when considering proposals. The aim is to deliver high quality, attractive, safe, accessible and sustainable development.

Before the County Council finalises this approach, it wishes to share it with stakeholders to give them the opportunity to comment on and to influence the guide, with the ultimate aim of achieving well-designed places.

Executive Summary:

Introduction

1. Surrey County Council's existing design guidance 'Surrey Design' was published in January 2002. It is out-of-date and no longer complies with national guidance (see para 2). The County Council has therefore appointed Create Streets to review and refresh the Council's street design guidance so that it accords with current guidance and thinking. A consultation draft of the guidance 'Healthy Streets for Surrey' is at **Annex 1**.

National Policy Background

2. The Government published a National Design Guide in October 2019 including a number of movement characteristics that were considered to be priorities for well-designed places. These include integrated networks of routes for all modes of transport; clear structure and hierarchy of connected streets; and well-considered parking, servicing and utilities infrastructure for all users.

3. The need for high quality design was reiterated in the Planning White Paper in 2020, along with a proposal for a fast track planning route for schemes that meet a high standard of design, and it continues to be a high Government priority.

4. Subsequently, the Government published its National Model Design Code in February 2021. It sets out the design considerations and the quality baseline that planning authorities will be expected to take into account when devising their own local design codes/guides and when determining planning applications. There is an expectation that Local Planning Authorities will develop their own design codes or guides.

5. The National Model Design Code sets design considerations which include:
    - The layout of new development, including street pattern;
    - How landscaping should be approached including the importance of streets being tree-lined;
    - The environmental performance of place and buildings to ensure they contribute to net zero carbon targets; and
    - That development should clearly take account of local vernacular and heritage, architecture and materials.

Aims of the Surrey Street Guidance

6. The 'Healthy Streets for Surrey' guide will establish the over-arching standards that the County Council would expect newly designed streets to meet. It will build on national guidance but will be Surrey-specific. It will ultimately be an on-line 'live' guide, although the draft for consultation is currently in traditional document form. It is proposed that there will then be further work, following the stakeholder engagement

and the endorsement of the 'Healthy Streets for Surrey' guide by Cabinet, to develop supporting detailed design and technical specifications for design, planning, transport and engineering professionals (subject to funding).

7. The document aims to result in places that improve Surrey residents' physical and mental health and reduce their environmental footprint by encouraging cycling and walking more often; create streets in which children can safely play; improve air quality; re-green streets and public spaces; reduce residents' transport carbon footprint and create beautiful, resilient and popular streets that will require less long-term maintenance.

8. The overarching principles of the guide are that streets should:
    - **Facilitate movement with a clear hierarchy of users** – designing firstly for pedestrians, cyclists, public transport and then private vehicles;
    - **Be safe, enjoyable and efficient to walk on** – streets that have direct routes, pleasant pavements and safe cycle paths, not drive to cul-de-sacs (where space allow for this approach. Cul-de-sacs are often the only workable design in single plot infill development in existing urban areas);
    - **Enrich Surrey's biodiversity** - streets with regularly spaced trees and green public spaces, not deserted lines of asphalt;
    - **Connect seamlessly to existing places to allow natural movement** – streets that link to existing roads and don't turn their back on neighbours;
    - **Be beautiful** – streets in which people want to raise their children and grow old, not streets that people avoid;
    - **Support happy, healthy and sustainable lives** – places with tight, finely grained streets not large winding bends.

9. The guide acknowledges the need for planners and highway professionals to work together as an integrated team. With the majority of planning decisions made by the Boroughs and Districts but with the County Council having responsibility for highways, partnership working is essential for successful place-making and to deliver high quality, integrated design.

10. Critically, and aligned to the Council's focus on empowering communities, the guide also stresses the importance of community engagement and the need to involve the local community in the design of places. By establishing the overall highway design principles, the guide should assist Boroughs and Districts and local communities when developing their own area of site-specific design codes.

11. Embracing this approach will benefit the residents of the County and contribute positively towards a number of the County Council's priorities such as the Climate Change Strategy, the Surrey Urban Strategy, and quality placemaking.

Good Street Design

12. The guide identifies the key components of good street design as street trees, slower traffic, high quality paving materials, design for active travel, streets with multiple uses and a local identity that give streets a sense of place. In combination, these contribute to better air quality, reduced casualties, increased walking and cycling and better mental and physical health.

13. The design elements addressed in the guide include carriageway and junction design; pedestrian and footway design; trees, street furniture and sustainable drainage; parking strategies; cycle facilities; integrated public transport; and connectivity.

14. The expectation would be that, following stakeholder engagement, completion of the final draft and Cabinet endorsement of the guide, all development schemes will be assessed against its principles and design elements.

Consultation:

15. A number of Cabinet Member briefings have taken place over the course of the Create Streets commission, including a Place Cabinet briefing on 15th June 2020 and full cabinet briefings on 13th October 2020 and 30th March 2021.

16. It is envisaged that stakeholder consultation will commence following Cabinet consideration latest draft of 'Healthy Streets for Surrey' guide. This will include internal County Council stakeholders and the Borough and District Councils.

Risk Management and Implications:

17. As Highway Authority, the County Council is a Statutory Consultee in the planning process in respect of highways and transportation matters. The design of streets is an integral part of this and therefore the County Council has a crucial role in the evolution of new development and place-making. Whilst the County Council can advise in respect of good highway design, it is not the final decision maker and cannot insist that the Boroughs and Districts accept that advice. There is a risk that County and Borough and District aspirations will not align. Through engagement with the Boroughs and Districts in respect of the contents of 'Healthy Streets for Surrey', it is hoped that any concerns they may have can be addressed prior to Cabinet endorsement.

Financial and Value for Money Implications:

18. There are no immediate additional costs associated with the production of this guide, which has already been resourced.

19. In terms of the content of the guide, the enhanced designs that the guide refers to will not necessarily lead to higher scheme costs. Street layouts in new developments that provide greater facilities for pedestrians and cyclists can be factored in at the design stage. With schemes that SCC are delivering, the guide can be used to influence designs to create better streets that prioritise people over vehicles.

20. Where higher quality materials are sought, the additional cost including the maintenance regime, has to be considered and the Council will continue to explore opportunities to pool together funding from a variety of sources to create better places (external funding and grants, SCC capital schemes, planning obligations, local committee/member allocations etc).

Section 151 Officer Commentary:

21. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium-term financial outlook beyond 2021/22 remains uncertain. The public health crisis has resulted in increased costs which may

not be fully funded. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term. Although the Surrey Street Design is primarily intended to set out the Council's expectations for new developments (e.g. new housing provision) there may also be cost implications for future highway schemes, which will be considered as schemes are developed and within available funding envelopes.

Legal Implications – Monitoring Officer:

22. The County Council as Highway Authority and Planning Authority solely for minerals, waste and its own development, cannot formally adopt the 'Healthy Streets for Surrey' guide as a supplementary planning document, although it can be endorsed as good practice and strongly recommended to the Borough and District planning authorities.

23. As Highway Authority, however, the County Council can stipulate the circumstances under which it would be prepared to adopt streets under Section 38 of the Highways Act 1980. There would therefore be a significant incentive on those developers seeking to have their roads adopted to comply with the guidance.

Equalities and Diversity:

24. Streets designed with the primary focus on pedestrians and cyclists should result in more inclusive and safer spaces for all users, including those with protected characteristics.

25. In order to properly inform the Cabinet prior to the endorsement of the guide, an Equalities Impact Assessment will be carried out in parallel with the stakeholder engagement.

Other Implications:

26. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	**Direct Implications:**
Corporate Parenting/Looked After Children	No significant implications arising from this draft guidance.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this draft guidance.
Environmental sustainability	The approach to street design in the guidance will increase trees and biodiversity, promote active travel and sustainable urban drainage systems which should all contribute towards net zero and mitigating climate change.

Public Health	There are a number of potential public health benefits that may result from this approach including increasing active travel resulting in better mental and physical health and fewer cars resulting in improved air quality.

What Happens Next:

27. It is proposed that following this meeting, the draft 'Healthy Streets for Surrey Guide' will be shared with stakeholders to give them the opportunity to comment on the approach. A final draft will then be produced and returned to Cabinet for endorsement.

28. It is anticipated that the final draft will be available towards the end of April and therefore the aim is to commence stakeholder engagement w/b 10th May, after the election.

29. It is proposed that stakeholders are given at least 21 days to respond. The responses will then need to be collated and addressed, and any necessary changes made to the guide. The earliest the guide will return to the Cabinet will be June, potentially later, depending on the outcome of the engagement.

Report Author: Caroline Smith, Planning Group Manager, 020 8541 9975.

Annexes:

Annex 1: Healthy Streets for Surrey draft for consultation

Sources/background papers:

Surrey Design 2002 Design Guide II (surreycc.gov.uk)

National Design Guide 2019 National_design_guide.pdf (publishing.service.gov.uk)

Planning For The Future White Paper 2020 Planning for the future (publishing.service.gov.uk)

National Model Design Code 2021 National Model Design Code (publishing.service.gov.uk)

Healthy Streets for Surrey: creating streets which are safe and green, beautiful and resilient

April 2021

This document sets out the key Healthy Streets for Surrey principles and additional chapter headings for an updated Surrey street design guide. The diagrams and images used are suggestions. They include images from *Manual for Streets*, the *National Model Design Code*, the Department for Transport guidance note known as LTN 1/20 and images created for this document by Create Streets. Once chapter headings and diagrams are approved, we can create Surrey-specific bespoke diagrams as necessary though it is probably helpful to be using diagrams from national guidance where possible.

Aim and context

A web-based design guide that allows a range of users, from curious residents to master-planners to highways engineers quickly and easily to access and understand design guidance to help them create healthy streets which are safe, green, beautiful and resilient. Aimed for use in both new build and retrofit situations.

'Surrey's 2050 Place Ambition' and 'Community Vision for Surrey 2030'

To facilitate good growth which;

- Is proportionate and sustainable, focusing on the places where people both live and work;
- Supports overall improvements to the health and well-being of our residents;
- Is supported by the necessary infrastructure investment - including green infrastructure;
- Delivers high quality design in our buildings and public realm;
- Increases resilience and flexibility in the local economy;
- Builds resilience to the impacts of climate change and flooding;
- Is planned and delivered at a local level while recognising that this will inevitably extend at times across administrative boundaries;
- Promotes local economic growth and opportunities;
- Connects communities through improved transport links across the county; and

- Places people at the heart of new development plans and ensures that no one is left behind.

Proposed structure

Foreword – by council leader or deputy leader

Executive summary

Introduction

- Purpose of the guide
- How to use this guide

This guide uses three levels of instruction for design guidance;

  - Must: Mandatory design practices that must be abided by;
  - Should: Design practices which are strongly encouraged due to the benefit that it will have on the neighbourhood, except in situations where the design practice cannot be applied for specific reasons; and
  - Can: Design practices which are recommended but whose absence will not drastically affect the overall quality of the development.

