

Notice of Meeting

Communities, Environment and Highways Select Committee

**Date & time**

Thursday, 5 October
2023 at 10.00 am

Place

Woodhatch Place, 11
Cockshot Hill, Reigate,
Surrey, RH2 8EF

Contact

Clare Madden, Scrutiny
Officer
Tel: 07816370512

Chief Executive

Joanna Killian

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This meeting will be held in public. If you would like to attend and you have any special requirements, please contact Clare Madden on 07816370512.

Elected Members

Catherine Baart (Earlswood & Reigate South), Steve Bax (East Molesey and Esher) (Vice-Chairman), John Beckett (Ewell), Liz Bowes (Woking South East), Stephen Cooksey (Dorking South & the Holmwoods), Jonathan Hulley (Foxhills, Thorpe & Virginia Water) (Chairman), Andy MacLeod (Farnham Central), Jan Mason (West Ewell), Cameron McIntosh (Oxted), Lance Spencer (Goldsworth East & Horsell Village) (Vice-Chairman), Richard Tear (Bagshot, Windlesham and Chobham), Buddhi Weerasinghe (Lower Sunbury & Halliford) and Keith Witham (Worplesdon)

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: 5 JULY 2023

(Pages 7
- 16)

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 (30/09/2023).
2. The deadline for public questions is seven days before the meeting

(28/09/2023)

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

5 CLIMATE CHANGE DELIVERY PLAN ANNUAL UPDATE

(Pages
17 - 70)

Purpose of report: This is the second progress assessment to be done since Surrey declared a climate emergency in 2019 and the Climate Change Delivery Plan (the Delivery Plan) was published in 2021. It sets out the achievements we have made in supporting residents and businesses to reduce their emissions as well as the progress made to date on the Council's 2030 target. It also recommends areas of focus in the coming year to ensure that the plan has the greatest impact.

6 SURREY TRANSPORT PLAN (LTP4) DELIVERY PLAN

(Pages
71 - 82)

Purpose of report: To seek the views of the Select Committee on the scope, content and structure of a proposed Delivery Plan for the Surrey Transport Plan. This insight will help to shape the drafting of a Delivery Plan this year, which will be presented to the Select Committee in 2024 for review and scrutiny.

7 RECOMMENDATIONS TRACKER AND FORWARD WORK PROGRAMME

(Pages
83 - 98)

Purpose of report: for the Select Committee to review the attached recommendations tracker and forward work programme, making suggestions for additions or amendments as appropriate.

8 DATE OF THE NEXT MEETING: 4 DECEMBER 2023

The next public meeting of the committee will be held on 4 December 2023.

**Joanna Killian
Chief Executive**

Published: Monday, 25 September 2023

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

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Thank you for your co-operation

MINUTES of the meeting of the **COMMUNITIES, ENVIRONMENT AND HIGHWAYS SELECT COMMITTEE** held at 10.00 am on 5 July 2023 at Woodhatch Place, 11 Cockshot Hill, Reigate, RH2 8EF

These minutes are subject to confirmation by the Committee at its meeting on Thursday, 5 October 2023.

Elected Members:

- * Catherine Baart
- Steven Cooksey
- * Jonathan Hulley (Chairman)
- r* Andy Macleod
- * Jan Mason
- * Cameron McIntosh
- * Lance Spencer (Vice-Chairman)
- * Keith Witham
- * Steve Bax (Vice-Chairman)
- Liz Bowes
- * Richard Tear
- * Buddhi Weerasinghe
- John Beckett
- * Rebecca Jennings-Evans

*present

r = Remote Attendance

18/23 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from John Beckett

Apologies were received from Steven Cooksey

David Harmer substituting for Liz Bowes

19/23 MINUTES OF THE PREVIOUS MEETING: 20 March 2023 [Item 2]

The minutes of the Communities, Environment and Highways Select Committee held on 20 March 2023 were formally agreed as a true and accurate record of the meeting.

