

Notice of Meeting

Communities, Environment and Highways Select Committee

**Date & time**

Monday, 18 January
2021 at 10.00 am

Place

REMOTE MEETING
Streaming here:
<https://surreycc.public-i.tv/core/portal/webcasts>

Contact

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Chief Executive

Joanna Killian

We're on Twitter:
[@SCCdemocracy](https://twitter.com/SCCdemocracy)



Elected Members

Mr John O'Reilly (Chairman), Mr Andy MacLeod (Vice-Chairman), Mr Saj Hussain (Vice-Chairman), Mrs Fiona White, Mr Keith Witham, Mr Mike Bennison, Mrs Jan Mason, Mr Ken Gulati, Mr John Furey, Mr Paul Deach, Mr Jonathan Essex and Mr Mike Goodman

TERMS OF REFERENCE

The Select Committee is responsible for the following areas:

- Waste and recycling
- Highways
- Major infrastructure
- Investment/Commercial Strategy (including Assets)
- Economic Growth
- Housing
- Local Enterprise Partnerships
- Countryside
- Planning
- Aviation and Sustainable Transport
- Flood Prevention
- Emergency Management
- Community Engagement and Safety
- Fire and Rescue
- Trading Standards

AGENDA

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To report any apologies for absence and substitutions.

2 MINUTES OF THE PREVIOUS MEETINGS: TUESDAY, 15 DECEMBER 2020 (Pages 5 - 12)

To agree the minutes of the previous meeting of the Communities, Environment and Highways Select Committee as a true and accurate record of proceedings.

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); and
- 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 QUESTIONS AND PETITIONS

To receive any questions or petitions.

The public retain their right to submit questions for written response, with such answers recorded in the minutes of the meeting; questioners may participate in meetings to ask a supplementary question. Petitioners may address the Committee on their petition for up to three minutes. Guidance will be made available to any member of the public wishing to speak at a meeting.

Notes:

1. The deadline for Member's questions is 12.00pm four working days before the meeting (*Tuesday, 12 January 2021*).
2. The deadline for public questions is seven days before the meeting (*Monday, 11 January 2021*)

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

Due to the Covid-19 pandemic, all questions and petitions received will be responded to in writing and will be recorded within the minutes of the meeting.

5 ENVIRONMENT, TRANSPORT AND INFRASTRUCTURE DIRECTORATE PERFORMANCE REPORT (Pages 13 - 26)

Purpose of report:

Performance Monitoring. The report provides a thematic overview of the performance of the ETI Directorate giving the Select Committee up-to-date information.

6 SURREY INFRASTRUCTURE PLAN (Pages 27 - 38)

Purpose of report:

To seek the Select Committee's input into the development of the Surrey Infrastructure Plan including a review of the proposed Prioritisation Framework that will be used to assess schemes.

7 RECOMMENDATIONS TRACKER AND FORWARD WORK PROGRAMME (Pages 39 - 48)

Purpose of report:

For the Select Committee to review the attached recommendations and actions tracker and forward work programme, making suggestions for additions or amendments as appropriate.

8 DATE OF THE NEXT MEETING: FRIDAY, 19 MARCH 2021

The next public meeting of the Select Committee will be held on Friday, 19 March 2021.

Joanna Killian
Chief Executive
Published: Friday, 8 January 2021

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MINUTES of the meeting of the **COMMUNITIES, ENVIRONMENT AND HIGHWAYS SELECT COMMITTEE** held at 10.00 am on 15 December 2020
REMOTE MEETING.

These minutes are subject to confirmation by the Committee at its meeting on Monday, 18 January 2021.

Elected Members:

- * Mr John O'Reilly (Chairman)
- * Mr Andy MacLeaod (Vice-Chairman)
- * Mr Saj Hussain
- * Mrs Fiona White
- * Mr Keith Witham
- * Mr Mike Benison
- Mrs Jan Mason
- * Mr Ken Gulati
- Mr John Furey
- * Mr Paul Deach
- * Mr Jonathan Essex
- * Mr Mike Goodman

In attendance:

Natalie Bramhall, Cabinet Member for Environment and Climate Change
Matt Furniss, Cabinet Member for Transport
Denise Turner-Stewart, Cabinet Member for Communities

33 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

None received.

34 MINUTES OF THE PREVIOUS MEETINGS: WEDNESDAY, 16 SEPTEMBER 2020 [Item 2]

The minutes were agreed as a true record of the meeting.

35 DECLARATIONS OF INTEREST [Item 3]

None received.

36 QUESTIONS AND PETITIONS [Item 4]

None received.

37 SCRUTINY OF 2021/22 DRAFT BUDGET AND MEDIUM-TERM FINANCIAL STRATEGY TO 2025/26 [Item 5]

Witnesses:

Matt Furniss, Cabinet Member for Transport
Natalie Bramhall, Cabinet Member for Environment & Climate Change
Denise Turner-Stewart, Cabinet Member for Communities

Katie Stewart, Executive Director – Environment, Transport and Infrastructure (ETI)

Steve Owen-Hughes, Director – Community Protection Group (CPG)

Rachel Wigley, Director – Financial Insight

Mark Hak-Sanders, Strategic Finance Business Partner - Corporate finance

Tony Orzieri, Strategic Finance Business Partner – Environment, Transport and Infrastructure (ETI)

Key points raised during the discussion:

1. The Strategic Finance Business Partner – Corporate Finance explained that the core assumptions that underpinned the budget were generated using the established PESTLE Framework that focuses on political, economic, social, technological, legal, environmental and climate factors, thus the draft budget was based on an assessment of the likely operating environment for the county Council for 2021/22 and over the medium term. COVID-19, demand pressure and inflation were also considered within this framework. The draft budget was developed in an integrated way across the organisation and was to be linked with the Council's four new priority objectives and the community vision 2030. The immediate priority for 2021 was to stabilise the Council's finances following the COVID-19 crisis.
2. Funding estimates would continue to be iterated following further clarity from the detailed local government finance settlement that was expected before Christmas 2020. The November spending review had, however, given relative confidence that the £18.3m gap in the draft budget could be closed without directorates being required to provide further efficiency savings.
3. The medium-term estimates assumed that the Government Fair Funding Review would have an overall negative effect on the Council's funding, with estimates suggesting that the funding gap would rise to £170.1m over the 5-year period to 2025/26. Thus, there would be a sizeable gap to close over the medium term if these funding projections were accurate.
4. A Member queried how the Council could achieve a reduction in waste prices. The Executive Director informed the Select Committee that some of the waste efficiency was achieved by renegotiation of a residual waste subcontract, within the existing Suez contract. The Directorate would continue to monitor contracts and market prices to ensure best value for money.
5. A Member asked why the reduction in highways insurance claims was projected to continue. The Executive Director acknowledged that there had been fewer road users during the COVID-19 pandemic which

would have caused a decrease in insurance claims. However, the Council's increased capital investment into the county's highways and subsequent reduction in highways defects were also driving down claims and costs.

6. A Member asked if there were any efficiency savings rolled over from the 2020/21 budget. The Executive Director stated that there were several efficiencies that had not been achieved in the previous budget, namely waste and recycling efficiency savings due to COVID-19. A £700k efficiency in network managements and £200k efficiency in bus lane enforcement were also rolled over and were either expected to be delivered in 2021, or have additional savings made to enable delivery. The Executive Director assured the Select Committee that these efficiencies would be achieved without impacting service delivery.
7. The Select Committee noted the growing gap between the projected available resources and the calculated future budget requirement and asked how the Service was planning to address the gap. The Director – Financial Insight stated that the Transformation Programme was a longer-term approach focused on the Council's six priority areas and would drive further efficiencies. The Strategic Finance Business Partner explained that it was important to establish the level of uncertainty that the Council was expected to face over the following five years and that funding was on the downward trend; this would be the context that Directorates would need to build into their spending plans and contract negotiations. A significant programme of capital investment was designed to release revenue efficiencies. Efficiencies had been sufficient but needed to be reviewed on an annual basis. The Fair Funding Review was to provide more certainty over the medium-term period.
8. Given the importance of investment, the Select Committee requested that the final budget include greater clarity on the expected outcomes, benefits or measures of success (for example, social and environmental outcomes) of the capital programme and each of the items listed in the capital budget in order for Members to understand the long-term benefits of the Council's capital investments.
9. The Strategic Finance Business Partner – ETI gave a summary of the ETI service context. The 2021/22 draft budget showed service pressures of £9.4m and efficiency proposals of £3.4m, resulting in a £6m funding gap for the next financial year. This gap was projected to increase over future years.
10. The Executive Director stressed that the Directorate could deliver the £6m proposed efficiencies without compromising service delivery and that 2022 onwards would pose a greater challenge. The Executive

Director summarised that the service focus was on positive efficiencies, innovation and reducing the cost of service activity.