- Context of Surrey's strategic aims:
  - Surrey's 2050 Place Ambition
  - Community vision for Surrey in 2030
  - Surrey Climate Change Strategy
  - Surrey Local Strategic Statement 2016 – 2031
  - These documents are underpinned by national guidance (NPPF, NMDC, LTN 1/20, Manual for Streets 1 & 2)
- Empirical research review of the links between street design and health and wellbeing

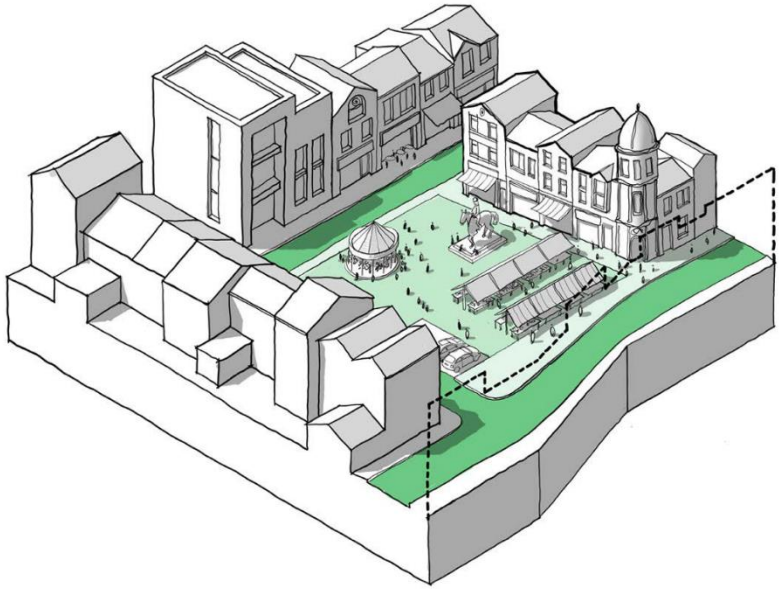
Chapter One: Process

a) Community engagement

- *Community engagement is a crucial part of the planning process*. It is enshrined within the NPPF and Local Plan, as well as in neighbourhood plans on the borough level.
- *Communities can have a range of different views*. The aim of engagement is not to convince people but rather to reach a consensus.
- *The earlier you start the engagement process, the better.* Communities are more likely to positively engage when they are involved early on. Presenting final plans and designs to community groups signals that their feedback on key elements of the design won't be accepted.
- *There are many different community engagement tools*, including walkabouts, info sessions and co-design workshops. The more interactive the tool, the better.

b) Design coding

- *National Model Design Code.* The recent launch of the National Model Design Code has signalled the importance of developing design codes on the local level.
- *Design codes help local authorities and communities.* They are a useful tool to define the developments that are built in their areas and highlight the priority issues for that area.
- *Design codes can cover a wide range of issues*, including new developments, infill sites, conversions and extensions, street design, historic conservation, shopfront design and more.
- *The length and level of detail that goes into a design code depends on the size of the area* and the type of development that is expected to go up. Codes for areas with new large-scale development can focus on street layouts and hierarchy and connectivity, while areas with existing developments can look improving streetscapes.
- *Can, should or must.* Design codes often distinguish between what *must* be done (mandatory design practices), *should* be done (design practices which are strongly encouraged except in situations where the design practice cannot be applied for specific reasons) and *could* be done (design practices which are recommended but whose absence will not drastically affect overall quality).



Much of the new National Model Design Code has informed this guide

c) Highways and planning working as an integrated team

- *Context of Surrey's governance structure.* Surrey County Council is the highways authority on all roads excluding motorways and trunk roads. Most planning, however, falls under the authority of the borough and district councils. Highways and planning are both tightly interconnected when it comes to producing high quality and sustainable places. The integration of workflows from these two levels of governance is crucial in street design. The County Council commits to working in partnership with the Surrey Boroughs and Districts to ensure high quality street design.

d) Existing guidance

- While this document provides context-specific guidance on street design for Surrey, it builds on existing national guidance including *the National Planning Policy Framework (NPPF)*, the *National Model Design Code (NMDC)* and *Manual for Streets 1&2 and the forthcoming update.*

It has also learnt from *Transport for London's (TfL) streetscape guidance* and *London's Healthy Streets manual* and is in line with the principles shaping the work of *Active Travel England*.

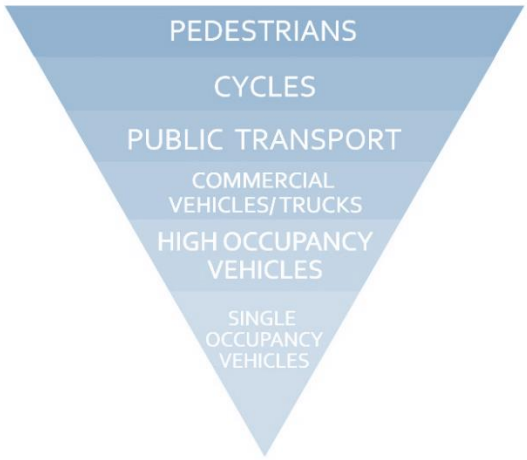
Chapter two: Streets for Surrey principles

Clear, readily understood principles that would be displayed on an interactive street image on a prominent web page with 'expandable pop-up' information boxes.

Example of interactive image for front of webpage highlighting street design elements. Surry-specific variant to be created

Surrey street design principles

1. *Streets in which it is easy to move.* Streets should have a clear 'heirarchy of users' designed firstly for pedestrians, cyclists, public transport and then private vehicles.
2. *Streets in which it is safe, enjoyable and easy to walk.* Streets should have direct routes, pleasant pavements and cycle paths, that feel safe to use, not drive-to cul-de-sacs. (N.B. This is not always possible to avoid, for example if one large plot is being infilled within an existing urban area).
3. *Green streets that enrich Surrey's biodiversity.* Streets should have regular trees and green public spaces not deserted lanes of tarmac. Wherever possible, streets should make use of natural environment and water.
4. *Streets that connect seamlessly to existing places allowing natural movement.* Streets should link to existing roads and local services and not turn their back on neighbours.
5. *Streets that are beautiful.* Streets in which people want to spend time, raise their children and grow old, not streets that people avoid.
6. *Streets that support happy, healthy and sustainable lives.* Streets should be 'tight' and finely grained not a series of large winding bends.



Streets should be designed according to a clear hierarchy of users

Why is this important?

Thanks to improving research there is a growing realisation that the street can be an important public space in itself; both an extension of the home and a space for neighbourhoods to come together. The notion that streets are only a means of movement, and that their design should be centred on accommodating vehicle traffic does not maximise human well-being. When we refer to streets, we also refer to dedicated footpaths and cycleways.

Street design has therefore taken on new importance in the design of our villages and towns. Studies increasingly show that street design can have a significant impact on our physical and mental health, both directly and indirectly. Good street design can promote a healthy lifestyle and encourage community cohesion while bad street design has tangible negative impacts on our health and wellbeing.

Streets which are designed primarily for moving motorised traffic are associated with reduced social connectivity and neighbourliness in residential areas. Car-dominated streets have poorer air quality levels which impacts respiratory health, and car-dependent areas also tend to suffer from higher levels of congestion and traffic crashes. Vehicle-oriented streets are more disruptive, less safe, less socially cohesive and more damaging to physical and mental health.

On the other hand, streets which are designed around people tend to have higher levels of community activity, and in town centres this means increased sales in local shops. These are streets with better air quality, and which are safer for people to walk, cycle and play.

Key components of good street design include;

- *Street trees*, which are associated with slower cars, better air quality, moderated energy usages and happier and healthier residents;
- *Slower traffic*, and in particular 20mph limits, well-designed to reduce speed, in residential areas, has been linked to casualty reduction, less congestion in urban centres, reduced pressure on parking and increased levels of walking and cycling;
- *High quality paving materials,* which can contribute to better water drainage, require lower long-term maintenance costs and have a lower carbon footprint than tarmac;
- *Design for active transport*, including walking and cycling for all journey types. Promoting active movement, even if it's just 20 minutes a day, contributes significantly to personal physical and mental health and combats chronic long-term illnesses. This also reduces the number of cars on the street. This requires designing streets in a way that feels safe for pedestrians and cyclists;

- *Streets with multiple uses.* The 2020 COVID-19 pandemic has transformed the way that streets are used, and flexible street design has become an increasingly important factor in public health interventions. Streets that accommodate changes such as pocket parks, outdoor dining areas and community activities are accessible by walking and cycling, are provably more popular and allow people to stay local; and
- *Local identity,* which give streets a distinct sense of place. Streets with a local identity are easier to navigate, foster a sense of community and create a sense of civic pride.

Trees reduce vehicle speeds by 7 – 8 mph and improve air quality

Walking and cycling can save the NHS £1.7b in treatment costs over the next 25 years

Pedestrians can spend up to £147 more than those travelling by car

Reducing traffic can lead to up a 30% fall in carbon monoxide emissions

Reducing traffic can lead to 12.2% increase in non-motorised modes of traffic

What do we want to achieve?

The current vision for Surrey as set out in the *2050 Place Ambition* and *Community Vision for Surrey 2030* focuses on improving the quality of life for people living in the county and addressing the need for a more sustainable way of living. The design of our streets is intricately linked to this vision. By using the principles set out in this chapter we aim to improve Surrey residents' physical and mental health and reduce their environmental footprint by;

- Encouraging Surrey residents to walk and cycle more often for all types of journeys;
- Creating streets in which children can safely play;
- Improving Surrey's air quality;
- Greening Surrey's streets and public spaces;

- Reducing Surrey residents' transport carbon footprint; and
- Creating beautiful, resilient and popular streets that feel safe to use reducing long-term costs and maintenance.

Chapter three: Streets for Surrey design

Good street design requires several key elements which make up the street at different scales of development. These include:

Section 1: General layout principles

1.1 Street vision and strategy. Surrey's streets should be designed in a way that provides connectivity, accessibility and a sense of place to the boroughs and towns of Surrey. Streets should be designed around people, not vehicles, to create not only pathways of movement but also spaces that bring communities together and enhance their quality of life. Streets should be designed with flexibility and sustainability in mind, so that they will last for future generations.

1.2 Street typologies. (Using definitions in line with the National Model Design Code)

1.2.1 Primary streets. Designed to take through traffic and public transport.

1.2.2 High streets (with traffic). The main business street of a town, normally with the highest density, shops and businesses on the ground floor with flats or offices above, often with public spaces. Normally has on-street parking and typically wide with two lanes for motor traffic.

1.2.3 High streets (without traffic). The main business street of a town, normally with the highest density, shops on the ground floor with flats above, sometimes with public spaces.

1.2.4 Secondary streets. Normally link to high streets and provide access into neighbourhoods. Secondary streets can accommodate shops and retail space. They can also be good locations for cafés and restaurants as well as community facilities such as schools, health service and community centres.

1.2.5 Local streets. These form most of the streets in the network, which should be attractive places to live, safe and convenient to walk and cycle and accommodate low levels of slow traffic.

1.2.6 Mews/back streets. A narrow road lined by homes, often to the rear of large houses, using a level surface with no pavements.

1.2.7 Rural/village lanes. These have a distinctive character. They may not have separate footpath or street lighting and may have constrained vehicular access, depending on local character.

1.3 Permeability versus cul-de sacs.

1.3.1 Streets should be planned and laid out so as to encourage connectivity. Streets should be structured around focal points (such as the high street or other places with a concentration of services).

1.3.2 Permeability should be greater for active and sustainable modes of travel. People walking and cycling should be able to move freely and safely through an area with greater priority than vehicle traffic, linking to the primary and secondary street network. This *filtered permeability* for active travel can be provided through a variety of traffic management and street design techniques. This also provides an opportunity to enhance public space and provide additional green infrastructure.

Modal filter removes through traffic, allowing walking and cycling and improving public realm

1.3.3 Cul-de-sacs reduce the connectivity of an area and usually increase journey distance and times, making walking and cycling less convenient and increasing the use of the private car. They should not be used except in places where the site can't be serviced any other way. If they must be used cul-de-sacs should include well-designed, lit pedestrian and cycle links through to neighbouring areas to maintain connectivity. Where cul-de-sacs already exist, opportunities to improve their connectivity for walking and cycling should be explored.

Left: A well-connected street pattern. Right: A poorly connected street pattern

1.3.4 Developments should provide two vehicle access points if there are more than 50 homes.

1.4 Street adoption.

1.4.1 Criteria for road adoption in Surrey under S38 Highways Act 1980;

- Are constructed to the council's approved standard;

- Connect to an existing public maintainable highway;
- Pay commuted sums to provide for ongoing maintenance; and
- Serve either six or more residential curtilages or equivalent or otherwise have wider public utility.

1.5 Utilities and services.

1.5.1 Routing of key utilities. All services should be routed underground where possible. Electricity, water, gas, telecommunications and cable TV services should be accommodated in a 2m-wide strip under a pavement/service margin and should not be placed under verges and other land reserved for trees and planting. Substations and other above-ground service infrastructure should be carefully placed so as not to obstruct streets and footpaths.

1.5.2 Maintenance considerations. We include three options for how to group services well.

- Grouping of services under footpaths. This ensures that carriageways are not dug up, which can lead to congestion. However, safe rerouting of pedestrians should be provided.
- Grouping of services under carriageways. This ensures that the footpath is not blocked during maintenance. However continuous cycle thoroughfare should be provided. [*SCC Policy decision*]
- Rear servicing. This ensures disruption to pedestrians, cyclists and vehicles is minimised. However, it will not work for all street typologies.

1.5.3 Refuse collection and servicing.

- While refuse collection is managed by the borough and district authorities, street design should take this service into account. Refuse collection should not dictate the design of a street but should be integrated as part of the servicing plan.
- Waste collection vehicles generally require a minimum street width of 5 metres, however more substantive narrowing for traffic calming purposes will be acceptable over short distances. In lightly trafficked areas, carriageways can be narrowed over short lengths. The minimum width permitted (2.75m) will still allow for a waste collection vehicle to pass.
- Access should be within reasonable walking distance of a collection point. Communal refuse disposal points are strongly encouraged for more efficient collection.