20/23 QUESTIONS AND PETITIONS [Item3]

Richard Bolton, Assistant Director of Highways Operations & Infrastructure

Key points raised during the discussion:

1. The Chairman noted the two public questions received on grass-cutting and verges and invited comments and questions from the committee. The following points were made:

- A Member observed the growing public concern over the new verge grass cutting regime and urged the Highways Operations Department to look at the frequency and quality of grass cutting by contractors for future years.
 - Concern was expressed at the height of the grass and that it might pose a fire risk.
 - A Member was pleased to hear that verges registered under the Blue Heart Campaign would only be cut once and hoped that more verges would be added to the list to aid wildlife.
 - Concern was expressed that many first cuts had not taken place and were late.
 - A Member queried the £2.67 million cost to collect the cut grass cuttings and the quality of the service provided.
 - A Member called for a simplified system over jurisdiction of grass cutting duties and better understanding of the responsibilities of Boroughs & Districts.
2. The Assistant Director of Highways Operations & Infrastructure acknowledged the shortfalls in the service this year and noted that the change in contractors and the ambiguity of jurisdiction presented a challenge. The Assistant Director assured the Committee that the service was working on plans to tackle the issue which would be made public. According to Surrey Fire and Rescue Service there was no increased fire risk from longer grass.

Actions and requests for information:

1. Chairman asked for the Assistant Director to respond in writing to Helen Monroe's supplementary question and for the written response to be shared with the committee.

21/23 DECLARATION OF INTEREST [Item4]

None received.

22/23 NEW ROAD SAFETY STRATEGY FOR SURREY [Item 5]

Witnesses:

Paul Millin, Strategic Transport Group Manager

Key points made during the discussion:

1. The Chairman explained that scrutiny of the item was postponed to a future meeting and that the draft policy was being revised. The Chairman affirmed the Committee's interest in the matter and that it was of great importance to residents; and asked when it would be ready for scrutiny. The Strategic Transport Manager answered that this was a short postponement, and that road safety strategy and speed limit policy would come back to the Select Committee in October.

23/23 GREEN FINANCE STRATEGY [Item 6]

Witnesses:

Katie Sargent, Greener Futures Group Manager, Environment Transport & Infrastructure Directorate

Carolyn McKenzie, Director of Environment

Katie Stewart, Executive Director for Environment Transport and Infrastructure

Marissa heath, Cabinet Member for Environment (online)

Key points made during the discussion:

1. The Cabinet Member for Environment introduced the strategy. The aim was to achieve cost neutrality in financing Net Zero carbon targets. Substantial capital and risk were involved. The Cabinet Member highlighted dependencies on national infrastructure and grid connections and on government policy and support. Renewable investment initiatives were being explored to generate income including through power purchase and solar farms. The Cabinet Member expressed interest in doing more with businesses and on a joint-finance approach with Boroughs and Districts and highlighted the risks associated with off-setting. Continued input from the Select Committee was welcome. The Cabinet Member proposed reviewing the financial strategy with the Committee and Greener Futures Reference Group on an annual basis.
2. The Chairman asked the Greener Futures Group Manager what the key changes were between this and the original 2021 finance strategy and accompanying model. The Manager explained that the latest model included more accurate costs and assumptions as opposed to estimates. There was now much more confidence in the figures shared and the planning that followed. On the 2030 net zero target the Manager insisted that it was achievable and that costs could be covered with energy savings. The Executive Director for Environment Transport and Infrastructure warned that the council's plans were dependent on government policy and technology. One of the benefits of the proposed financial model was that it allowed for a dynamic response to the changing landscape.

Net Zero 2030 Programme

3. A Member asked which strand of the 2030 capital programme of retrofit, refurbishment & renewable presented the greatest risk and queried what was being done to address the 99.3% of carbon emissions created by non-Council facilities. The Greener Futures Group Manager explained that the biggest risk was delays with the National Grid that meant viable solar farm sites might not be launched until 2035. The department was exploring other avenues to acquire working solar sites with grid connections already in place. The Manager outlined the process for annual update of the Climate Change Delivery Plan and review of progress against the 2030 and 2050 targets. This would come to the Committee and Cabinet in the autumn.
4. A Member asked to what extent the risk to delivery from a capacity skills shortage had been assessed and factored into plans. The Greener Futures Group Manager said procuring skilled workers has been an issue in the past, but that successful procurement rounds had built confidence. Close working with colleagues in Procurement and Land and Property were important.
5. A Member asked if the decarbonisation delivery rate of 13 to 20 buildings per year was achievable. The Greener Futures Group Manager explained that this programme was slow to start but that a robust team was now in place and the pace was stepping up. The new Facilities Management provider would play a critical role. The Member asked

about carbon banking from private wire energy supply. The Manager noted that where electricity was sold to a private off taker say from a solar farm, this would count towards reducing their carbon not that of the Council. Carbon produced from virtual sleeving where electricity is sold to the grid and taken off the balance of electricity being provided could be banked.