11. The Chairman asked whether contract inflation rate was likely to be less than 2.5%. The Executive Director responded that inflation rates were to be reviewed as part of the final budget and should reduce pressure. The Strategic Finance Business Partner stated that a revised assumption of 1.5% across all contracts was being considered.
12. A Member referred to the forecast cost increases in the highways and waste contracts and asked if there would be any efficiency savings in those areas. The Executive Director stated that maintenance prices were monitored and benchmarked throughout the life of the existing contracts thus savings were not assumed as part of the medium-term financial strategy (MTFS). Savings were to be targeted through the procurement process and innovation was key to reducing overall cost. The Directorate was continuing to monitor the market to take advantage of any positive developments. The Cabinet Member for Transport explained that costs were reducing whilst maintaining the quality of service due to the level of investment into the highways network; 40% more miles of road (300 miles in real terms) compared to previous years, when there was a lower amount of capital funding, had been maintained showing that higher investment produced long-term revenue savings. The Cabinet Member offered to provide the Select Committee with a briefing outlining the revenue benefits realised from highways capital investment.
13. A Member questioned whether the £21m allocated for highway maintenance was sufficient to maintain all of the county's highways. The Cabinet Member for Transport responded that there was a good level of managed investment going into the highways network and £92m extra funding was guaranteed over the following five years so improvements would continue to be made.
14. A Member asked whether the contractual situation of the Eco Park had any implications on the sustainability of the ETI budget. The Executive Director responded that the ongoing delay of the Eco Park had financial consequences for the Council and that these risks were increasing. The Council, however, would not have to make any payments before completion of the facilities. The Council was continuing to take appropriate action to protect its interests in relation to the waste private finance initiative (PFI) contract and a detailed management strategy was being developed jointly with Cabinet.
15. A Member asked whether a reduction of central government's funding contribution to the Eco Park would increase financial risk. The Executive Director stated that the Council received credit for capital

investment in the facility from the Department for Environment, Food and Rural Affairs (DEFRA) and that the amount was continually kept under review. The Strategic Finance Business Partner added that the draft budget assumed a level of PFI credit and waste infrastructure grant and if those changed to the Council's detriment the Directorate would look to manage it, in the first instance, through the waste sinking fund.

16. A Member queried the level of investment for the countryside now that its management had returned to the Council. The Executive Director stated that the Service was building revenue spend alongside capital spend and that the capital programme was being reviewed, developing overtime. Funding into the countryside was on an invest to save basis and directed particularly toward visitor experience.
17. A Member asked how the Council could ensure that other Local Authorities in the Basingstoke Canal Partnership provided revenue funding for management of the waterway. The Cabinet Member for Environment and Climate Change was the recently appointed Chairman of the Basingstoke Canal Joint Management Committee and assured the Select Committee that Surrey County Council and Hampshire County Council met their financial liabilities.
18. A Member stated that public transport services should be made a priority as currently it was not a viable alternative to private travel. The Cabinet Member for Transport assured the Select Committee that the need for improvements in public transport was taken seriously. There was £50m of investment into low emission electric and hydrogen buses and a bid submitted to the Department for Transport for on demand transport. The Council was endeavouring improve bus routes and timetabling to enable bus operators to run their buses for longer and at a lower cost. The Council committed its subsidies to bus providers into the evenings and weekends in order to gain the greatest value in return for investment and to capture the night-time economy. The Cabinet Member informed the Select Committee that Surrey residents could expect to experience the benefits of this investment around April/May 2021.
19. The Chairman noted that bus usage had declined due to the COVID-19 pandemic and asked if the Council would still be investing revenue funds into supporting bus services. The Cabinet Member for Transport responded that the Council had been heavily supporting bus operators throughout the pandemic and that it would continue its level of revenue funding. The Council had provided additional payments to support hospital routes and Heathrow routes, following Heathrow's announcement of a significant withdrawal of its subsidies for bus routes. The Executive Director added that additional support was built into the 21/22 draft budget as there was a pressure of £1.7m owing to

the impact of COVID-19. Government funding was expected to continue into 2021 so the amount of funding for buses could increase if needed.

20. A Member asked the Executive Director to provide the 2020/21 capital spend figures for the schemes set out in the draft Capital Programme over the following five years so members might discern any changes in levels of investment. Additionally, the Committee requested more specific information to be provided on the schemes under development in the ETI Capital Pipeline.
21. A Member asked how all the schemes set out in the draft Capital Programme individually contributed to the delivery of the Council's net zero climate change target. The Executive Director stated that the Directorate was endeavouring to embed the climate strategy across the whole of the Council's activity. The Directorate was looking at setting up a low carbon energy revolving loan fund, which could significantly increase investment in low energy infrastructure and energy efficiency measures.
22. The Strategic Finance Business Partner - ETI gave an overview of the Community Protection Group (CPG) Draft Budget. The CPG MTFS showed a gap of £1.2m in 2021/22, compared to the Council's estimated available funding, which was projected to increase to £8.7m by 2025/26. Expected budget pressures totalled £1.8m for 21/22, offset by efficiencies of £0.5m. The estimated £6m of total pressures over 2021-26 were projected to be offset by £0.5m. Pressures on the CPG largely came from inflation and the Coroner's Service.
23. The Director - CPG stated that the Coroner's Service had historically been an area of overspend. This was due to a combination of issues related to management practices, contract management and controlling of costs. The CPG had to address these issues and re-stabilise the budget when the service was transferred to the Council, to ensure that the statutory requirements could be delivered. The Service remained a budget pressure but once baseline costs were established the Group could work towards achieving efficiencies. The Cabinet Member for Communities emphasised that historically the services now within CPG had been financially disciplined and always worked within budget envelopes. The improvements to Surrey Fire and Rescue Service (SFRS), due to be completed in January 2021, presented an efficiency for the CPG. The investment into protection and prevention was on track and had met expectations and external validation critiques.
24. The Draft Capital Programme included a project to purchase new fire engines and equipment. The Chairman asked for further detail to be provided on the types of vehicles and equipment that the service

would be acquiring. the Director – CPG explained that there was a replacement programme for all equipment and a rolling programme for replacement of the Service’s fleet with more efficient and some electric fire engines.

25. A Member asked for further detail to be provided of fire and rescue vehicles and other equipment that the Service had obtained over the previous few years, detailing what was in service that hadn’t been in the years previous. The Director - CPG agreed to provide a written response to the Select Committee.
26. The Chairman requested further detail on what the capital money invested into the Making Surrey Safer programme was used for. The Director - CPG responded that the Service transformation was about carrying out more protection and prevention measures, with the aim of moving away from response measures only. The Director - CPG offered to provide more detailed information regarding this to the Select Committee.
27. Regarding the Revenue Budget, the Chairman questioned why there were no further efficiencies planned or required. The Cabinet Member for Communities explained that the services were in the majority statutory so had to be delivered. Seeking efficiencies whilst SFRS was going through an improvement programme was not practical.
28. The Chairman asked how the additional pension costs in SFRS had been met. The Chief Fire Officer explained that there was a historical court ruling that brought into scope pensions for part-time firefighters. The Service set up a capital scheme looking at the worst-case scenario of costs and the number of people that would be impacted. It was still being worked through and there were a number of plans underway. Capital costs were put aside to ensure that the Service could meet the costs. Uplifts in pensions are a matter of national negotiation and can impact the budget.