- By restricting cul-de-sacs there should be less need for large reversing distances. Where cul-de-sacs exist improved vehicle visibility and marshalling regulations should allow for reversing of refuse vehicles to reduce need for turning heads at the end of roads.

1.6 Character.

1.6.1 Local context. The design of streets should be influenced by existing elements which are valued by the local community. This can include public spaces, terminating vistas towards landmark buildings or varying street widths. Determining these elements may require a character study, site visits, street design documentation and engagement with the local community. However, in time there may also be a design code in place which will provide necessary detail.

Local context influencing design and material choices

1.6.2 Street types overview table. The first three columns of this table have been populated to demonstrate the level of detail that will be included in the final guide.

	Street types						
Street design elements	**Primary streets**	**High streets (without traffic)**	**High streets (with traffic)**	**Secondary streets**	**Local streets**	**Mews/back streets**	**Lanes**
Carriageway	Depending on the context, this might include multiple lanes, dedicated bus or transit space, turning spaces	A level surface with high quality paving material. Some visual indication of vehicle pathway may be included for servicing	Typically, one lane in either direction with tarmac, but may include different paving materials locally as gateway features and to increase the sense of place	To be filled			
Pavement	Likely to be 3m wide, incorporating a variety of features and uses, such as public transport stops, trees and planting	See above	Likely to be wide, incorporating features and uses, such as public transport stops, trees and planting, and seating, for both public and business use (e.g. outdoor space for cafes and restaurants)				
Traffic calming		Street furniture such as seating, trees and material choices may be used to reduce	Carriageway may be visually narrowed using parking bays and contrasting material				

		speed of service vehicles and cycles	choices, street trees to reduce forward visibility and raised tables at crossings				
Junction geometry	Corner radii appropriate for large vehicles, such as buses	N/A	Corner radii appropriate for large vehicles at low speeds				
Street furniture and trees		Benches, trees and planting might be included, subject to pedestrian density and comfort	Wide variety of street furniture such as trees, seating and planting				
Cycle provisions	Likely to require separated cycle tracks	No specific provision. Cycling should usually be permitted, to ensure access to services, but through route use should be discouraged by providing safe and convenient space elsewhere in network	Separate cycling provision may be required depending on traffic volumes and speeds, and the street's position within the cycling network				
Parking provision	Parking unlikely to be appropriate	Usually none or limited blue badge spaces	Parking likely to be included on street, in dedicated bays, broken up by trees, buildouts and				

The National Model Design Code street types and their associated definitions have been used in this guidance

Section 2: Carriageway and junction design

2.1 Carriageway vision. The design of carriageways should aim to move people safely, happily and healthily and minimise the negative impact of motor vehicles in Surrey. The aim should be to move *people* efficiently, not just vehicles. Carriageway design should seek to reduce carbon emissions and limit air and noise pollution.

Carriageways can be re-imagined as places for people

2.2 Continuous pavements (often called continuous footways, Copenhagen or blended crossings) and raised tables.

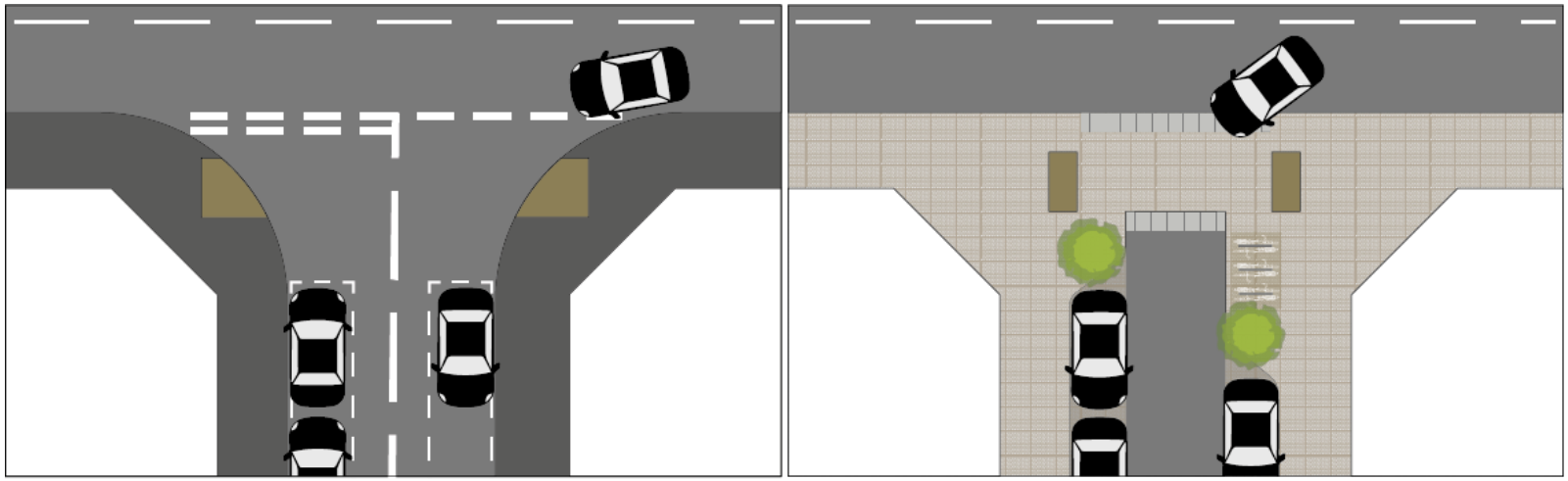
2.2.1 Continuous pavements are extensions of the pedestrian space at a point of street intersection. They have numerous benefits, including:

- Providing a clear visual and tactile indication that pedestrians have priority as they cross;
- Reducing vehicle approach and turning speeds; and
- Providing a gateway feature to indicate the transition from a primary or secondary street to a local street, signalling the need for road users to behave differently in the new environment.

2.2.2 Design considerations. These crossings should be at least as wide as the rest of the pavement, but consideration should be given to widening (approximately 5m) at the junction to provide space for vehicles to wait at pavement level as they give way. They should use the same surface material and colour, with any road markings also continuing across the primary street. If the existing pavement comprises tarmac in the same colour as the carriageway, a contrasting pavement material should be used for a short section to provide visual continuity.

2.2.3 The crossing should include a ramp up to the existing level of the pavement, with dedicated kerbs now available in the UK to facilitate this. It might be also appropriate to narrow the carriageway of the local street to further reduce vehicle speeds, and/or include traffic management features to reduce vehicle movements.

2.2.4 Continuous pavements may be used in conjunction with continuous cycle tracks.



Typical existing side road treatment

New side road treatment with
continuous footway and enhanced public realm

2.2.5 Raised tables are raised crossing points along a street which also serve as a traffic calming measure. They can be used either mid-link or as a raised plateau at junctions. They must be level with the pavement.

Raised table crossings should be used across pedestrian desire lines, such as crossing between shops and services or street intersections. Approach ramps should be sinusoidal as they are more comfortable for cyclists.

Raised plateau at junction slowing traffic and providing level crossing for pedestrians

Design considerations. As with continuous pavements, raised tables should attempt to match the width and material of the pavement to provide a clear indication that it is an extension of pedestrian space. Approach ramps should be sinusoidal as they are more comfortable for people cycling.

Raised tables should be constructed with kerb extensions, reducing the carriageway width and further helping to reduce speed and crossing distance.

2.3 Carriageway widths and tracking (swept path analysis).

2.3.1 Wide carriageways encourage faster speeds and consume large amounts of land and resources. We should create carriageways no wider than is essential. Factors that affect the width of a carriageway include volume of vehicular traffic, informal on-street parking, speed limit, demarcation with pavement and the curvature of the street.

2.3.2 Designs should be encouraged to vary carriageway widths in local and tertiary streets, in particular where a rural character is desired. This also allows for less formal opportunity parking and allows the street layout to respond to the nature of the built form.

2.3.3 Lightly trafficked two-way streets should have a minimum carriageway width of 4.8m – 5.5m. If on-street parking or loading is provided, this should be included in designated bays adjacent to the carriageway. To provide a clear distinction between parking and the carriageway, whilst reducing visual clutter, parking bays should use a similar material and colour palette to the pavement. In secondary, local and tertiary streets it is acceptable to have larger vehicles taking up more than one lane.

2.3.4 Tracking (swept path analysis). Swept path analysis, or tracking, is used to determine the space required for various vehicles and is a key tool for designing carriageways for vehicular movement within the overall layout of the street.

2.3.5 Building layout must not be dictated by carriageway alignment. Carriageway alignment must be designed to fit around the building layout.

The built form should determine the carriageway design

2.3 Traffic calming.

2.3.4 Street design and features such as street trees, variable carriageway widths, reduced forward visibility, squares, greens and on street parking (so called side friction) that by design slow vehicles are preferable to speed humps for new development. Traffic calming interventions should be no more than 70m apart.

2.3.5 Trees should be planted between 8 and 15m apart. Tree branches and leaves should be at least 2.1m above the ground on the pavement; 5.1m above the carriageway and vehicle parking; and 2.3m above cycleways and shared use pavements, or anywhere cycling can be expected.

2.3.6 On street parking can contribute towards reducing vehicle speeds. It can be used on one or both sides of the street.

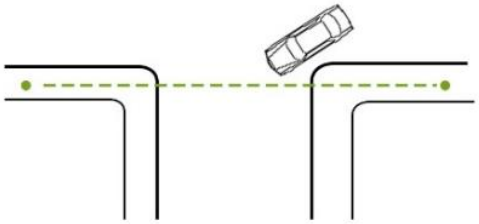
2.3.7 The position of buildings fronting onto the street can help to encourage slower speeds.

2.3.8 Vertical calming. New developments should use horizontal traffic calming as a first step in designing in slower speeds. Raised tables or raised plateaux at junctions or pedestrian crossings also provides traffic calming. In addition to providing barrier-free, level access and crossing points for people using wheelchairs, pram and mobility aids. Speed humps should only be used where other methods of traffic calming have been unsuccessful and should not be used in new developments. Any ramps should have a 'sinusoidal' profile (in the form of a sine curve) to ensure comfortable use of cycles and mobility aids.

2.4 20mph streets. All urban areas, residential streets, town or village centres and places with significant interaction between pedestrians, cycles and motor vehicles (such as schools and markets) must have a limit of 20mph and be designed accordingly. Traffic calming measures should be put in place encourage adherence to the maximum speed, including horizontal deflection, kerb extensions, reduced forward visibility, raised junctions, and trees. The use of level surfaces is also encouraged for local and tertiary streets with low traffic speeds and volumes. Department for Transport local government guidance, Circular 01/2013 places greater encouragement on the introduction of 20mph limits and zones in order to reduce speeds, improve safety and encourage a modal shift to walking and cycling. Surrey County Council's policy document, *Setting Local Speeds Limits*, provides further information on speed management for 20mph zones.

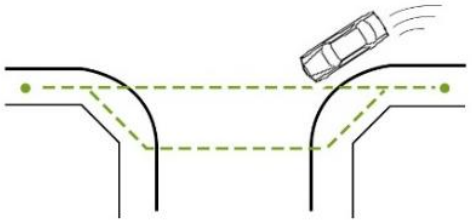
2.5 Junction geometry. Junction radii should be as small as possible to ensure that the pedestrian desire line is maintained and that vehicles turn slowly. Existing large junction radii can be reduced with kerb buildouts which can provide space for designated parking, planting and enhanced public realm. In all but primary streets it is acceptable to have large utility vehicles (bin lorries) taking up both lanes when turning.

Small radius (eg. 1 metre)

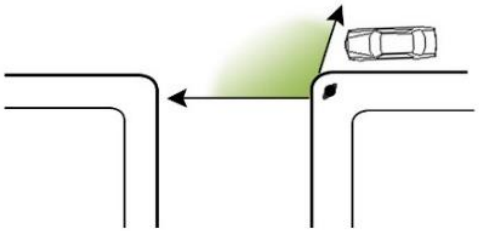


- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10 mph - 15 mph)

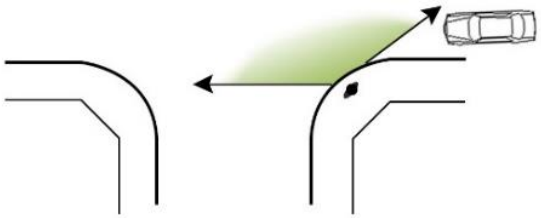
Large radius (eg. 7 metres)



- Pedestrian desire line deflected.
- Detour required to minimise crossing distance.
- Vehicles turn faster (20 mph - 30 mph)



- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because behicles turn slowly.



- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicle.

Reducing junction radii reduces vehicle speeds and improves pedestrian and cycle safety

Reduced kerb radii improves pedestrian crossing and provides additional space for greening. Image credit: @bobfromaccounts (Twitter)

2.6 Materials guidance

2.6.4 Criteria for paving materials

- Easy to maintain;
- Safe for purpose;
- Attractive and appropriate to the local character;

- Durable; and
- Permeable or linked to sustainable drainage.

2.6.5 Recommended paving materials:

- Natural stone, particularly in popular locations and suited for pedestrian areas;
- Concrete slabs and blocks in areas of low pedestrian traffic;
- York stone or similar high-quality stone paving in pedestrianised streets;
- Brick paving, good for pavements and more easily sourced locally; and
- Cobbles or setts, good for parking areas and channels. Setts provide a smoother more even surface and are likely to be more suitable for areas used by pedestrians.

2.6.6 Permeable paving vs. tarmac. While tarmac is one of the cheapest available paving materials, it requires most maintenance and upkeep costs in the long term, making it a less economical option. Moreover, tarmac can exacerbate surface water run-off and have a greater impact on drainage; contributes to heat island effects, artificially raising temperatures in warm weather. Permeable paving such as brick and stone improves drainage and can be more easily removed and replaced to access and maintain utilities reducing their whole-life costs.

2.7 Pedestrian and cycle crossings.

- Zebra crossing. controlled crossing used to provide pedestrians with priority as they cross from one side of the street to the other. Marked with white parallel strips and yellow beacons. These can be used across the full width of the carriageway or in conjunction with refuge islands to enable crossing in two stages with shorter crossing distances.
- Parallel crossing. Zebra crossings that feature separate space for cycles alongside the pedestrian crossing, demarcated with 'elephant's footprints' markings.
- Puffin, Pedex and Pelican crossings. Signal-controlled crossings used to provide dedicated time for pedestrians to cross one side of the street to the other, often on wider streets with faster-moving traffic. This crossing is controlled through the use of traffic lights. On wider roads or at complex junctions, crossings often require two or more stages, which increases crossing times and reduces convenience for pedestrians. Crossings should therefore be as short and direct as possible.

- Toucan crossing, similar to other signal-controlled crossings, but allow for cycles to cross without dismounting, mixing with pedestrians in the same space. [add comment on timed not push button crossings]
- Signal-controlled cycle crossing, similar to Pedex and puffin crossings, but for cycles, usually to connect cycle tracks across an intersecting road. These can be used as standalone crossings or run parallel to pedestrian crossings.
- Scramble crossings, usually signal-controlled, located at intersections where pedestrians can cross in any direction, including diagonally.
- Informal crossings, sometimes known as 'courtesy crossings' are simple, uncontrolled, crossings at which pedestrians can cross when they feel comfortable but have no formal priority. These can be located on raised tables or have ramps to carriageway level and should have tactile paving to aid people with visual impairments.

2.8 Road markings. In general, road markings create unnecessary visual clutter on the road and can be intrusive, particularly in rural settings. Where possible, it is preferable to use different materials or horizontal elements to demarcate speed changes, parking zones and other streetscape elements. Centre line markings can be omitted from carriageways of 6.5m wide or less. The use of edge of carriageway markings can also help to create a rural feel, a less vehicle dominated environment, and perceived reduction in road width and thus vehicle speeds.

2.9 Accessibility considerations. Street design must comply with the Equality of Opportunity duty under the Equality Act 2010. Consideration must be given to those with mobility and sensory disabilities and those with differing life stage issues, as well as those with conditions such as dementia. This includes the use of accessibility elements such as dropped kerbs and level access at crossing points, etc. When choosing some street design features and that seek to reduce the dominance of motor vehicles, such as shared space, consideration must be given to ensuring this creates a fully inclusive environment. Engagement and co-design with community and stakeholder groups will be essential to ensuring an inclusive approach.

2.10 Safety considerations for streets with high vehicle volumes/speeds. Busy roads can lead to traffic incidents when the street design does not adequately take into account the safety of pedestrians, cyclists and even other motorists. These points must be kept in mind:

- Pavements should have an absolute minimum of 3m on primary roads to prevent crowding and overspill onto the carriageway, but this is likely to be wider subject to pedestrian footfall and comfort levels.
- Buffers such as trees and plantings between the pavement and carriageway are encouraged.
- Safe and convenient pedestrian crossings with nearby traffic calming are strongly encouraged
- Cycle provision must be segregated on roads with high speeds and/or volumes.

- Avoid one-way streets where possible.

Section 3: Pedestrian and pavement design

3.1 Pedestrian vision and strategy – Pedestrians are at the top of the hierarchy of movement, and therefore the design of pavements, pedestrian paths and spaces take precedence over other street design elements. Pedestrian paths must be well connected to homes, local services and recreational uses readily accessible to all residents and should be and feel safe and easy to navigate.

3.2 Pavement design

3.2.1 Widths. Minimum width of 2m to allow for movement, with wider pavements in places where there is significant pedestrian footfall, such as town centres, and where there is additional street furniture. There is no maximum pavement width.

3.2.2 Materials. Strong, durable, permeable and high-quality materials where possible, including stone, granite and brick paving. Tarmac should be avoided.

3.2.3 Continuous level surface pavements and streets. There are three main types of level surface streets:

- Pedestrian priority streets with no defined carriageway with pedestrian priority
- Residential level surface. A defined carriageway without formal pavements in residential stress serving up to 10 homes.
- Informal streets. A defined carriageway and pavement but with low or flush kerbs

Street improvements that maintain many familiar features, but creates a people first environment

3.2.4 Design considerations – Level surface paving should seek to create:

- Inclusive environments;

- Easy movement;
- Places that are safe and healthy;
- Beautiful and attractive places;
- Flexibility;
- Economic benefit; and
- Sustainable drainage.

Section 4: Trees, sustainable drainage and street furniture

Surrey's vision for a new tree strategy. "By 2030, Surrey will benefit from 1.2 million new trees, with the right trees planted in the right place, including both urban and rural locations, and supported to grow to maturity."

4.1 Planting and maintaining street trees and ground planting

4.1.1 The type of street trees selected should be native or appropriate to the area and should contain positive properties such as pollution absorption and shading. Surrey County Council's Tree Strategy provides further guidance on suitable tree types for different contexts. These include

Small height (5-12m). Requires 10m³ to grow		
Latin name	*Common name*	*Description*
Prunus Royal Burgundy	Royal Burgundy	Purple leaves
Acer campestre var Elegant	Field Maple	Autumn colour
Liqustrum lucidum variegata	Chinese Privet	Evergreen
Corylus Colurna	Turkish Haze	Large green leaves or red leave

:

Medium height (12-7m). Requires 20m³ and a minimum width of 2m to grow		
Latin name	*Common name*	*Description*
Gleditsa tricanthos Variance: *Subnurst; Ruby Lace*	Honey locus	Yellow leaves
Koelreuteria paniculara	Pride of India	Flowers
Pyrus calleryana chanticleer	Ornamental pear	Autumn colour

Large height (17m+), Requires 30m³ and minimum width of 3m to grow		
Latin name	*Common name*	*Description*
Fagus sylvatica	Beech	Foliage native
Acer psedoplantanus varieties	Sycamore	Drought tolerant
Ginko biloba	Ginko	Pollution tolerant

4.1.2 Tree planting considerations

- Street trees should be planted 8m – 16m apart and should ideally have root barriers so that they don't affect the foundations of nearby buildings. Adequate space should be given for the tree to grow with a suitably sized tree pit.
- Trees should be planted within kerb extensions or where a 2m wide clear pavement width can be maintained. This can also be used to calm traffic on faster roads.

4.1.3 Tree maintenance

Successful new tree planting relies on an integrated approach to careful design, nursery production and planting site management. Surrey County Council's Tree Strategy provides information about the Authority's approach to tree maintenance. Additional information on best practice for new tree maintenance can be found at the Woodland Trust

4.1.4 Shrub and ground cover planting.

Planting within roadside verges and pavements may be achieved where the deep rooting of trees may not be possible. Research from the University of Surrey has shown that planting can also aid air quality by intercepting vehicle particulate emissions.

4.1.5 Planters. These are useful in places where it is difficult to plant a tree, particularly in dense built-up areas with little green space. They should be made out of good quality material that reflects the local character – wood is particularly encouraged – and should be large enough to allow for the growth of the tree or shrub. Planters can also be used as an attractive way to close off a street to traffic, in place of bollards. However, planters also require frequent maintenance and irrigation, and so should be used sparingly.

Planters can be used to trial new highway layouts and as additions to high quality public realm. Image credits. Left: Sustrans. Right: Street-design.com

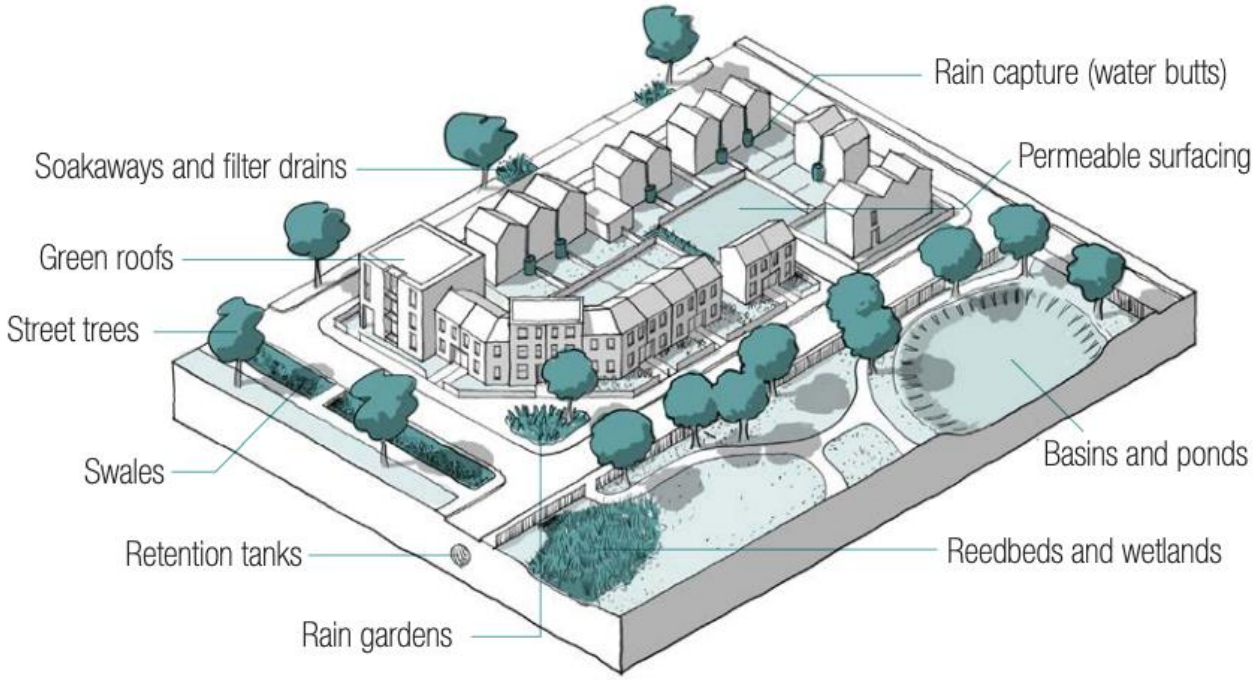
4.2 Sustainable drainage (SuDS)

SuDS are more sustainable than conventional drainage methods. The types of sustainable drainage (SuDS) that should be considered are;

- Green surfaces for street furniture (e.g bus stops);
- Permeable paving;
- Rainwater harvesting (rain gardens);
- Swales, ditches and verges;
- Soakaways;
- Ponds; and
- Wetlands.

4.2.1 Location of SuDS. They should be integrated organically and attractively with the, such as in the form of public spaces or linear parks. SuDS should be integral parts of the streetscape, not hidden away on the edges of developments.

4.2.2 Design and adoption considerations. The design of SuDS in a given area must comply with a drainage plan, which should be carried early out in the planning process. The adopting authority of a SuDS should also be established in the planning process or early in the detailed design stages agreeing any maintenance responsibilities and commuted sums.