6. A Member asked about decarbonisation of Flex buildings and whether there was a potential to generate more income from these. The Manager explained that Flex buildings were those with an uncertain future. Land & Property were conducting an asset strategy review, due to complete by 2025. This would clarify the status of various assets including which should be retained or sold. In the meantime, decarbonisations costs for both Flex and Core & Flex buildings needed to be assessed. Carbon offsetting would be required for any Flex properties retained by the Council in 2030 without decarbonisation investment.
7. A Member expressed concern over national energy supply and the need for more generating capacity in the UK and wondered if consideration of high-level risks had been built into plans. Potential future developments for a hydrogen economy were flagged as was the need to maintain close links to central government as thinking on this developed. The Director of Environment emphasised the importance of a mixed approach to mitigate risks including through projects such as rooftop solar which didn't rely on changes in government policy. She explained that lobbying took place on a regular basis at all levels. The Council was starting to look at hydrogen for buses and waste vehicles but there is more to be done to plug into strategic conversations about long term hydrogen plans.
8. A Member asked for an explanation around rising Capex costs under the 2030 finance model. The Greener Futures Group Manager explained that the jump in capital costs reflected the robustness of the new finance model which was more thorough and included all the costs involved including for example associated connection costs which can be significant. One building can cost in the region of £100,000 to connect to the grid. The Director of Environment explained the process for annual and quarterly reviews and for inputting real, as opposed to anticipated costs into the model to create a more accurate picture.
9. A Member noted that fleet transition costs were being funded by the service rather than the central Greener Futures budget and queried how to embed decarbonisation costs into other services. The Greener Futures Group Manager explained that electric infrastructure costs remained in the Greener Futures budget but that costs for replacing individual vehicles should be considered on a local basis by the relevant service area. A fleet strategy was being developed. This would cover decarbonisation of the Council's fleet and provide guidance and support. The Manager noted the other key areas of emissions addressed by the 2030 strategy were LED streetlight replacement and corporate estate emissions and that it made sense for these to be dealt with in their own budget areas.
10. A Member asked if there were any solar farms being launched in the next couple of years and whether Solar Power Purchase Agreements (PPA) or solar panels on Council buildings could make up for a lack of ground based solar. The Manager noted frustrations with solar farms: sites had been identified but couldn't be connected to the grid. A range of other opportunities were being explored, including maximising solar on

rooftops. The directorate hoped to have a much clearer idea of solar potential within the next 6 months. The manager stated that schools would be the first target for PPAs. Although they fall outside of the Council estate, they form part of Surrey's indirect emissions. There was a huge appetite from schools for PPA to reduce energy costs. Pilots were being run and a business case developed for Select Committee and Cabinet. The Director of Environment noted that in addition to schools, there was potential to work with the NHS to install solar on its Surrey estate. Initial conversations had taken place.

11. The Chairman noted that the report set out a range of options for consideration and asked for an explanation of the difference between option three and four. The Director of Environment explained that option four set out a more proactive approach to generating income to offset costs. On option two, a Member expressed concern over the viability of buying carbon off-set credits as an alternative to carbon reduction projects. The Director noted that a small amount of offsetting was required in all scenarios. This would be delivered where possible via the County's nature recovery strategy through habitat creation, tree planting and re-wetting of heathlands to bring positive benefits to Surrey residents. Reassurance was given that offsetting remained a last resort and that only good quality offsets would be used. The Director explained that option two had been included for completeness but was not the recommended approach.
12. A Member queried if the service had the resources it needed to maximise income. The Executive Director for Environment Transport and Infrastructure stated that the service had received immense support from their Cabinet Member and had the resources needed for now but stressed that this must evolve as needs changed. It was important to continue to grow the agenda and to bring in the necessary resource and expertise to match.