Recommendations:

- I. In order to understand the long-term benefits of its capital investments the final 2021/22 - 2025/26 MTFS presented to Council in February should include clarity on the expected outcomes, benefits or measures of success of the capital programme.

Action/Further information requested:

- i. Where possible, provide data on the capital spend for this year against the projects listed on page 35 of the agenda so that the Select Committee might discern how investment is changing (Owner: Finance)

- ii. Provide more specific information on the schemes under development in the ETI Capital Pipeline (Owner: Executive Director – ETI)
- iii. Briefing for Members on the benefits realised from highways capital investment to cover impact on revenue budget and resident satisfaction (Owner: Executive Director – ETI and Cabinet Member for Transport)
- iv. Breakdown of the Coroner’s Service accounts (Owner: Director – CPG)
- v. Provide detail of fire and rescue vehicles and equipment that SFRS has obtained over previous years. (Owner: Director – CPG)
- vi. Provide more detailed information on what outcomes and improvements the capital money invested into the Making Surrey Safe Programme was intended for (Owner: Director – CPG)

38 FORWARD WORK PROGRAMME AND RECOMMENDATIONS TRACKER [Item 6]

Witnesses:

Ross Pike, Scrutiny Business Manager

Key points raised during the discussion:

1. The Chairman noted that the Surrey Infrastructure Plan and ETI Directorate Performance Report was on the agenda for the January meeting of the Select Committee. The Climate Change Delivery Plan and SFRS Improvement Plan were to be discussed at the March meeting.
2. A Member requested that the Land Use Strategy be added to the Select Committee’s Forward Work Plan.
3. The Executive Director stated that they would discuss with the Scrutiny Business Manager the timeliness of bringing the Land Use Strategy and the Local Transport Plan to the Select Committee.

39 DATE OF THE NEXT MEETING: MONDAY, 18 JANUARY 2021 [Item 7]

The Select Committee noted its next meeting would be held on 18 January 2021.

Meeting ended at: 12:18

Chairman

TUESDAY, 15 DECEMBER 2021

ENVIRONMENT, TRANSPORT & INFRASTRUCTURE (ETI) DIRECTORATE PERFORMANCE REPORT

Purpose of report: *Performance Monitoring.* The report provides a thematic overview of the performance of the ETI Directorate giving the Select Committee up-to-date information.

Introduction:

1. A key function of a Select Committee's is performance management, as outlined in the Articles of the Council's Constitution, to do this Members must have access to key performance information.
2. The report in this agenda includes the most up-to-date data available against five key thematic areas of work within the Directorate.
3. The report provides trend graphs and a red-amber-green system alongside quantitative data to indicate performance. Where an indicator has been rated red in the report commentary has been provided to explain the rating.

Conclusions:

4. The Select Committee can use this report as a basis for reviewing the Directorate's performance and holding Cabinet Members to account.
5. The information should also inform the selection of future scrutiny topics for more in-depth review and provide evidence for questioning.

Recommendations:

1. That the Select Committee review and scrutinise the data in the report asking questions as required.
2. That a six-monthly review of ETI's performance is added to the Select Committee's forward work programme.

3. That further scrutiny items are identified using the evidence base presented in the Performance Report as appropriate.

Next steps:

For the Chairman and Vice-Chairmen to regularly review performance data outside committee meetings to ensure the Select Committee's forward work programme and questioning is focused and relevant.

Report contact

Ross Pike, Scrutiny Business Manager, Democratic Services

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Environment, Transport & Infrastructure – Theme Summary

Theme	RAG	Narrative
<p>1. Waste - Work with public, private and voluntary organisations and local communities to encourage residents to reduce waste, encourage reuse and maximise the quantity and quality of waste that is recycled</p>		<p>Targets have been exceeded again for the capture of food waste due to residents continuing to work from home. Targets to reduce kerbside residual waste have not been met for the same reason. Significant increase in residual waste at Community Recycling Centres compared to Q2 last year. This is due to sites re-opening and experiencing a high demand from residents who couldn't access the sites during lock down. We have seen improvements in recycling contamination with one borough and we are working to extend this learning to other district & borough authorities.</p>
<p>2. Highways - Reactive, preparation and maintenance on Surrey's network (road, footway, bridges, barriers, gullies, structures, trees, etc) so that it is in a safe condition</p>		<p>Winter preparation has begun with 100% of grit bins that require re-filling completed. The gritting season has begun and in November we gritted 100% of our priority 1 routes. Salt stocks will be higher than usual through this Winter to mitigate the risk of delivery issues due to COVID or Brexit. 28 defects were repaired outside of our target timescale, 22 of which occurred during a weather event where we had 48mph winds and heavy rain. Flood risk to properties is expected to improve considerably this year as various projects are completed and additional funding provided.</p>
<p>3. Place shaping - Deliver improvements to our infrastructure that empowers our communities and contributes towards a sustainable economy</p>		<p>Major planning applications above target. Planning approvals for SCC developments slightly under target due to pressure on resources and school proposals taking longer due to disruption in schools. Results for Superfast Broadband are yet to be formally agreed but based on data we've seen so far we understand we have delivered 100% of the programme. Plans to develop further KPIs in 2021. Next data expected during Q4.</p>
<p>4. Climate Change - Develop a climate change strategy and action plan which brings residents, partners and businesses together to deliver the council's vision of being a net zero carbon and resilient county by 2050</p>	N/A	<p>3538 trees planted in Q3 with a further 20,000 planned for Q4. Each tree planted equates to 0.18 tCO₂, therefore 3538 trees planted equates to 636 tCO₂. This is based on total CO₂ over the lifetime of the tree. In future the target is to plant an average of 120,000 trees each year. SCC is not aiming to plant all 120,000 ourselves but to encourage residents and partners to plant as well. This programme is still in its infancy however we have commissioned Buro Happold to assess all SCC owned land (and land owned by the B&Ds) for suitability of woodland planting. We're also working with partners, including the Forestry Commission, to work up planting sites which would be eligible for Government woodland planting funding. We are continuing to develop the KPIs for emissions and hope to have an update during Q4.</p>
<p>5. Countryside estate & utilisation - Encourage and support people to use our assets and spaces more regularly, extending the range of services and activities available</p>		<p>Rights of Way programme is making good progress considering the impact Covid has had this year. Spend to date is £852,175 with further works committed. We have an estimated spend of £1m at end of year out of the £1.3m budget. We have had delays obtaining data on the number of visitors to the countryside due to technical issues with the software from our supplier which we are working to resolve. Work continues to develop the suite of KPIs for this theme. Additional data expected during Q4.</p>

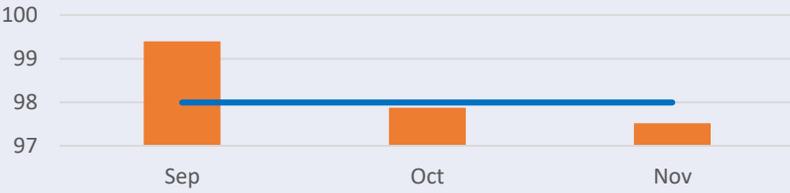
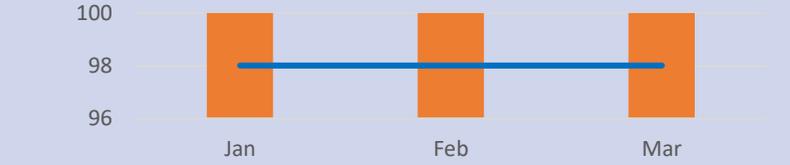
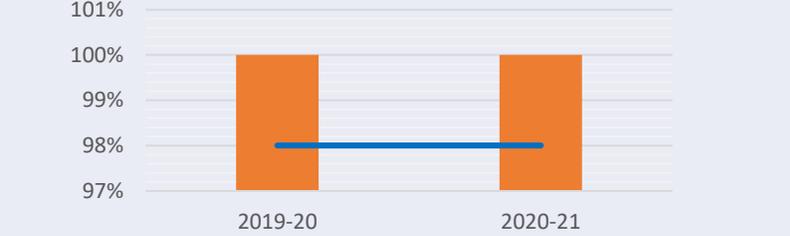
Waste - Work with public, private and voluntary organisations and local communities to encourage residents to reduce waste, encourage reuse and maximise the quantity and quality of waste that is recycled