Some of the variety of forms and features of SuDS (NMDC)

4.2.3 Maintenance. As SuDS are often on or near the surface, their maintenance can often be managed through landscaping plans. This includes grass cutting, inspections of inlets and outlets, silt control and erosion repairs. (Reference to be made to the greater complexities of Permeable Paving, retention tanking etc which is needed in more urban/denser locations without the greenery).

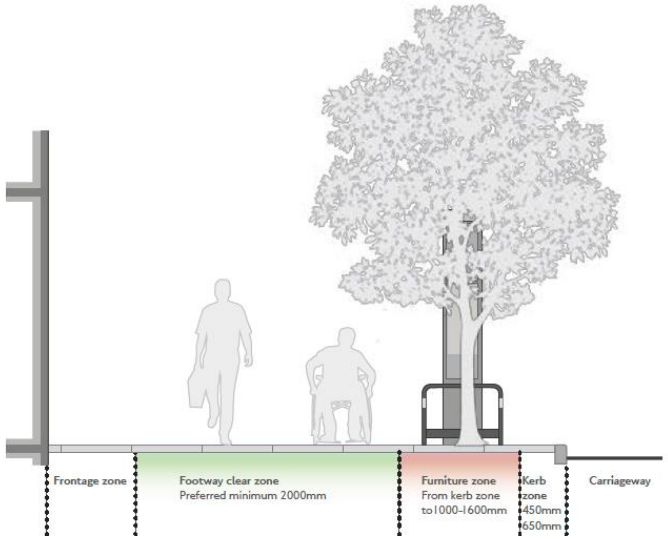
4.3 Street furniture, lighting and signage

4.3.1 Streetlight design considerations:

- Placement. All streets with movement of people should have appropriate street lighting. Street lights should be placed close to buildings and leave a minimum of 2m of pavement clear. In residential streets, streetlights should be fixed onto buildings to prevent street clutter. Pedestrian and cycle only routes must be lit to encourage safe sustainable transport modes at all times of year and reduce crime and the fear of crime.
- Colour. The colour temperature for lighting should be 3000K or under for high traffic areas and between 2200K – 2700K for low traffic and pedestrian areas. [*SCC policy decision*] Anti-glare shields should be fitted to prevent harsh glare.
- Ecology: Ecological considerations are required to ensure urban lighting has no adverse impacts on nature and wildlife.

4.3.2 Signage – Street signs must only be used when necessary and should be attached to buildings or existing structures to reduce street clutter.

4.3.3 Street furniture. Must enhance the public realm without cluttering the street, should be in character with the locally popular qualities of the area and should be durable and easy to clean and maintain. Benches should not be placed with their backs to busy roads and should be placed on the edges of public spaces.



Street furniture should be uncluttered, reflect the character of the area and add to enjoyment of a space

4.3.4 Types of street furniture – Benches and seating, bins, cycle stands, bollards (used sparingly) and post boxes. Consideration should given to durability, particularly posts and bollards which may be used to deflect or prevent vehicles access.

4.4 Electric Vehicle (EV) charging

4.4.1 There are two main types of charging equipment

4.4.2 EV design considerations and placement. For new housing developments with garages and off-street parking, each dwelling should have a fast chargepoint. For developments with on street parking, 25% of unallocated parking bays should have an active chargepoint. [*SCC policy decision*]

4.4.3 EV charging placement. Chargers should be incorporated into existing street lighting or through kerb buildouts, and must be in accordance with Electric Vehicle Strategy - Surrey County Council (surreycc.gov.uk). EV chargers must not reduce pavement width below 2m.

Type of chargepoint	*Typical power output*	*Typical charging time*	*Typical application*
Fast	7-22kW	2-4 hours	Retail, leisure, public
Rapid	>22kW	30-45 minutes	Public, fleet, strategic highway network

Section 5: Parking strategies

5.1 Parking vision and strategy. Developments should not be designed around the car but rather around people. Parking should be integrated in a way where it does overly dominate the streetscape. Developments should use a mix of different parking types depending on the needs of residents and landscape constraints.

5.2 On street and opportunity parking

5.2.1 Opportunity parking provides space to park vehicles within the carriageway by using varying street widths and taking advantage of leftover space. It is not allocated to individuals or groups but can be used informally by anyone.

5.2.2 Parking space dimensions – 2.5m x 4.8m for curtilage parking (with a 3m width for disabled parking), 2m x 5m for on-street parking (2.7m x 6.6m for disabled parking)

5.2.3 Types of on street or opportunity parking:

- On-street parking. The most flexible and land-efficient parking strategy that is usually well-overlooked. Parking should be provided in designated bays. It should be broken up into groups of no more than five spaces, separated by kerb build-outs incorporating trees, planting, SuDS, bike parking and pedestrian crossings. Care must be taken to avoid road safety issues and to minimize the visual dominance of the cars (e.g. with street trees). On street parking should be provided parallel to the road to ensure streets are not excessively wide and dominated by vehicles. For areas with high minimum parking standards 30 and 45 degrees spaces can be used.

- Peripheral parking (car barns). Off-street communal parking located at the periphery of a development. This parking is usually a more efficient use of land, leads to lower car use and allows more walkable street patterns and widths to be used in a development. Provision for loading and unloading should be possible in front of individual properties. This method of parking can be particularly useful for second and third parking spaces for individual properties and visitor spaces. It is also recommended for car club storage and EV charging.

5.3 Off-street parking

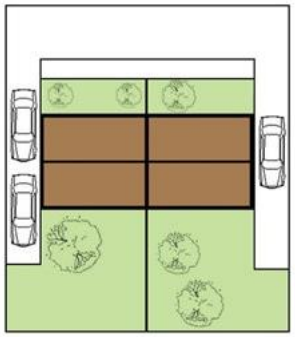
5.3.1 Curtilage parking. Located to the side of each house. Curtilage parking should be end to end if 2 spaces are provided to ensure large gaps between buildings do not break up the building line. Curtilage parking placement should seek to ensure the street scene is not visually dominated by vehicles and that vehicles do not end up anywhere near the pavement.

5.3.2 Mews (courtyard) parking. This type of parking is ideal when courtyard style parking is being utilised. Courtyard parking is not recommended due to space inefficiency however when used the following rules should be followed. There should be no more than 12 vehicles parked in an individual courtyard. There should be buildings fronting onto the mews/courtyard parking so it becomes a street not a left behind place.

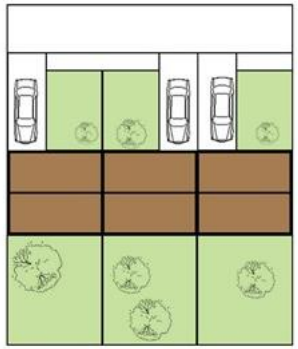
5.3.3 Garages. These should not directly face the street and ideally be placed in rear courtyards or mews style parking.

5.3.4 Front driveways. Located on the front garden of each house. This parking should be used only if absolutely necessary.

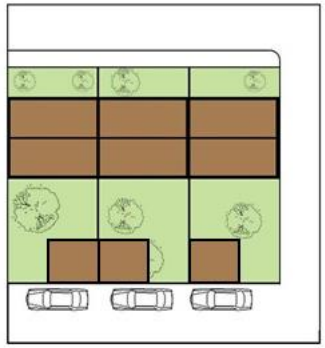
5.3.5 All off-street parking, including private garages [*SCC policy decision*], contributes to overall parking provision.



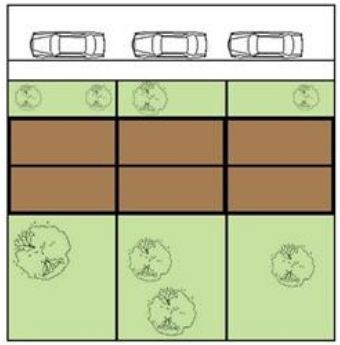
Curtilage parking



Front driveway



Mews parking



On-street parking

Section 6: Cycle facilities (Differentiate between new communities and existing suburbs/towns)

6.1 Cycling vision and strategy – Cyclists follow pedestrians on the hierarchy of user movement, and the integration of cycle infrastructure is a crucial element of street design. Cycleways should be safe and easy to use, and should be well-connected to surrounding services. They should also be linked to both pedestrian paths and public transport to ease the transition from cycling to other forms of transport.

6.2 Principles of good cycle infrastructure:

- Coherent
- Direct
- Safe
- Comfortable
- Attractive

6.3 Cycle infrastructure should be planned and allow people to reach their daily destinations easily along direct routes. Provision of safe attractive and comfortable cycle lanes along main roads are crucial to creating a coherent network.

6.3.1 Type of cycle provision

- Fully kerbed cycle track. Protected from motor traffic by a full-height kerb, preferably with some buffer space between the cycle track and carriageway;
- Motor traffic free cycle path. These include routes on disused railway lines, through parks and public open space, on canal and riverside towpaths, and public rights of way. Where cycle and/or pedestrian volumes are sufficiently high, separation may be required.
- Stepped cycle track. Set below pavement level, typically protected from the carriageway by a lower height kerb and usually directly next to it;
- Light segregation describes the use of intermittent physical features placed along the inside edge of a mandatory cycle lane to provide additional protection from motor traffic. This can give a greater perception of safety, which is important in encouraging people to cycle.
- Cycle lanes are areas of the carriageway reserved for the use of pedal cycles. These are demarcated by solid or dashed white lines.
- Mixed streets make up most of our street network and allow for cycling and motor vehicles to use the same carriageway space. These are mostly residential and should have sufficiently low traffic volumes and speeds.

- Shared space is the integration of all modes onto one street level street. Rather than demarcating space, shared spaces can be used by people walking, cycling and motor vehicles. These should have very low motor traffic levels and speeds and will require engagement with local community and stakeholder groups.

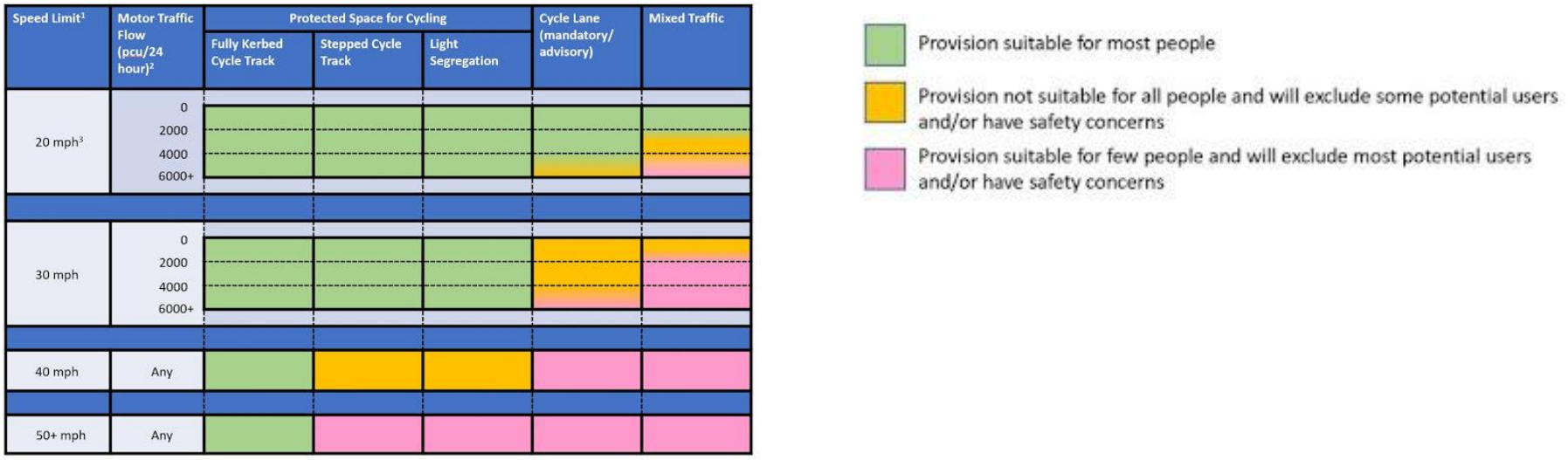
Inclusive cycle infrastructure separated from busy road. Image credit: Will Norman, TfL

6.3.2 When to use different types of cycle provision. The design of Surrey's streets is crucial to enable people to cycle and walk safely and comfortably. How this influences the design will vary according to the use and function of the street and its position within the street hierarchy.