Net Zero 2050 Programme

13. The Chairman asked about the state of engagement with stakeholders to deliver the programme. The Greener Futures Group Manager noted the overlap between two of the Council's strategic priorities: *greener futures* and growing a *sustainable economy* and highlighted joint working on the green skills agenda and growing green jobs. Work was underway to ensure green skills are embedded in the Surrey Skills Plan and within local skills improvement plans to deliver growth of the green economy. A holistic green business support package was being developed for SMEs covering how to measure carbon footprint and what financial support is available (e.g. the Green Grant programme).
14. A Member asked what steps were being taken to develop a countywide communications and engagement strategy to raise awareness, support and buy in for low-carbon measures. The Executive Director for Environment Transport and Infrastructure noted that the Deputy Cabinet Member for Environment was leading on this work. A Greener Futures Engagement Strategy had been produced. Colleagues in the Communities team and volunteers from Surrey Climate Commission and Zero Carbon Guildford were being trained to deliver unified messages to residents and to encourage uptake. A parish council climate change training course had been developed and piloted and a network set up for all elected members (county level down to parish level). This would be used to disseminate green messages and raise awareness of developments and opportunities around grant funding.

15. The Executive Director agreed with the Member that different modes of communication were vital in getting buy in from residents. A Member noted that 40% of Surrey residents over 60 did not use the internet and communication must be tailored to tackle this. The benefits of simple printed literature for dissemination by councillors and local associations was emphasised. The Director of Environment agreed and noted that different methods would be considered to reach all residents including use of 'trusted' community groups as intermediaries to disseminate messages.
16. A Member asked if the indirect emissions which make up 85% of the Council's emissions were addressed in the 2050 programme. The Director of Environment explained that a detailed 2050 finance model was still being developed and would be brought to the committee in due course. An update on the Council's indirect emissions would be provided as part of the Climate Change update coming to the Committee later in the year. The Greener Futures Group Manager noted the difficulties in quantifying indirect emissions from schools and supply chains.
17. A Member expressed concern over communications to Council, Borough and District members and suggested a membership development session was needed on how the various Greener Futures boards and groups relate to one another. It was unclear how it all fit together in terms of governance and communications. The Executive Director for Environment Transport and Infrastructure acknowledged the problem and agreed to investigate.
18. The Committee discussed the draft recommendations and agreed and approved of option four.

Break at 11:55 for 14 minutes. Meeting resumed at 12:09 pm.

Rebecca Jennings-Evans left at 12:00 pm.

The Communities, Environment and Highways Select Committee

- a. Endorses the approach set out in the updated Greener Futures Finance Strategy including continued focus and commitment to the County Council's organisational target to become net zero by 2030 and preparations to deliver the 2050 target.
- b. Fully supports the commitment to ensuring financial risk to the Council is effectively identified and managed and the processes outlined for achieving this, in particular the annual 2 step review process which focuses on effective management of financial risk; and approves the recommendation for the Council to adopt option 4 to proactively generate income to offset costs.
- c. Recommends that the Council achievements to date towards the net zero 2030 target be publicised to Surrey Members at all tiers by the end of August 2023.
- d. Welcomes the review of effective communications and steps to improve engagement with residents on Net Zero; and urges consideration of online and offline communications, as well as opportunities to use Councillors to disseminate messages locally.
- e. Requests an update to the Committee on progress in early 2024 including on the Communications & Engagement Strategy.

Actions and requests for information:

1. The Vice-Chairman asked ETI Directorate to organise a Membership Development Session on the democratic landscape around Net Zero and Greener Futures including how all the Boards relate to each other and decision-making comes together.