 Performance improvement
  No change
  Reduction in performance

Performance Indicator	Frequency	Latest result	Latest target	Change from previous result	Trend graph (Blue = Target, Orange = Actual)
Increase capture of food waste compared with same quarter last year Good to be high	Quarterly Compared with same quarter last year	10,617 tonnes Q2 20/21	5%	 12% 9,464 tonnes Q2 19/20	
Reduce kerbside residual waste compared with same quarter last year Good to be low	Quarterly Compared with same quarter last year	48,111 tonnes Q2 20/21	-1%	 +7% 44,839 tonnes Q2 19/20	
Reduce Community Recycling Centre residual waste compared with same quarter last year Good to be low	Quarterly Compared with same quarter last year	6296 tonnes Q2 20/21	-1%	 +38% 4,569 tonnes Q2 19/20	
Reduce percentage of non-recyclable material in dry mixed recycling compared with same quarter last year Good to be low	Quarterly Compared with same quarter last year	-1.9% reduction 10.2% contamination Q2 20/21	-10%	 12.1% contamination Q2 19/20	KPI under review to make it clearer

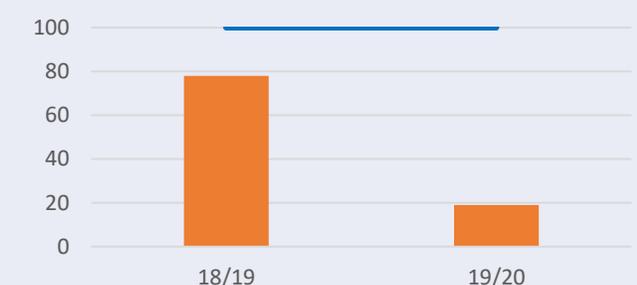
Highways - Reactive services, preparation and maintenance on Surrey's network (road, footway, bridges, barriers, gullies, structures, trees, etc) so that it is in a safe condition

 Performance improvement
  No change
  Reduction in performance

Performance Indicator	Frequency	Latest result	Latest target	Change from previous result	Trend graph (Blue = Target, Orange = Actual)
98% of safety defects repaired on time in month	Monthly	97.52% Nov 2020	98% Nov 2020	 97.88% Oct 2020	
98% of precautionary salting routes treated on time (Winter months only)	Monthly (Winter months)	100% Nov 2020	98% Nov 2020	No gritting in October	
98% of required grit bins filled on time	Annual in October	100% Oct 2020	98% Oct 2020	 100% 2019	
% of footway programme delivered (cumulative) Cumulative targets for each quarter, with 100% delivery by Q4	Quarterly	61% Q2 2020	60% Q2 2020	 24% Q1 2020 (target = 20%)	
% of Carriage maintenance programme delivered (cumulative) Cumulative targets for each quarter, with 100% delivery by Q4	Quarterly	62% Q2 2020	50% Q2 2020	 12% Q1 2020 (target = 20%)	

Highways - Reactive services, preparation and maintenance on Surrey's network (road, footway, bridges, barriers, gullies, structures, trees, etc) so that it is in a safe condition

 Performance improvement
  No change
  Reduction in performance

Performance Indicator	Frequency	Latest result	Latest target	Change from previous result	Trend graph (Blue = Target, Orange = Actual)
Number of properties with a reduction in flood risk	Annual	19 2019/20	100 2019/20	 78 2018/19	

Place shaping - deliver an enhanced asset strategy through a capital programme of investment in our assets



Performance improvement



No change



Reduction in performance

Performance Indicator	Frequency	Latest result	Latest target	Change from previous result	Trend graph (Blue = Target, Orange = Actual)
% of major planning applications processed within statutory timescales	Quarterly One quarter behind	86.4% Q2 2020	80% Q2 2020	90.9% Q1 2020	
% of planning approvals for Surrey County Council developments (school developments, fire & rescue, libraries, children & adults)	Quarterly One quarter behind	78.4% Q2 2020	80% Q2 2020	76% Q1 2020	
% of properties connected to Superfast Broadband Q2 & Q3 delivery only Cumulative targets with 100% delivery by end of Q3	Quarterly	100% Q3 2020	100% Q3 2020	New measurement of KPI	
Number of journeys made / usage of active travel schemes		Expected Spring 2021		New KPI	New KPI

Climate Change - Develop a climate change strategy and action plan which brings residents, partners and businesses together to deliver the council's vision of being a net zero carbon and resilient county by 2050

 Performance improvement
  No change
  Reduction in performance

Performance Indicator	Frequency	Latest result	Latest target	Change from previous result	Trend graph (Blue = Target, Orange = Actual)
Organisation emissions		Expected January 2021		New KPI	New KPI
Number of trees planted Cumulative with 100% delivery by Q4	Q3 & Q4	3538 Q3 2020	30,000 Annual Target 20-21	New KPI	New KPI

Countryside estate & utilisation - Encourage and support people to use our assets and spaces more regularly, extending the range of services and activities available

 Performance improvement
  No change
  Reduction in performance

Performance Indicator	Frequency	Latest result	Latest target	Change from previous result	Trend graph (Blue = Target, Orange = Actual)
Increase in number of visitors (measured via car counter data at main car parks)	Quarterly	Expected January 2021		New KPI	New KPI
% delivery of capital investment programme	Quarterly	Expected January 2021		New KPI	New KPI
% of Rights of Way programme budget spent (cumulative) Cumulative targets for each quarter, with 100% spend by Q4	Quarterly	65.55% Q3 2020	75% Q3 2020	 26% Q2 2020 (target 50%)	
Surrey residents satisfaction with condition of rights of way	Annual November	59% Annual	57% Annual NHT	 58% 2019 (target 57%)	

Resident Satisfaction – NHT Annual survey scores (November)

↑ Performance improvement
 → No change
 ↓ Reduction in performance

Performance Indicator	Latest result	Latest target	Change from previous result	Trend graph (Blue = Target, Orange = Actual)
Accessibility theme	71% 2020	74% 2020	69% 2019 (Target 70%) ↓	
Public Transport theme	53% 2020	57% 2020	62% 2019 (Target 61%) ↓	
Walking & Cycling theme	52% 2020	50% 2020	53% 2019 (Target 54%) ↑	
Tackling congestion theme	44% 2020	46% 2020	43% 2019 (Target 48%) ↑	
Road safety theme	53% 2020	53% 2020	55% 2019 (Target 55%) →	
Highway maintenance theme	45% 2020	49% 2020	47% 2019 (Target 51%) →	

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RAGs: Green = same as or greater than NHT average Amber = up to 3% below average Red = 4% or more below average

Environment, Transport & Infrastructure – Red results & commentary

Theme	Performance Indicator	Latest result	Commentary
Waste - Work with public, private and voluntary organisations and local communities to encourage residents to reduce waste, encourage reuse and maximise the quantity and quality of waste that is recycled	Reduce kerbside residual waste compared with same quarter last year	48,111 tonnes Q2 20/21	Targets to reduce kerbside residual waste have not been met due to residents continuing to work from home. Targets have been exceeded for the capture of food waste for the same reason.
	Reduce CRC residual waste compared with same quarter last year	6296 tonnes Q2 20/21	Significant increase in residual waste at Community Recycling Centres compared to Q2 last year. This is due to sites re-opening and experiencing a high demand from residents who couldn't access the sites during lock down.
Highways - Reactive services, preparation and maintenance on Surrey's network (road, footway, bridges, barriers, gullies, structures, trees, etc) so that it is in a safe condition	Number of properties with a reduction in flood risk	19 2019/20	Capital drainage budget has been focussed on preventing roads from flooding however we now have several projects underway and additional funding which will focus on properties. The additional investment SCC have for flooding will look to protect more properties over the next 10 years as discussed at the members seminar in November 2020.