It is likely that all new primary streets will require protected space for cycling, with some secondary streets requiring some form of cycle provision. Local streets should have sufficiently low traffic volumes and speeds to enable inclusive mixing. These will however depend on the local context and the streets' function within the wider network.

The following table from LTN 1/20 summarises what cycle infrastructure features are likely to be appropriate for different road conditions.

6.3.3 Design considerations. Cycle routes should be smooth, accessible and direct without extreme level-changes and without the need for cyclists to dismount.



Appropriate cycle infrastructure by traffic speed and volume (LTN 1/20)

Table 5-2: Cycle lane and track widths

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Dimension guidance from LTN1/20

6.4 Cycle storage

6.4.1 Types of cycle storage

- At home cycle parking. Individual parking provisions for homes either within inside storage or shared rooms or as a separate bike shelter. The shelter should be secure and protected from rain

- Shared cycle parking. Communal parking provision. This type of parking is more efficient in terms of space use, and the number of facilities depends on the number of bikes anticipated in a given area. Provision should also be made for visitors. This type of storage must be safe, secure and easily accessible.

6.4.2 Appropriate types of public cycle parking

- Cycle racks
- Cycle garages (often within a building)
- Cycle stands

Public or semi-public cycle parking on the carriageway keeps pavements free for pedestrians

6.4.3 Design considerations. Shelters should be attractive, and consistent with the building line if street facing.

Section 7: Integrating public transport

7.1 Integrating public transport within developments – Public transport is appropriate for all scales of developments.

7.1.1 Bus route design. In urban areas, carriageways with dedicated bus routes should be wide enough to accommodate buses, with a minimum width of 6.5m, or 6.2 where a 20mph speed is applied. It should be noted that lane widths of 3.2-3.9 metres are not suitable for safe sharing with cycles, and therefore separate cycle facilities are likely to be needed. Where possible, buses should be given a dedicated lane and priority access. Full-size buses require a 26m turning circle.

7.1.2 Bus stops. In places of high activities, bus stops should provide shelter for people to protect them from the climate and provide seating. They should be safe and comfortable to use, face towards the carriageway and easily accessible.

7.1.3 Guidance on linking walking, cycling and transport interchanges. Where possible, public transport should be connected to walking and cycling paths to allow for transitions in different modes of movement.

Section 8: Connectivity (new streets only)

8.1 How to successfully integrate new developments with surrounding streets. New developments can be integrated to existing streets by 'plugging in' to the street hierarchy. New developments should have a clear hierarchy of local distributor roads, feeder roads, link roads and access roads. Developments with single entry points should be avoided where possible.

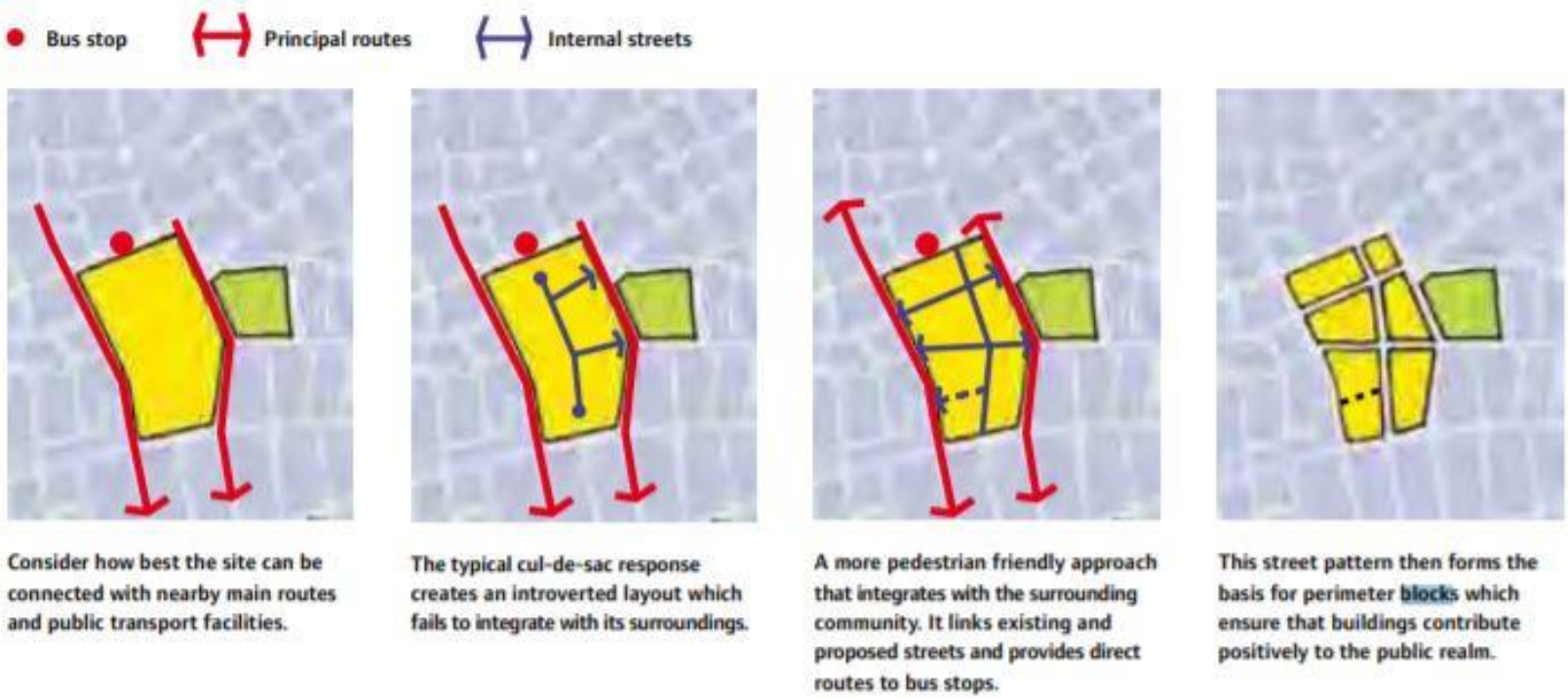
8.2 How to create a heart within developments. Town, village or local centres should create a place where people have a reason to visit, gather and come together. There are many ways of doing this, with and without a mixture of uses, depending on the development's size

8.2.1 A middle that you design through connections, 'gentle density' with modest and well-enclosed public spaces, squares, and village greens.

8.2.2 A middle that also has flexible, non-commercial non-residential uses.

8.2.3 A middle by use as well as by design. Where it is possible however, centres should always seek to offer a corner shop, a post office, and a café.

8.3 Guidance on principles on block patterns, permeable streets, filtered streets – New developments should have clear block patterns, with homes having clear backs and fronts. This creates clear frontages onto the streets and makes their navigation easier, as well as giving the area a more distinct character.



Integrating new developments into the existing urban fabric is essential (credit: Urban Design Compendium)

Section 9: Governance

9.1 CIL/S106 funding. Both Section 106 (S106) and the Community Infrastructure Levy (CIL) are important sources of funding to improve infrastructure in a given area. It can be used to improve roads, pavements, open spaces, SuDS and public transport infrastructure. How these funds are spent should be decided in partnership with the local community.

9.2 Beyond the red line. When designing new developments, it is crucial to think 'beyond the red line' of a given plot of land and understand how the development will work with its surroundings. This will ensure that new developments do not negatively affect their surroundings through issues such as

increased traffic or an increased pressure on services. Thinking beyond the red lines requires understanding how places come together, from the level of the street, the block, the village, town and region.

9.3 A developers' forum (bringing landowners together). Bringing together landowners in a given area to coordinate for development has generally been a successful process to ensure that new developments are linked coherently and take on a similar character. It also allows for continuity of work, and it is a good tool to resolve any issues that come up.

9.4 A community trust can be a permanent means of funding and managing the revenue costs of the essential elements that make much of this design guidance happen. On larger sites, developers can endow an income generating asset (for example a quantity of residential homes for rent on the private market) that generates permanent income to fund management companies, upkeep of communal areas, bus subsidies, travel planning resources to name a few.

* * *

CREATE Streets

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SURREY COUNTY COUNCIL

CABINET

DATE:	**27 APRIL 2021**
REPORT OF CABINET MEMBER:	**MRS NATALIE BRAMHALL, CABINET MEMBER FOR ENVIRONMENT AND CLIMATE CHANGE**
LEAD OFFICER:	**KATIE STEWART – EXECUTIVE DIRECTOR OF ENVIRONMENT, TRANSPORT AND INFRASTRUCTURE**
SUBJECT:	**ACQUISITION OF LAND IN SUPPORT OF THE RIVER THAMES SCHEME**
ORGANISATION STRATEGY PRIORITY AREA:	**GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT/ ENABLING A GREENER FUTURE**

Purpose of the Report:

This report is asking Cabinet for approval to acquire freehold lands off Chertsey Road in Spelthorne, as described in Part 2 of this paper, for the purposes of the River Thames Scheme which is being jointly promoted by the Environment Agency and Surrey County Council. This purchase will safeguard the land required for construction of a length of the proposed flood channel and provide additional land to support habitat creation in accordance with the Council's wider green agenda.

Recommendations:

It is recommended that Cabinet:

1. Approve the freehold purchase of land off Chertsey Road, Shepperton, as outlined in the Part 2 of this paper for the purposes of the River Thames Scheme.

Reason for Recommendations:

The decision recommended by this report will contribute to enabling the Council, in partnership with the Environment Agency, to progress the River Thames Scheme – a major infrastructure project that will reduce the risk of flooding from the Thames for communities in Runnymede and Spelthorne. It will achieve this through the construction of two new channel sections to divert water away from the Thames and additional capacity improvements to Sunbury, Molesey and Teddington weirs.

To construct the channel sections, it will be necessary to purchase land and to formalise agreements with third party landowners.

A forward purchase of land, in advance of submission of a Development Consent Order (DCO) application provides the opportunity for Surrey County Council and the Environment Agency to obtain land through agreement for the scheme. Forward purchasing also averts the risk of land disposal by current landowners possibly into small parcels that would make future purchase potentially more complex and expensive.

In addition, the purchase of this land provides an opportunity to provide green infrastructure for the enjoyment of residents in Spelthorne, which is underserved by the Council's

Countryside Estate which provides 10,000 acres of high-quality landscape and recreational space across the county but in Spelthorne, is limited to Sheepwalk Lake. The area known as Chertsey Meads on the opposite side of the river, complements the site linked on both sides to the Thames Path, a 184 mile long national walking trail, which provides an opportunity for a circular route within the site and an additional attraction for visitors to explore along the river.

Since the landscape quality of the site is currently low, there is a high net biodiversity value to be gained from managing the site to maximise value delivered by new wetland, woodland and grasslands.

Approving the purchase of the land will allow Surrey County Council to support both the River Thames Scheme project and the Greener Futures priority objective.

Executive Summary:

Background

1. In October 2019, Surrey County Council Cabinet approved investing £270m in delivering the objectives of the Surrey Local Flood Risk Management Strategy. This investment included a financial contribution of £237m to the River Thames Scheme (RTS) which is being developed and delivered in partnership with the Environment Agency.

2. The Council has been working closely with the Environment Agency over the last year to further develop the RTS and the governance arrangements for the delivery of the scheme.

3. In addition to the flood risk benefits, the scheme provides an excellent opportunity to create a range of socio-economic and environmental benefits for the area, such as generating new areas of river environment with opportunities for public access to riverside and water-based recreation such as canoeing and sailing, together with new habitats for ecology.

4. Following the Council's declaration of a Climate Emergency in July 2019, the Council has committed to mitigating carbon emissions to becoming a net zero carbon county by 2050. The science behind the emissions reduction pathway to 2050, which underpins our Climate Change Strategy (2020), shows that even with a full range of potential mitigation actions, the county will still need to offset around 5% of our emissions to reach net zero. Indeed, one of the primary opportunities for offsetting emissions is through providing vegetation to draw in, or sequester, and thereby offset carbon dioxide from the atmosphere. This potential contribution to offsetting carbon emissions was a driver for our target of planting 1.2 million trees over the next decade.

5. The RTS, being a Nationally Significant Infrastructure Project (NSIP), therefore presents an opportunity to purchase land that can not only be used to facilitate flood defences but enable planting of trees and promotion of wider habitat enhancements whilst creating accessible green spaces for Surrey residents and visitors.

Business Case

6. The proposed route of the two flood diversion channels through agricultural land, lakes and commercial property including old mineral and landfill sites. It will be necessary to acquire rights, or freehold interests, through which the channel passes to construct and deliver the project.