24/23 SURREY FIRE AND RESCUE SERVICE PERFORMANCE [Item 7]

Witnesses:

Denise Turner-Stewart, Cabinet Member for Communities and Community Safety

Dan Quin, Chief Fire Officer

Bernadette Beckett, Chief of Staff

Key points made during the discussion:

Annual Performance Report Red KPIs

1. The Chairman welcomed the witnesses and asked the Cabinet Member for Communities and Community Safety to introduce the item. The Cabinet Member welcomed scrutiny by the Committee and extended an invitation for members to receive a briefing on fire and rescue service operations at Wray Park. She drew attention to the latest HMICFRS Inspection which was due to report in August and noted that a report on this would be provided to the December Committee session.
2. A Member welcomed the Chief Fire Officer to his new role and expressed appreciation for the Surrey Fire and Rescue Service (SFRS). He asked about the service's policy regarding annual fitness assessments for officers nearing retirement and whether those who might not pass the annual physical exam could be utilised in non-frontline roles. The Chief Fire Officer explained that a certain level of fitness was required for operational roles. Where individuals fell below this support was offered via occupational health, gym facilities and allocated fitness time to get fitness levels back up to the standard. For operational personnel unable to do so, a capability process exists which could result in redeployment to different roles under Council Terms and Conditions.
3. A discussion followed on the issue of Fire and Rescue Service governance and the outcomes of the Home Office White Paper: *Reforming our fire and rescue service*. The Chief Fire Officer noted that the response to the White Paper consultation would be available before the summer recess. Good governance is vital as is the scrutiny performed by this Committee. The Cabinet Member for Communities and Community Safety said there was no significant benefit to a change in fire governance arrangements and that the current exercise being undertaken by the Police and Crime Commissioner was unwarranted.
4. The Chairman asked about the programme of engagement with schools and the ambition to reach all schools in the county. 59% of schools had been covered, how would 100% be achieved? The Chief Fire Officer explained that all schools were being contacted but not all were taking up the offer. A Member asked about education around water related risks. The Chief Fire Officer noted that most fatalities in the county involve water and roads, not fire. The fire and rescue service is a risk-based organisation and

effort is focused in line with risk. In addition to core business, the focus in Surrey is addressing risks from wildfire, water, and road safety. These risks are reflected in the school's education packages. The Chief Officer drew attention to the Safe Drive Stay Alive event aimed at addressing road risk and explained how this was being developed into a new *DriveFit* programme.

5. The Chairman noted that feedback on Safe and Well Visits was quantitative and not qualitative. The Chief Fire Officer gave examples of feedback on the impact of these visits which were overwhelmingly positive. Work to improve the feedback process and to target groups as well as individuals was outlined.
6. A Member noted the risks around teenage boys jumping in rivers and asked if water safety was being addressed in events other than in schools. The Chief Fire Officer agreed that water safety was an issue for all age groups and gave reassurance that service engagement reflected this. Water safety events are being undertaken in partnership with other organisations involved in water safety education and rescues outside of the school's education programme. In addition, the service is engaging with partners and landowners to improve access to throw lines and information boards along waterways and in areas where there has been an increase in public use of water for leisure purposes. The need for improved education and collaboration with partners to address water safety issues was noted.
7. A Member asked if a wildfire event could be created in Chobham, and an action was taken to revert with a response.

Sickness Absence

8. A Member asked about the reasons behind increasing sickness absence within SFRS; and how these levels compared to those in neighbouring areas. The Chief of Staff accepted that sickness levels were high and explained the common reasons for both short-term and long-term sicknesses. The attendance management policy had been reviewed and there is clear guidance to managers around when to act to monitor individual absences or work with individuals to get them back to work as soon as possible. Regular case support meetings are taking place. An employee relations team had been established to provide support to managers. Employees have access to Occupational Health support and a business case had been developed to introduce additional health support to allow staff to get support and appointments quicker than they would on the NHS. The Chief of Staff noted that sickness levels amongst operational staff was very high compared to other fire and rescue services but lower in relation to the neighbouring services of London and East and West Sussex.
9. A Member asked how a high level of service could be provided with such a high level of sickness. The Chief of Staff gave reassurance that services were being delivered adequately and that overall staffing levels were good. Nevertheless, reducing sickness absence is a priority and steps are being taken to introduce new mechanisms and adopt best practice. The Chief Fire Officer explained that there had been a significant uplift in recruitment which meant the service was above establishment level for Wholetime firefighters, providing a cushion to compensate for the impact of sickness.