Environment, Transport & Infrastructure – Amber results & commentary

Theme	Performance Indicator	Latest result	Latest target	Commentary
Waste - Work with public, private and voluntary organisations and local communities to encourage residents to reduce waste, encourage reuse and maximise the quantity and quality of waste that is recycled	Reduce percentage of non-recyclable material in dry mixed recycling compared with same quarter last year	-1.9% 10.2% contamination Q2 20/21	-10% Q2 2020	Contamination can be reduced by stopping the amount of non-recyclable waste entering the kerbside recycling collections. The Surrey Environment Partnership has formed an officer working group to address this issue and the target has now formed part of the MTFP for 2021/22 as a saving target for Waste.
Highways - Reactive services, preparation and maintenance on Surrey's network (road, footway, bridges, barriers, gullies, structures, trees, etc) so that it is in a safe condition	98% of safety defects repaired on time in month	97.52% Nov 2020	98% Nov 2020	28 defects were repaired outside of our target timescale, 22 of which occurred during a weather event where we had 48mph winds and heavy rain.
Place shaping - deliver an enhanced asset strategy through a capital programme of investment in our assets	% of planning approvals for Surrey County Council developments (school developments, fire & rescue, libraries, children & adults)	78.4% Q2 2020	80% Q2 2020	Covid, lockdown and reduced access to the office has affected the team's ability to process applications and issue planning permissions. With pressure on resources, the team has adapted well to the situation and is doing all it can to mitigate and to embrace new remote ways of working where possible, however certain elements of the process can only be office based. We are now only 1.6% below the target. In addition to the impact of Covid, many of these proposals relate to schools and with disruptions to schooling, requests for additional information particularly related to school travel plans have on occasion taken far longer than usual to be returned.

Environment, Transport & Infrastructure – Amber results & commentary

Theme	Performance Indicator	Latest result	Latest target	Commentary
<p>Countryside estate & utilisation - Encourage and support people to use our assets and spaces more regularly, extending the range of services and activities available</p>	<p>% of Rights of Way programme budget spent (cumulative)</p>	<p>65.55% Q3 2020</p>	<p>75% Q3 2020</p>	<p>Our spend to date is £852,175 and our committed spend is £221,169, which includes orders for further surfacing works, bridge repairs and replacements and signage replacement. Our projected spend for this financial year will be £1m out of our £1.3m budget. There was slow progress earlier this year as it takes time to draw up specifications for improvements, appoint contractors, get agreement from landowners for access/ works and sometimes agreement from the Environment Agency or Natural England, as well as sourcing materials. Covid issues included; ensuring contractors being able to work safely, people not working in other organisations and the availability of some materials. Some ROW surfacing is weather dependent and we had some very wet spells. Some repairs could not be done due to the numbers of people using ROW during Lockdown. Despite all of the challenges this year, the team has done remarkably well in delivering the programme.</p>

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SURREY INFRASTRUCTURE PLAN

Purpose of report:

To seek the Select Committee's input into the development of the Surrey Infrastructure Plan (SIP) including a review of the proposed Prioritisation Framework that will be used to assess schemes.

Introduction:

1. Investment in infrastructure is essential for sustainable economic growth and to cater for the changing needs of Surrey's businesses and communities. It supports the delivery of housing and can improve and enhance the environment. Infrastructure projects that improve and maintain our energy, transport, telecommunications, water and sewage systems and protect us from natural and human made events are essential for our safety, our development and our prosperity.
2. Infrastructure improvements also support all four of Surrey County Council's priority objectives as contained in its Organisational Strategy 2021-2026:
 - Growing a sustainable economy so everyone can benefit
 - Tackling health inequality
 - Enabling a greener future
 - Empowering communities
3. The Surrey Infrastructure Plan is being developed alongside the Economic Strategy for Surrey (Surrey's Future Economy: Our 2030 Strategy Statement). This was considered by Cabinet on 15 December 2020, and the Cabinet report notes the links between the two documents including:
 - Recognising the role of The One Surrey Growth Board which will act as the voice of Surrey to ensure Surrey's infrastructure needs are heard and recognised in future Government investment priorities and funding which support the growth of Surrey.
 - Priority 1 of the Economic Strategy to grow the leading edge through supporting Surrey's innovative economy. This will include ensuring capacity for expansion of established and emerging innovative and high value businesses. High value referring to companies which benefit from highly skilled, knowledge-intensive operations often contributing significantly to productivity growth as measured through GVA per capita.

The Economic Strategy will seek to develop a better understanding of the supply and demand for additional employment space as well as considering the strategic digital infrastructure needed to drive this innovation. This work will directly feed into the Surrey Infrastructure Plan and be added to the Council's Capital Programme pipeline as appropriate.

- Priority 2 of the Strategy to take a 'whole place' approach to growing and sustaining quality places. This includes a strategic approach to providing the infrastructure needed to support a balanced economy, taking a future-focused and coordinated approach that aligns localities with digital and transport connectivity to accelerate housing delivery and enable economic resilience. The emerging Digital Infrastructure Plan for Surrey will also set out prioritised programmes of work which recognise economic and wider outcomes and the role that digital infrastructure can have in supporting all corporate priorities.
4. The Plan also contributes to the Surrey Place Ambition which has been developed to provide us with the maximum opportunities to proactively manage growth while at the same time investing in the right infrastructure and assets, and enhancing the character of the natural environment that makes Surrey the unique and attractive place it is for residents, businesses and visitors alike. The Place Ambition has been developed in partnership with the Districts and Boroughs through the Surrey Futures Board (a board which brings together the Enterprise M3 and Coast to Capital Local Enterprise Partnerships, the Gatwick Diamond Initiative, the Surrey Nature Partnership, the Surrey Employment and Skills Board, Surrey County Council and some of the Surrey District and Boroughs). The principles and values of the Place Ambition include an aim to focus growth and infrastructure investment in areas that, with the right interventions, offer the greatest potential to support long term sustainable growth and increased productivity, including through enhanced connectivity. The Place Ambition sets out that the main focus for investment will be the existing urban areas, the connecting transport corridors and eight Strategic Opportunity Areas but will need to be flexible to consider the changing economic patterns, partly caused by the Covid-19 pandemic. The prioritisation of projects will be linked to our priorities for growth as agreed through the Place Ambition.
 5. The development of the Surrey Infrastructure Plan has been inspired in part by the original Surrey Infrastructure Study of 2017 which demonstrated the sheer scale of the challenge of providing and critically, funding, infrastructure to support growth which is sustainable. Sustainable growth needs to be supported by infrastructure. Roads, schools, community and leisure facilities, healthcare and green space are essential for well-functioning, well-connected places and healthy communities and vital if we are to retain existing businesses and attract new ones.

6. The Surrey Infrastructure Study, 2017 indicated that delivering the necessary infrastructure to support growth planned in Surrey to 2031 was estimated to cost at least £5.51 billion with only £3.04 billion of potential funding identified. The study was prepared on behalf of the county council and the eleven borough and district councils in Surrey. Each of the boroughs and districts has an existing or emerging local plan that sets out the planned development across its area and the infrastructure needed to support it in the short to medium term. The study presented an overview of growth and infrastructure at the strategic level across Surrey and to highlight to government, infrastructure providers, developers, local communities and businesses the scale of investment required.
7. Reflecting changes in policies, strategies and circumstances since 2017, this Infrastructure Plan is taking a slightly different approach. Rather than providing a straight refresh of project requirements, this plan will establish a framework for the prioritisation of infrastructure and propose innovative approaches to funding and financing. The Infrastructure Plan will prioritise projects in the county over the short, medium and long term to support “good growth,” as defined in Surrey’s 2050 Place Ambition, with a commitment to environmental, place and health and wellbeing outcomes. Discussions were held with Districts and Boroughs in early 2020 to identify infrastructure schemes.