7. The Environment Agency only hold land that is necessary to undertake their operational role in accordance with its statutory functions and obligations.

8. There are circumstances where the Environment Agency or Surrey County Council may be required to purchase land：

    - Where owning land can be the most efficient way of safeguarding the access requirements for operations and maintenance;

    - Where owning land can be the most efficient way of safeguarding the access requirements for operations and maintenance； and/or

    - Where purchase can prove to be the most cost-effective way of compensating a landowner whose use of the land has been blighted by the proposed works.

9. With this in mind, the Environment Agency and Surrey County Council have been offered by a freeholder the opportunity to purchase a parcel of land required for the scheme. The detail of the land and the proposed purchase price is set out in the accompanying Part 2 paper.

10. The purchase of the land by Surrey County Council will allow delivery of the flood channel and provide direct vehicular access from the Chertsey Road for ongoing operations and maintenance of the channel.

11. The purchase of land outside of the footprint of the flood channel will allow for the creation of new and improved habitat as mitigation of associated development of the RTS project. Habitat creation on this site could include the planting of trees, will promote biodiversity, increase recreational opportunity, increase carbon sequestration and contribute to cleaner air for Surrey.

Land Purchase Options

12. There are several options available to acquiring the land in question – including acquiring the land ahead of the full design of the project being complete or waiting to do so after the design is complete. For the former, the Council would effectively purchase the site on the open market, whilst in the case of the latter it would require a Compulsory Purchase Order (CPO) to acquire the land. The options are considered below.

Option 1 Forward Purchase the land holding on the open market to support the construction of the river channel and green agenda.

13. A forward purchase de-risks the scheme as it
    - avoids the land being disposed of to another buyer, or in small parcels by the current landowner.
    - avoids objections from parties with a land interest as the party after disposal no longer has a land interest affected by the scheme.
    - avoids the possibility that wider sets of accommodation works are sought to service land to the west of the channel
    - minimises the risks attached to alternate CPO or Blight Notice activities,

Option 2 CPO the entire site to support the construction of the river channel and green agenda.

14. Delaying a purchase until final design does create certainty but increases risk to the scheme of a landowner objecting to the DCO and/ or disposing of the site in whole or small parcels. Securing land under a CPO, and then having to negotiate a land acquisition triggered by a Blight Notice adds cost and risk to such a scheme

15. It may not be possible to justify a CPO of wider lands beyond the flood channel in the Development Consent Order. The approach for the RTS is to seek only land that can be acquired through agreement for environmental enhancement.

Option 3 CPO the footprint of the river channel only

16. As above, delaying purchase until final design creates certainty as to land requirements, however this creates risk of the landowner objecting to the DCO and seeking diminution of value for remaining 68 acres via a Blight Notice.

17. The remaining 68 acres would have a lower value as access to the site is only possible off Dockett Eddy Lane due to the flood channel severing the lands from the existing main access of the Chertsey Road.

18. This option does not provide immediate control of additional lands that can be optimised to support habitat creation/green agenda.

Consultation:

19. The details of the Cabinet Paper and its recommendation to proceed with Option 1 Forward Purchase the land holding on the open market to support the construction of the river channel and green agenda have been presented to Infrastructure Board (18th March 2021), Capital Programme Panel (CPP) on 24th March 2021 in line with the Council's internal governance for Capital expenditure and to Cllr Natalie Bramhall and have been met with support.

20. The divisional member, Mr Richard Walsh, has been consulted on the plans and supports the proposal.

Risk Management and Implications:

21. Risks associated with the forward purchase of the land holding and how they are mitigated are considered below.

Key Risks and Mitigation Summary			
	Risk Description	**RAG**	**Mitigation Action/Strategy**
1	RTS scheme does not proceed, or route is altered.		The Land can still be used to promote SCC Green agenda
2	Access to the residual 68 acres of land not required for the flood channel is compromised by loss of		New access off Dockett Eddy Lane to be constructed as part of the flood alleviation works..

	access from Chertsey Road by the construction of the flood channel		
3	Contamination from former waste and landfill requires clean-up work.		Professional team to be appointed to carry of survey of the site to ensure no extraordinary control measures required, or to reflect cost in reduced purchase price.
4	Reputational damage if once approved the land purchase and flood relief works do not proceed in a timely manner		Clear and precise project plan incl. key dates and deliverables, continual engagement with partners, member and services.
5	Change in laws, e.g., additional measures to deal with waste.		Project team & stakeholders to keep up to date on all legal matters and forward plan.
6	Failure to complete purchase		Vendors to be regularly updated and ensure legal processes are expedited

Financial and Value for Money Implications:

22. Details of cost and financial implications are included in the accompanying Part 2 paper.

23. As the land is required for the delivery of the RTS, the capital cost will be met from the Surrey County Council's approved contribution to the scheme.

24. An application to the Governments Natural Environment Investment Readiness Fund is being prepared by officers for submission to the second round of funding to facilitate future investment in countryside sites and provide longer term funding for maintenance and ongoing improvements in nature recovery and recreational provision. The funding would be used to further improve this site beyond the improvements delivered by the RTS.

25. The site is of sufficient size and quality to become designated a Suitable Alternative Natural Green space (SANG) should planning regulations require one extending to this area of Surrey. This would facilitate the generation of revenue and longer term funding for maintenance of the site. There may also be opportunities to generate licensed income from recreational services such as catering.

Section 151 Officer Commentary:

26. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium term financial outlook beyond 2021/22 remains uncertain. The public health crisis has resulted in increased costs which may not be fully funded. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term. The

proposed purchase of land is part of the River Thames Scheme, the cost of which is reflected in the Council's approved capital programme and Medium-Term Financial Strategy. There is a risk that the River Thames Scheme might not proceed, or that changes to the scheme could mean the land is no longer required. In that case either the site would be disposed of, or a business case would be presented detailing alternative use and funding. As such, the Section 151 Officer supports the proposal.

Legal Implications – Monitoring Officer:

27. This paper sets out three options in respect of acquiring land to support the River Thames Scheme and implement flood defence works in order to reduce flood risk to communities served by the Council. The options presented in this paper are viable options for the Council to pursue.

28. In respect of the preferred option to forward purchase land to support the construction of a flood channel and green agenda, the Council is empowered by section 120 of the Local Government Act 1972 to acquire land for delivery of any of its functions or services.

29. As more information is made available as part of the usual due diligence process for acquisitions of land, further legal advice on site specific matters can be provided.

30. In taking a decision, Cabinet should have regard to its fiduciary duties to local residents in respect of utilising public monies and when considering this paper, Cabinet Members will want to satisfy themselves that any purchase and associated costs represents an appropriate use of the Council's resources.

Equalities and Diversity:

31. It is not anticipated that the acquisition of the site will have any impact on residents or staff with different protected characteristics. Further work will be required to fully understand any impacts once it has been agreed that the acquisition will go ahead.

Other Implications:

32. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	**Direct Implications:**
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Environmental sustainability	A full environmental assessment will be produced for the land as part of the Development Consent Order for the RTS.
Public Health	No significant implications arising from this report.

What Happens Next:

33. The Council's Solicitors will be instructed to progress legal documentation and due diligence whilst the professional team will undertake physical Due Diligence on the land, including ground surveys, to establish any liability.

34. Subject to confirmation that the acquisition has been approved, final terms agreed, and due diligence has been satisfactorily completed, the acquisition is being targeted to complete by 1 June 2021.

Report Author: Michael Tye BSc, MRICS, Technical Valuation Manager, 07970 411115

Consulted:

The following officer were consulted during the preparation of the Cabinet Paper:
Doug Hill (Strategic Network Resilience Manager)
Carolyn McKenzie (Director – Environment)
Lee Parker (Director – Infrastructure, Planning and Major Projects)
Katie McDonald (Countryside Commissioning Manager)
Katie Sargant (Environment Commissioning Group Manager)
Emma Goddard (Project Manager)
Zoe Chick (RTS Project Manager)

12

The details of the Cabinet Paper and its recommendation have been presented to Infrastructure Board (18th March 2021), Capital Programme Panel (CPP) (24th March 2021) and to Cllr Natalie Bramhall and have been met with support.

Annexes:

Part 2 report

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SURREY COUNTY COUNCIL

CABINET

DATE: **27 APRIL 2021**

REPORT OF CABINET MEMBER: **MRS BECKY RUSH, CABINET MEMBER FOR RESOURCES AND CORPORATE SUPPORT**

LEAD OFFICER: **LEIGH WHITEHOUSE, EXECUTIVE DIRECTOR RESOURCES (S151 OFFICER)**

SUBJECT: **2020/21 MONTH 11 (FEBRUARY) FINANCIAL REPORT**

ORGANISATION STRATEGY PRIORITY AREA: **GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT/ TACKLING HEALTH INEQUALITY/ENABLING A GREENER FUTURE/EMPOWERING COMMUNITIES**

Purpose of the Report:

This report provides details of the County Council's 2020/21 financial position as at Month 11 (M11) 28 February 2021 for revenue and capital budgets and the projected outlook for the financial year.

Key Messages – Revenue

- **As at February 2021 (M11); the Council is forecasting a full-year £3.3m underspend, an improvement of £1.1m from the previous month. The changes to individual Directorate forecasts are shown in Annex 1 and summarised in Table 1.**

- **The £3.3m underspend consists of a projected £2.3m overspend on CV-19 and a projected £5.6m underspend on Business as Usual (BAU).**

- At outturn any CV-19 overspend will be met from balances held in the CV-19 reserve.

Key Messages – Capital

- The M11 capital update reflects **an increase in forecast expenditure of £3.9m, from £12.0m below budget at M10 to £8.1m below budget at M11,** details are set out in **Table 3.** The increase mainly relates to accelerating spend on Environment, Transport and Infrastructure (ETI) schemes.

Recommendations:

It is recommended that Cabinet:

1. Note the Council's forecast revenue and capital budget positions for the year.

13

Reason for Recommendations:

This report is to comply with the agreed policy of providing a monthly budget monitoring report to Cabinet for approval of any necessary actions.

Executive Summary:

Revenue Budget

1. The current forecast for the year is an underspend of £3.3m against the budget of £1,022.5m. Table 1 below shows the forecast revenue position by Directorate.

Table 1 - Summary revenue budget forecast variances as at 28th February 2021

Directorate	20/21 outturn forecast at M11 £m	Annual Budget £m	Forecast Variance £m	Change in forecast since last month £m
Adult Social Care	374.3	382.7	**(8.4)**	**(2.6)**
Public Health	32.9	32.9	**(0.0)**	**(0.0)**
Children, Families & Lifelong Learning	215.6	200.2	**15.4**	**(0.8)**
Environment, Transport & Infrastructure	134.0	134.3	**(0.3)**	**(1.5)**
Community Protection	37.9	37.2	**0.7**	**(0.4)**
Community & Transformation	15.6	15.7	**(0.1)**	**(0.0)**
Strategy & Commissioning	48.7	55.0	**(6.3)**	**(0.0)**
HR & Communications	8.1	8.4	**(0.3)**	**(0.2)**
Deputy CEX	2.2	2.3	**(0.1)**	**(0.0)**
Resources	71.6	73.5	**(1.9)**	**(0.3)**
Central Income & Expenditure	78.4	80.4	**(2.0)**	**0.0**
Directorate Budget Envelopes	**1,019.3**	**1,022.5**	**(3.3)**	**(5.8)**
Central Funding	(1,022.5)	(1,022.5)	**(0.0)**	**4.7**
Overall after central funding	**(3.3)**	**0.0**	**(3.3)**	**(1.1)**

Note: Numbers have been rounded which might cause a difference.

2. The table above reflects changes in the outlook from the prior month's report, primarily consisting of the following Directorate changes:

- **ASC - £2.6m improvement** due to further temporary reductions in care package expenditure as a result of the impacts of the pandemic.
- **Community Protection - £0.4m improvement** due to a number of minor variances from the M10 position across CV-19 and BAU.
- **ETI - £1.5m improvement** due to a £1.0m reduction in highways costs relating to a number of minor reductions across a range of activities, and a £0.5m reduction in waste management costs following the agreement of a longer-term disposal rate.

- **CFL - £0.8m improvement** due to a reduction in corporate parenting forecasts including external agency placement costs and supported accommodation block contract savings, along with a number of other minor reductions.

- **Offset by Central Funding - £4.7m** due to funding anticipated to be lower than previously forecast (now in line with budget) which may change as final business rate income data is published and reconciled at outturn.