HMICFRS Inspection Improvement Plan

10. A Member asked about the recommendation to evaluate the service's Prevention work and whether there were figures to show it was working. The Chief of Staff explained that evaluation was taken very seriously across all areas including Prevention. An Evaluation Framework is being developed to ensure consistency and provide assurance that feedback was being used to improve services. This would be finalised in August. It was hoped that the forthcoming HMICFRS Inspection report would reflect the work done on evaluation of some prevention activities.
11. A Member asked about the multi-agency and cross-border exercise programme. The Chief Fire Officer noted that 15 cross-border/multi agency exercises have been undertaken in the last six months. Changes in the approach to operational learning were outlined including ways to harvest learning from smaller incidents and to instil a 'no blame' culture. An Operational Performance Support team had been established offering peer to peer support around incidents.
12. A Member asked about the challenge of culture reform and what being done to make the service more inclusive. The Chief of Staff emphasised that this was a high priority for the service. New procedures were embedded across all teams to address these issues. The focus is on creating an inclusive environment to retain diverse staff and to ensure any issues that arise are addressed. A *Core Code of Ethics* was at the heart of this. A Culture Action Plan had been developed which is monitored independently by staff. Challenging unhelpful gossip and rumour was also a particular priority. The Chief Fire Officer noted close working relationship with the Fire Brigades Union and that joint communications on these issues were created.
13. A Member asked for statistics on deaths in Surrey from fire, road and in rivers. The Chief Fire Officer noted that that almost 50% of those road Killed or Seriously Injured in Surrey involved non-Surrey residents and emphasised the importance of regional and national coordination to address the issue.
14. A Member queried how the service was adapting to issues caused by hot summers and rising heat levels. The Chief Fire Officer responded that resilience was good. All operational staff were now equipped with new wildfire personal protective equipment and had undertaken additional training. Additional equipment and wildfire support vehicles had been developed. Surrey was recognised as one of the leading fire and rescue services on Wildfire. The Chief Fire Officer emphasised the efficiency of staff in tackling wildfire incidents and expressed his confidence in the service. A Member stated that he had received many emails of concerns over wildfires from residents and asked how the service responded to concerns from residents. The Chief Fire Officer offered to share a statement with members that could be passed on to residents. A Member queried the use of barbecues in public spaces. The Chief Fire Officer cautioned the public to use barbecues as per manufacturer's instructions and to clean up after themselves. Furthermore, to avoid undertaking bonfires during periods of heightened fire risk.
15. The Members discussed and agreed their recommendations and invited SFRS to report back in December. The Chairman paid tribute to the progress SFRS is making.

The Communities, Environment and Highways Select Committee

1. Commends the commitment to improvement work in hand to implement the HMICFRS inspection 2021.
2. Ask SFRS to report back to Committee once the latest HMIC Inspection report is received; and to agree a date for follow-up scrutiny.
3. Works with SFRS to arrange a programme of site visits for Committee Members.

Actions and requests for information:

1. The Committee asked the Chief Fire Officer to provide the committee with a list of schools that aren't taking up the offer of school engagement visits.
2. Chief Fire Officer to confirm on the implementation of the wildfire awareness events in Chobham and inform the committee of the dates they have and will occur.
3. SFRS to provide statistics on deaths related to fire, road, and water that Surrey has had for the last 5 years.
4. SFRS to provide the wildfire statement to the Committee.
5. SFRS and Democratic Services to set up a meeting/site visit for members education regarding what SFRS does in depth.

25/23 RECOMMENDATIONS TRACKER AND FORWARD WORK PROGRAMME [Item 8]

Key points made during the discussion:

1. The Chairman noted that the road Safety Policy had been pushed back and welcomed it coming for scrutiny in October. The rising costs of road repairs, Greener Futures engagement strategy, parking enforcement, verge-cutting and Communities/liaison officers were all identified as items of interest for the future work programme. The Chairman thanked the Committee and witnesses for their effort.

26/23 DATE OF THE NEXT MEETING: 5 OCTOBER 2023 [Item 9]

The Committee noted its next meeting would be held on 5 October 2023.