Surrey Infrastructure Plan – Vision & Objectives

8. The first stage of developing the Surrey Infrastructure Plan was to produce a comprehensive baseline report, a summary document containing the key findings and ‘so what’ analysis from the baseline and a Vision and Objectives for the Plan. These were completed by the summer of 2020 and approved by the Surrey Futures Board in September 2020.
9. The 15 Objectives in the Surrey Infrastructure Plan are:
 - Objective 1 - Contribute to high value, productive and sustainable economic growth
 - Objective 2 - Achieve net zero carbon emissions by 2050, or earlier
 - Objective 3 - Improve infrastructure resilience
 - Objective 4 - Facilitate sustainable development of critical infrastructure
 - Objective 5 - Promote productive and multifunctional places
 - Objective 6 - Create resilient landscapes
 - Objective 7 - Improve community access to open space
 - Objective 8 - Improve connectivity between town centres and their surrounding neighbourhoods
 - Objective 9 - Improve social infrastructure to meet the needs of a growing population

- Objective 10 - Deliver infrastructure that promotes sustainable transport choices
- Objective 11 - Deliver infrastructure that improves accessibility to the network for all
- Objective 12 - Deliver transport infrastructure that maximises the potential of Surrey's strategic location within the South East of England
- Objective 13 - Develop Surrey as a world-class digitally connected peri-urban area
- Objective 14 - Grow Surrey as a county that thrives on smart infrastructure and the smart choices of its citizens
- Objective 15 - Promote Surrey as a test-bed for next generation infrastructure and associated digital products and services

Surrey Infrastructure Plan – Draft Prioritisation Framework

10. In October 2020, the work on the next stage of the Surrey Infrastructure Plan commenced with the development of the Prioritisation Framework being a key element of this. Currently, schemes are identified through a variety of sources including from the Local Plans of the Districts and Boroughs. Depending on available funding and community support, they are progressed through the development stage and then to implementation. However, there is no method for comparing any scheme against another or reviewing the whole list against objectives and outcomes. With the introduction of the new Prioritisation Framework, this new planned approach will enable all schemes to be reviewed in a consistent fashion, providing a strong focus on outcomes and a recognition of a schemes deliverability.
11. The 15 objectives set out in paragraph 8 will have a range of outcomes which are noted below in Tables 1 and 2. The proposed approach is to establish a five-point scoring system of -2 through to +2 for which each scheme that is proposed is scored against these Outcomes. A score of -2 would indicate the scheme detracts from the outcome whilst +2 shows it would contribute. This will mean that schemes that relate positively to more outcomes will most likely score higher than those that do not. Scoring can be carried out by Officers but a system for checking and validating the scoring by representatives from a sub-group of the Surrey Futures Board is proposed, which will ensure that the perspective of partners critical to delivering these outcomes is considered in the final scoring.

Table 1: Prioritisation Framework showing outcomes related to Objectives 1-8

Objective	Project Outcome	Objective	Project Outcome
1 Contribute to high value, productive and sustainable economic growth	<ul style="list-style-type: none"> 1a Increase GVA per capita by 2030 1b Achieve productivity growth in key sectors 1c Accelerate the delivery of new housing (including affordable housing) 	5 Promote productive and multifunctional places	<ul style="list-style-type: none"> 5a Promotes urban-rural interconnectivity across Surrey 5b Reduces waste and promotes the circular economy 5c Encourages innovation and the expansion of industry 5d Expands green infrastructure networks
2 Achieving net zero carbon emissions by 2050 or earlier	<ul style="list-style-type: none"> 2a Carbon emissions reductions 2b Carbon sequestration and storage impact 	6 Create resilient landscapes	<ul style="list-style-type: none"> 6a Enhances flood protection and mitigation 6b Improves air quality 6c Promotes bio-diversity net gain 6d Contributes towards the delivery of a Nature Recovery Network 6e Promotes a natural capital approach
3 Improve Infrastructure Resilience	<ul style="list-style-type: none"> 3a Mitigates impacts of future environmental or systemic shocks or stresses on homes in Surrey 3b Mitigates impacts of future environmental or systemic shocks or stresses on businesses in Surrey 3c Reduced need for future investment to mitigate the effects and maintain infrastructure performance in the face of external shocks and long-term stresses. 3d Reduced costs for emergency response measures 	7 Improve community access to open space	<ul style="list-style-type: none"> 7a Increases recreational and leisure opportunities 7b Improves residents access to healthy and green spaces 7c Enhances the quality and opens up green spaces
4 Facilitate sustainable development of critical infrastructure	<ul style="list-style-type: none"> 4a Future growth can be delivered without exploiting further natural resources or increase pollution levels 4b Promotes renewable energy generation 	8 Improve connectivity between town centres and their surrounding neighbourhoods	<ul style="list-style-type: none"> 8a Reduces journey times to work 8b Improves journey time reliability within Surrey 8c Positive impact on Surrey's high streets

Table 2: Prioritisation Framework showing outcomes related to Objectives 9-15

Objective	Project Outcome	Objective	Project Outcome
9 Meet the needs of a growing population	<ul style="list-style-type: none"> 9a Increases local provision of services to meet the needs of the future population 9b Improves social equity 9c Reduces health inequality 9d Channels improvements to the neediest and fastest growing parts of the county 	12 Maximises the potential of Surrey's strategic location within the SE	<ul style="list-style-type: none"> 12a Reduces journey times on key freight and HGV routes 12b Reduces road congestion across Surrey
10 Promotes sustainable transport choices	<ul style="list-style-type: none"> 10a Improves journey times by public transport 10b Improves safety for walking and cycling 10c Reduces the number of people travelling by car 10d Increases the number of public transport journeys 	13 Develop Surrey as a world-class digitally connected peri-urban area	<ul style="list-style-type: none"> 13a Improves digital connectivity across Surrey for residents and businesses 13b Reduces the digital divide between the best and least-well connected communities or population segments
11 Deliver infrastructure that improves accessibility to the network for all	<ul style="list-style-type: none"> 11a Improves access to online transport information 11b Impact on Surrey's ageing populations travel choices 11c Reduces social isolation amongst rural communities 	14 Growth that thrives on smart infrastructure and the smart choices of its citizens	<ul style="list-style-type: none"> 14a Enables a stronger data environment to enable data-driven decision making 14b Promotes data sharing across and between the public and private sector
		15 Promote Surrey as a test-bed for next generation infrastructure	<ul style="list-style-type: none"> 15a Incorporates new technologies and a test-bed environment

12. In addition, a further assessment of each scheme's affordability, deliverability and level of community support will be undertaken and additional scoring of

these factors made. They will then be combined with the scoring against the objectives and outcomes to provide an overall score.

13. Finally, an assessment will be made of the quality of information that is available to be able to undertake the scoring for any given scheme. In some cases, a high level of data and information will be available whereas in other cases the scheme may only be at an early concept stage and very little information exists and therefore estimating or assumptions will need to be made.
14. The prioritisation framework has been designed to enable users to consider the choices in relation to projects, or groups of projects, in terms of their performance against Surrey’s strategic priorities and the Infrastructure Plan Vision and Objectives, as well as deliverability and quality of information available about projects. It will not result in a list of ranked projects based on the scores attributed to the various outcome measures (although that information will be available for review); rather, it will allow the user to make quality judgements regarding potential projects / groups of projects.

Surrey Infrastructure Plan – Draft Project Strategy

15. The final stage of this piece of work is the development of the Infrastructure Plan itself – effectively a Strategy setting out projects that can be delivered and an indication of potential funding sources and financing options. These would be grouped into themes, themselves being flexible to allow to be aligned with emerging government funding priorities.