3. Central I&E holds an £8.6m provision for the costs of redundancy associated with transformation efficiencies. £4.1m is currently forecast to be spent in 2020/21 and approval will be sought from Cabinet at outturn to transfer the remainder to reserves, in order to mitigate risks associated with delivering Transformation in future years.

CV-19 update

4. The CV-19 impact has improved during M11, reducing from an overspend of £3.8m to £2.3m against the M6 budget reset. This is due to the changes in the timing of forecast use of the general CV-19 contingency, lost commercial income and supplier hardship.

Capital Budget

5. **The capital forecast stands at £235.9m against a budget of £244.0m; slippage of £8.1m.** The forecast slippage has improved by £3.9m from a projected underspend of £12.0m at M10.

6. The forecast capital outturn for Property has increased by £0.6m. The main variances are increases in Schools Basic Needs (£0.7m), Special Educational Needs and/or Disabilities strategy (£0.2m) and Fire Risk Assessments (£0.3m). There is also additional spend for Woodhatch Master Planning and Bookham Youth Centre approved in February (£0.5m). This is offset by slippage in the Agile Office Programme (£1m).

7. The forecast outturn for Environment, Transport and Infrastructure (ETI) schemes has increased by £3.9m which is mainly related to the River Thames Scheme (£2.6m), accelerated delivery of Bridge Strengthening and other highways schemes (£1.1m) and increased spend on Externally Funded schemes (£1.1m), offset by minor slippage in a number of other schemes

8. This is offset by minor reductions across a number of other schemes.

Table 3 - Capital Programme Forecast at M10

Strategic Capital Groups	Restated Budget £m	Forecast outturn at M11 £m	M11 Reported Variance £m	Change from M10 to M11 £m	Increase / Decrease / Unchanged
Property					
Property Schemes	135.6	132.6	(3.1)	0.6	Increase
ASC Schemes	1.9	1.7	(0.2)	0.0	Unchanged
CFLC Schemes	0.6	0.2	(0.4)	(0.2)	Decrease
Property Total	**138.1**	**134.4**	**(3.7)**	**0.4**	Increase
Infrastructure					
Highways and Transport	84.2	85.3	1.1	3.9	Increase
Environment	2.1	2.0	(0.1)	(0.2)	Decrease
Community Protection	3.9	3.4	(0.5)	(0.1)	Decrease
Infrastructure Total	**90.2**	**90.7**	**0.5**	**3.6**	Increase
IT					
IT Service Schemes	15.4	10.6	(4.8)	0.0	Unchanged
CFLC - EMS	0.3	0.2	(0.2)	(0.1)	Decrease
IT Total	**15.7**	**10.8**	**(5.0)**	**(0.1)**	Decrease
Total	**244.0**	**235.9**	**(8.1)**	**3.9**	**Increase**

Consultation:

9. Executive Directors and Cabinet Members have confirmed the forecast outturns for their revenue and capital budgets.

Risk Management and Implications:

10. Risk implications are stated throughout the report and each relevant director or head of service has updated their strategic and or service risk registers accordingly. In addition, the Leadership Risk Register continues to reflect the increasing uncertainty of future funding likely to be allocated to the Council and the sustainability of the Medium-Term Financial Strategy. In the light of the financial risks faced by the Council, the Leadership Risk Register will be reviewed to increase confidence in Directorate plans to mitigate the risks and issues.

Financial and Value for Money Implications:

11. The report considers financial and value for money implications throughout and future budget monitoring reports will continue this focus.

Section 151 Officer Commentary:

12. The Council has a duty to ensure its expenditure does not exceed resources available. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium-term financial outlook beyond 2021/22 remains uncertain. The public health crisis has resulted in increased costs which may not be fully funded. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term.

13. The Section 151 Officer confirms the financial information presented in this report is consistent with the Council's general accounting ledger and that forecasts have been based on reasonable assumptions, taking into account all material, financial and business issues and risks.

Legal Implications – Monitoring Officer:

14. The Council is under a duty to set a balanced and sustainable budget. The Local Government Finance Act requires the Council to take steps to ensure that the Council's expenditure (that is expenditure incurred already in year and anticipated to be incurred) does not exceed the resources available whilst continuing to meet its statutory duties.

15. Cabinet should be aware that if the Section 151 Officer, at any time, is not satisfied that appropriate strategies and controls are in place to manage expenditure within the in-year budget they must formally draw this to the attention of the Cabinet and Council and they must take immediate steps to ensure a balanced in-year budget, whilst complying with its statutory and common law duties.

Equalities and Diversity:

16. Any impacts of the budget monitoring actions will be evaluated by the individual services as they implement the management actions necessary In implementing individual management actions, the Council must comply with the Public Sector Equality Duty in section 149 of the Equality Act 2010 which requires it to have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

17. Services will continue to monitor the impact of these actions and will take appropriate action to mitigate additional negative impacts that may emerge as part of this ongoing analysis.

What Happens Next:

The relevant adjustments from the recommendations will be made to the Council's accounts.

Report Author:

Leigh Whitehouse, Executive Director of Resources, 020 8541 7246

Consulted:

Cabinet, Executive Directors, Heads of Service

Annexes:

Annex 1 – Forecast revenue budget as at 28th February 2021

Annex 1

Detailed Revenue Budget by Service – 28th February 2021

Service	Cabinet Member	Prior year to date actual £m	Year to date Budget £m	Year to date Actual £m	Year to date variance £m	Full Year Gross budget £m	Full year net budget £m	Full Year net forecast £m	Full year net forecast variance £m
Delegated Schools	J Iles	(0.0)	0.9	0.0	(0.9)	306.7	(0.0)	0.0	0.0
Education, Lifelong Learning & Culture	J Iles	71.6	48.5	38.7	(9.8)	212.6	50.5	60.4	9.8
Corporate Parenting	M Lewis	87.0	82.6	83.5	0.9	103.6	89.8	90.0	0.2
Family Resilience	M Lewis	36.8	37.6	37.4	(0.2)	44.8	40.7	43.5	2.7
Quality & Performance	M Lewis / J Iles	8.0	8.4	8.0	(0.4)	11.0	9.1	8.8	(0.3)
Directorate wide savings	M Lewis / J Iles	0.4	10.1	10.1	0.0	12.8	10.0	13.1	3.1
Children, Families, Learning		**203.7**	**188.0**	**177.7**	**(10.3)**	**691.5**	**200.2**	**215.6**	**15.4**
Public Health	S Mooney	**27.2**	**27.1**	**11.1**	**(16.0)**	**33.0**	**32.9**	**32.9**	**(0.0)**
Adult Social Care	S Mooney	**341.1**	**352.4**	**358.7**	**6.2**	**530.7**	**382.7**	**374.3**	**(8.4)**
Highways & Transport	M Furniss	49.4	51.9	46.4	(5.4)	69.2	58.2	54.1	(4.1)
Environment	N Bramhall	53.8	65.1	67.4	2.3	75.4	71.6	73.3	1.7
Leadership Team (ETI)	M Furniss /N Bramha	0.8	(0.1)	1.4	1.5	(0.1)	(0.1)	0.4	0.5
ETI CV-19	M Furniss /N Bramha	0.0	5.8	1.6	(4.2)	6.3	4.6	6.2	1.6
Environment, Transport & Infrastructure		**103.9**	**122.7**	**116.8**	**(5.9)**	**150.9**	**134.3**	**134.0**	**(0.3)**
Fire and Rescue	D Turner-Stewart	29.3	29.3	29.3	0.0	36.4	32.0	31.4	(0.6)
Trading Standards	D Turner-Stewart	1.6	2.0	1.8	(0.2)	4.0	2.2	2.0	(0.2)
Chief of Staff	D Turner-Stewart	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Emergency Management	D Turner-Stewart	0.4	0.5	0.5	0.0	0.5	0.5	0.5	(0.0)
Coroner	D Turner-Stewart	2.2	1.9	2.8	0.9	2.5	2.1	3.0	0.9
Health & Safety	D Turner-Stewart	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.0
CP CV-19	D Turner-Stewart	0.0	0.1	0.6	0.4	0.5	0.2	0.7	0.6
Armed Forces and Resilience	D Turner-Stewart	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.0
Community Protection		**33.6**	**34.0**	**35.2**	**1.2**	**44.1**	**37.2**	**37.9**	**0.7**
Human Resources & Organisational Development	T Oliver	2.7	6.0	5.4	(0.7)	6.6	6.6	6.3	(0.3)
Communications	T Oliver	1.2	1.3	1.2	(0.1)	1.4	1.4	1.4	0.0
HR & Comm CV-19	T Oliver	0.0	0.4	0.3	(0.1)	0.4	0.4	0.4	0.0
HR & Communications		**3.9**	**7.7**	**6.9**	**(0.8)**	**8.4**	**8.4**	**8.1**	**(0.3)**
Transformation Support Unit	T Oliver	1.0	0.7	0.9	0.2	0.8	0.8	0.8	(0.0)
Customer Services	M Nuti	2.6	2.7	2.5	(0.2)	3.1	2.9	2.7	(0.2)
Community Partnerships	M Nuti	0.4	0.4	1.2	0.7	1.3	1.3	1.3	(0.1)
Libraries, Registrars & Culture	M Nuti	11.2	9.8	9.4	(0.4)	16.4	10.8	10.4	(0.4)
C&T CV-19	T Oliver / J Iles	0.0	0.4	0.2	(0.1)	0.4	(0.1)	0.4	0.5
Community & Transformation		**15.2**	**14.0**	**14.2**	**0.2**	**21.9**	**15.7**	**15.6**	**(0.1)**
Strategic Commissioning	M Lewis / J Iles	7.8	46.4	39.8	(6.6)	131.1	51.3	45.2	(6.1)
Insight, Analytics & Intelligence	D Turner-Stewart	2.1	2.7	1.8	(0.9)	2.8	2.0	1.9	(0.2)
S&C CV-19	J Iles	0.0	0.7	1.4	0.7	0.7	1.6	1.6	0.0
Strategy & Commissioning		**9.9**	**49.8**	**43.0**	**(6.8)**	**134.6**	**55.0**	**48.7**	**(6.3)**
Strategic Leadership	T Oliver	1.2	1.4	1.3	(0.1)	1.5	1.5	1.4	(0.1)
Economic Growth	C Kemp	0.6	0.7	0.6	(0.1)	0.8	0.8	0.7	(0.1)
DCEX CV-19	C Kemp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Deputy CEX		**1.8**	**2.1**	**1.9**	**(0.2)**	**2.3**	**2.3**	**2.2**	**(0.1)**
Joint Operating Budget ORBIS	B Rush	30.3	15.7	18.7	3.1	17.1	17.1	17.0	(0.1)
Land & Property	T Oliver	17.4	24.6	24.6	(0.0)	36.3	27.1	27.1	0.1
Information Technology & Digital	B Rush	9.4	9.7	8.8	(1.0)	11.3	10.6	9.6	(1.1)
Finance	B Rush	1.5	5.2	5.3	0.1	7.7	5.7	5.7	0.0
Legal Services	B Rush	3.8	3.8	4.4	0.6	4.6	4.1	4.7	0.6
Democratic Services	B Rush	2.7	3.0	2.8	(0.2)	3.5	3.2	3.1	(0.1)
Business Operations	B Rush	(0.0)	(0.3)	(0.3)	(0.0)	(0.3)	(0.3)	(0.3)	0.0
Resources Leadership	B Rush	0.0	0.7	1.0	0.3	0.9	0.8	0.8	0.0
Twelve15	B Rush	0.0	2.0	1.7	(0.3)	16.6	1.3	1.2	(0.1)
Resources CV-19	T Oliver/B Rush	0.0	3.4	1.7	(1.7)	9.1	3.8	2.6	(1.3)
Resources		**65.0**	**67.8**	**68.7**	**0.8**	**106.7**	**73.5**	**71.6**	**(1.9)**
Corporate Expenditure	**B Rush**	28.4	46.3	40.8	(5.5)	87.7	80.4	78.4	(2.0)
Total services' revenue expenditure		**833.6**	**912.0**	**874.9**	**(37.0)**	**1,811.9**	**1,022.5**	**1,019.2**	**(3.3)**
Central funding		(791.1)	(918.2)	(923.8)	(5.7)	0.0	(1,022.5)	(1,022.5)	(0.0)
Total Net revenue expenditure		**42.6**	**(6.2)**	**(48.9)**	**(42.7)**	**1,811.9**	**0.0**	**(3.3)**	**(3.3)**

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16

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16

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