16. Proposed categories or themes are set out in **Table 3**.

Table 3: Proposed infrastructure categories

Main Category	Utilities	Social & Economic	Environment	Place	Transport
Sub Categories	Digital	Education	Blue Infrastructure	Open Space	Highways
	Waste	Health & Social Care	Green Infrastructure	Countryside	Rail
	Energy	Community			Buses
		Economic			Sustainable Transport
		Fire & Rescue			

17. The Strategy will include projects set out by the categories shown in table 3 and by geography (both the locations and the impact of the infrastructure broken

down by District or Borough, county-wide or cross-border). Details regarding their score against the outcomes and delivery as well as the quality of the information used to make the assessment will be provided. Further information covering estimated costs, funding sources, possible duration and a proposed way forward will be included where possible.

18. Schemes can then be selected from each category and, subject to further feasibility work and community engagement, can then be added to the Council's capital programme pipeline. Depending if funding for delivery is available, projects will then be reported to Cabinet for approval to implement and be placed in the Council's formal capital programme.
19. A whole range of funding options are being considered and will include a range of sources such as Government funding such as the Single Housing Infrastructure Fund, Levelling-Up fund, Community Infrastructure Levy, S106 Planning obligations, private sector funding, and the Council's own capital funding via borrowing.
20. The initial programme will likely focus more on schemes from the Transport category given the obvious link to District and Boroughs' Local Plans. However, the Surrey Infrastructure Plan will highlight gaps where further scheme development is required to ensure a broader range of infrastructure schemes from other categories.
21. To provide an indication of the projects to be considered, **Appendix 1** contains a list of 100 schemes from the Transport category. These schemes typically cost over £1million and have been put forward for consideration from a variety of sources including Districts & Boroughs, the Local Economic Partnerships and Transport for South East. The list has not been assessed at the time of drafting this report. The list excludes schemes that are already in the Capital Programme and being delivered.

Conclusions:

22. In conclusion, the development of the Surrey Infrastructure Plan includes a Prioritisation Framework that provides an evidence-based, transparent approach to tackling the challenge we have in delivering the infrastructure that we need to support sustainable economic growth. In doing so, it will ultimately enhance our ability to attract funding and deliver effectively that infrastructure.

Recommendations:

23. It is recommended that the Communities, Environment and Highways Select Committee:

- a) note the progress on the development of the Surrey Infrastructure Plan and,
- b) review and provide views on the proposed Prioritisation Framework and,
- c) note the funding and financing options with suggestions for other funding routes where appropriate.

Next steps:

The Surrey Infrastructure Plan will be reported to Cabinet on 23rd February 2021 and include a Strategy for the delivery of projects grouped into categories that have been assessed against outcomes and deliverability.

The Strategy will then be kept updated with regular reviews built in and be flexible to be aligned with funding opportunities as they emerge. Work will continue with key partners such as the Districts and Boroughs to review the Strategy, identify funding sources and deliver the schemes.

Report contact: Lee Parker, Director of Infrastructure, Planning & Major Projects, ETI Directorate

Contact details: 07816 089527, lee.parker@surreycc.gov.uk

Sources/background papers:

Surrey Infrastructure Study, 2017

Surrey Infrastructure Plan – Baseline Summary, June 2020

Surrey Infrastructure Plan – Vision and Objectives, June 2020 (updated December 2020)

Surrey’s Economic Future – Forward to 2030: Our Economic Strategy Statement, November 2020

Surrey Future briefing note – January 2021

APPENDIX 1

Initial List of schemes to be assessed using the Surrey Infrastructure Plan Prioritisation Framework

Transport Category only as an example.

Please note: The list includes infrastructure schemes only and not maintenance projects. The list is a working list derived from suggestions from SCC, Districts and Boroughs, Local Economic Partnerships and Transport for the South East.

A22 Blindley Heath Accessibility
A22 Strategic Development HIF
A24 Capel to Horsham Improvements
A24 Deepdene and Beare Green Roundabouts Smart Junctions
A24/A243 Corridor Modernisation
A240 Smart Corridor
A245 Smarter Highway - West Byfleet to Painshill
A281 Smarter Highway
A30 London Road Bagshot
A308 Corridor Programme
A31 Hickley's Corner
A31 Resilience Scheme, Phase 2
A3100 & B3000 Smarter Highways
A317 Smarter Highway (incl. St Peter's Way east of M25 J11)
A320 Chertsey Lane (Egham) Low & Narrow Bridge Mitigation
A322 Smarter Highway - M3 Junction Improvements
A322 Smarter Highway - West End to Knaphill
A331 Congestion Hotspots, Phase 2
A331 Resilience Scheme
Addlestone Level Crossing Mitigation
Addlestone Town Centre
Ash, Ash Vale and Tongham Traffic Management, Environmental Improvements & Quality Bus Area
B2130 Elmbridge Road (Cranleigh) Bridges Upgrades
Banstead Crossroads Modernisation
Banstead to Reigate/Redhill QBC
Bisley Bridge replacement
Blackwater Valley LCWIP
Burnt Common North Facing on and off slips at A247 overbridge with A3
Camberley & Frimley Cycle Links
Camberley Station & Pembroke Broadway: Interchange & Last Mile Links
Charlwood to Gatwick cycle route

Appendix 1: Initial list of schemes to be assessed using the Surrey Infrastructure Plan Prioritisation Framework

Christchurch Road (Virginia Water) - Wellington Road to A30 Congestion Alleviation
Church Road Ashford - town centre improvements
Clockhouse Lane Ped/Cycle Bridge
Comprehensive Guildford Borough Cycle Network
Cranleigh to Dunsfold Greenway
Delivery of Gatwick Connections LCWIP
Dorking Stations Unification and Lift Access
Dorking Town Centre Package
Drift Bridge Junction Improvements, Nork
Egham Station & Town Sustainable Travel and Public Realm
Eastern Thames Corridor LCWIP
Epsom - Tolworth Smart & Sustainable Corridor
Epsom & Banstead Sustainable Transport Package
Epsom and Borders LCWIP
Epsom town centre east and the Quadrant
Esher Town Centre: Accessibility & Environment
Esher Town Centre: Strategic & Major Road Network
Farnham Town Centre Transport Package
Frimley Smarter Highway & Bus Corridor Improvements
Gatwick Connections
Godalming and Cranleigh LCWIP
Gosden Hill Farm Park & Ride
Guildford - Bookham - Leatherhead - Epsom QBC (Route 479)
Guildford - Dunsfold Quality Bus Corridor
Guildford Gyratory Modernisation
Guildford Sustainable Movement Corridor Programme - SMC1-6
Guildford to Godalming Greenway
Guildford Town LCWIP
Hermitage Road Cycle Bridge
Infrastructure to support Caterham masterplan
Intelligent Network: West Surrey (aka Wider Network Benefits (West))
Iron Bridge (Staines) Lengthening
Kiln Lane Link
Leatherhead and Dorking LCWIP
Level Crossing Removal, A323 Guildford Road, Ash
Lingfield Station Accessible Overbridge
Low Carbon Connections: Chertsey, Addlestone, St Peter's Hospital & A320 Corridor
Lower Sunbury Crossing
New pedestrian and cyclist bridge at Station Avenue, Ewell
New Rail Station at Guildford West (Park Barn)
North Holmwood to Dorking Walking and Cycling Link
Railway Station Hubs & Access (Guildford and Waverley)
Railway Station Hubs & Access (Woking & Elmbridge)
Railway Station Hubs & Access Programme (Blackwater Valley)
Railway Stations Hubs & Access (Runnymede)
Railway Stations Hubs & Access (Spelthorne)

Appendix 1: Initial list of schemes to be assessed using the Surrey Infrastructure Plan Prioritisation Framework

Railway Stations Hubs & Access: Coast 2 Capital Area
Reigate Level Crossing
Reigate Town Centre Transport Package
Send and the Horsleys traffic management and environmental improvement scheme
Six Crossroads Junction Smarter Highway
Spelthorne Quality Bus Corridor
Staines & Egham QBC
Staines Bridge & Town Centre Traffic Improvements
Sunbury Cross
Surrey Heath Villages Cycle Links
Surrey Hills LCWIP
Surrey Hills Restoration & Conservation
Tandridge Off-Road Cycle Network Programme
Tandridge Triangle LCWIP
Three Arch Junction Modernisation
Vicarage Road Underpass, Egham
Wapses Lodge Roundabout Modernisation
Western Thames Corridor LCWIP Delivery
Weybridge town centre package
Woking Sustainable Transport Package, Phase 2
Woking Town LCWIP Delivery - Phase 1
Woodhatch Junction Improvements
Wrecclesham Relief Road

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COMMUNITIES, ENVIRONMENT AND HIGHWAYS SELECT
COMMITTEE

MONDAY, 18 JANUARY 2021



Forward Work Programme and Recommendations and Actions Tracker

1. The Select Committee is asked to review its draft forward work programme and recommendations and actions tracker.

Recommendations:

- That the Select Committee reviews the attached forward work programme and recommendations tracker and makes suggestions for additions or amendments as appropriate.

Next Steps:

The Select Committee will review its forward work programme and recommendations and actions tracker at each of its meetings.

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**COMMUNITIES, ENVIRONMENT AND HIGHWAYS SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER
January 2021**

The actions and recommendations tracker allows Committee Members to monitor responses, actions and outcomes against their recommendations or requests for further actions. The tracker is updated following each meeting. Once an action has been completed, it will be shaded green to indicate that it will be removed from the tracker at the next meeting.

KEY			
	No Progress Reported	Action In Progress	Action Completed

Meeting	Item	Recommendations/ Actions	Update/ Response	Responsible Officer/ Member
24 MARCH 2020	Update on Council Climate Emergency Response [Item 4]	i. The Climate Change Project Manager to share with members the relevant governance document for the council's climate change strategy.	Information requested.	Esme Stallard, Climate Change Project Manager
		ii. That the Committee investigates avenues for joint scrutiny with district and borough councils to review the impact of the climate strategy and continue its development.	Scrutiny Manager to take up with district and borough council colleagues	Ross Pike, Scrutiny Business Manager
	Countryside Estate [Item 5]	i. The Cabinet Member for Communities to circulate to members information and examples of successful established contribution schemes in other organisations.	Information requested. The Cabinet Member is preparing a response.	Natalie Bramhall, Cabinet Member for Environment & Climate Change

18 JUNE 2020	Environment, Transport and Infrastructure Directorate Response to Coronavirus [Item 5]	i. The Cabinet Member for Transport to provide the Committee with information on what percentage of buses are operating at a business as usual timetable.	Information requested. The Cabinet Member is preparing a response.	Matt Furniss, Cabinet Member for Transport.
16 SEPTEMBER 2020	Cabinet Member Updates [Item 5]	i. For the results of the assessment of Surrey's built environment to be brought to a future meeting of the Select Committee.	The Chief Fire Officer has been notified. A date will be scheduled in due course.	Steve Owen-Hughes, Chief Fire Officer
		i. For a written update on progress of the Ecopark to be shared with the Select Committee.	Private briefing held with the Select Committee.	Katie Stewart, Executive Director – ETI
	Surrey Fire and Rescue Service Improvement [Item 6]	i. The SFRS Member Reference Group to report back to the Select Committee with its findings on a regular basis (e.g. every other public meeting).	Scrutiny of the SFRS Making Surrey Safer Plan is scheduled for the March meeting of the Select Committee.	SFRS Member Reference Group
	Climate Change [Item 7]	i. Chairman to discuss the future of climate change scrutiny with the Select Committee Chairmen and Vice-Chairmen's Group at its next meeting.	To be discussed at the next Chairmen and Vice-Chairmen Group meeting. Update: questions asked regarding Directorate contributions to Greener Futures Programme in budget scrutiny meetings in December 2020	John O'Reilly, Chairman of the Communities, Environment and Highways Select Committee

		i.	For the Rethinking Transport and Active Travel Programmes to be brought to a future meeting of the Select Committee.	This has been added to the Select Committee's Forward Work Programme. Update: to be considered as part of a wider item on the Local Transport Plan	Ross Pike, Scrutiny Business Manager
15 DECEMBER 2020	Scrutiny of 2021/22 Draft Budget and Medium-Term Financial Strategy to 2025/26 [Item 5]	i.	In order to understand the long-term benefits of its capital investments the final 2021/22 - 2025/26 MTFS presented to Council in February should include clarity on the expected outcomes, benefits or measures of success of the capital programme.	Submitted to Cabinet for response at 27 January 2021 meeting	Mel Few, Cabinet Member for Resources
		i.	Where possible, provide data on the capital spend for this year against the projects listed on page 35 of the agenda so that the Select Committee might discern how investment is changing.	Information requested. Finance colleagues are preparing a response.	Rachel Wigley, Director – Financial Insight Mark Hak-Sanders, Strategic Finance Business Partner – Corporate Finance Tony Orzieri, Strategic Finance Business Partner - ETI
		ii.	Provide more specific information on the schemes under	Information requested. The Executive Director is preparing a response.	Katie Stewart, Executive Director – ETI

		development in the ETI Capital Pipeline.		
		iii. Briefing for Members on the benefits realised from highways capital investment to cover impact on revenue budget and resident satisfaction.	Information requested. The Executive Director and Cabinet Member are preparing a response.	Katie Stewart, Executive Director – ETI Matt Furniss, Cabinet Member for Transport
		iv. Provide a breakdown of the Coroner’s Service accounts.	Information requested. The Director is preparing a response.	Steve Owen-Hughes, Director - CPG
		v. Provide detail of fire and rescue vehicles and equipment that SFRS has obtained over previous years.	Information requested. The Director is preparing a response.	Steve Owen-Hughes, Director - CPG
		vi. Provide more detailed information on what outcomes and improvements the capital money invested into the Making Surrey Safer Programme was intended for.	Information requested. The Director is preparing a response.	Steve Owen-Hughes, Director - CPG
	Recommendations Tracker and Forward Work Programme [Item 8]	i. The Executive Director and Scrutiny Business Manager to discuss the timeliness of bringing the Land Use Strategy and the Local Transport Plan to the Select Committee.	This has been noted by the Executive Director and Scrutiny Business Manager.	Katie Stewart, Executive Director – ETI Ross Pike, Scrutiny Business Manager

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Communities, Environment and Highways Select Committee

Forward Work Programme

2020/21

Date of Meeting	Scrutiny Topic	Description	Outcome	Responsible Cabinet Member & Lead Officer
19 March 2021	Climate Change Delivery Plan	Public scrutiny of the council's plan to deliver on the ambitions of the climate change strategy included a commitment to becoming net zero carbon by 2050	A robust plan endorsed by the Select Committee and assurance that the council's strategy can be realised.	Natalie Bramhall, Cabinet Member for Environment & Climate Change Carolyn McKenzie, Director for Environment
	SFRS Making Surrey Safer Plan	Scrutiny of the SFRS' progress against its 'Making Surrey Safer Plan' which addresses the judgements made by HMCIFRS in 2018.	Select Committee confident that the plan is addressing the issues identified by the inspectorate SFRS robustly tested ahead of a future inspection	Denise Turner Stewart, Cabinet Member for Communities Steve Owen-Hughes, Chief Fire Officer
TO BE SCHEDULED				
<ul style="list-style-type: none"> • Land Use Strategy • Local Transport Plan • Waste Commissioning 				
Task Groups				
TBC	Waste Commissioning Strategy Reference Group	To offer feedback and challenge on the development of the strategy to officers and the Cabinet Member	The final strategy has had input from scrutineers amplifying residents' voices	Mike Goodman, Ken Gulati, Fiona White, Jonathan Essex, Andy Macleod (Chair), John O'Reilly (ex-officio)

Communities, Environment and Highways Select Committee

Forward Work Programme

2020/21

November 2020 – March 2021	Scrutiny of SFRS Making Surrey Safer Implementation	Review implementation of the plan and ensure readiness for future inspection by HMCIFRS	Assurance that SFRS has successfully implemented its plan and improved its service	Saj Hussain (Chair), Jonathan Essex, Fiona White, John O'Reilly, Mike Goodman, Jan Mason
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Standing Items:

Six monthly performance report.