Meeting ended at: 1:55pm

Chairman

28 NOVEMBER 2023

CLIMATE CHANGE PROGRESS ASSESSMENT 2022/23

Purpose of the report:

This is the second progress assessment to be done since Surrey declared a climate emergency in 2019 and the Climate Change Delivery Plan (the Delivery Plan) was published in 2021. It sets out the achievements we have made in supporting residents and businesses to reduce their emissions as well as the progress made to date on the Council's 2030 target. It also recommends areas of focus in the coming year to ensure that the plan has the greatest impact.

Introduction:

1. It has been two years since the publication of the Greener Futures Climate Change Delivery Plan 2021-2025 [1] which set out to save between 1.2 and 2.4 million tonnes of carbon dioxide by 2025, in line with Surrey's Climate Change Strategy [2]. Local Authorities, working with partners, seek to play a key role in supporting net-zero carbon across Surrey by 2050 and more stretching targets within our organisations alongside action from residents, businesses and national government.
2. Annex 1 sets out the interim findings of the climate change assessment which will be developed into two full reports for Cabinet (1) Surrey County Council's 2030 net-zero progress 2022-23 and (2) Greener Futures Climate Change Progress Report 2022-23 (the county's progress against its 2050 net zero target).

2030 Surrey County Council progress report

3. In respect of its 2030 target for being a net zero authority, Surrey County Council has reduced carbon by 1kt through estate rationalisation and 6kt from carbon reduction measures. It has also delivered £2.5M of annual bill savings, nearly £5M of additional funding and 0.3MW of solar power.
4. Key successes have included: (1) the streetlighting LED replacement programme; (2) the retrofit of buildings with PV, low carbon heating and

insulation; (3) the implementation of a sustainable procurement policy; and (4) the carbon literacy training pilot.

5. With a 34% reduction in emissions achieved since 2019, Surrey County Council is on track to meet net zero targets, although it should be noted that given the scale of the task that remains, there is considerable further action and scaling up of existing projects required and planned. This includes acceleration of solar PV, incorporation of building retrofit into the asset management plans, fleet decarbonisation and support for staff to reduce emissions in homes and through their service provision on behalf of the Council. In addition, there is further action being taken to support staff using public transport and providing better active travel facilities at the Council's offices and hubs.
6. For the Council's 2030 corporate net-zero target, key areas of focus for next year include (1) fast-tracking solar PV on schools and leased buildings to help pay for retrofit (2) continuing to bid for PSDS government capital funding and aligning retrofit with the developing Asset Strategy; (3) a focus on staff travel and fleet policy; (4) a continuation and scale up of carbon literacy; (5) investigation of support for staff to make improvements in their homes and lifestyles; (6) increased measurement of wider carbon emissions that are not part of the 2030 target (scope 3 emissions). All of the above will continue to be assessed in the context of current government funding, and included in future lobbying as appropriate.

2050 progress report

7. The Delivery Plan has significantly increased climate action across Surrey since the net-zero targets were set in 2019. This includes the treatment of 1,350 fuel poor homes, installation of 15,800 PV panels through the solar together scheme, 0.5M sustainable journeys logged onto the betterpoints app, 217 businesses with low carbon grants, 800 schools with green careers advice and many more.
8. When added together, the benefits of the projects have been considerable. Since the net-zero targets were set, the plan has resulted in 20kt tonnes of carbon savings, £63M worth of grants and private sector funding, 8M bill savings and 10MW solar PV installed.
9. However, when that good progress is mapped against the scale of the challenge, it is all too apparent how much more needs to be done if the county is to meet its 2050 target. Emissions have increased since last year, largely due to emissions from transport, which despite some progress and considerable investment in modal shift, has been driven by the bounce back in pre-Covid transport patterns –.

10. As was made clear from the publication of the Climate Change Strategy and Delivery Plan, the 2050 net zero target for Surrey – and indeed all areas across the country for that matter – is critically dependent on a step change in national policy and investment in decarbonisation. With further announcements made by the Government in mid September to step down certain national policy actions in relation to climate change such as a five year delay to the ban on the sale of petrol and diesel vehicles, it is clear that a significant gap in national decision making, policy and funding for appropriate action has resulted in all nine report sections showing a shortfall in what needs to be done and put in place that could lead to the Surrey 2050 target going off track next year. If communities, residents and businesses are to make the progress that is needed, then it is critical that Government addresses these gaps at a national level.
11. Through the Plan, Surrey’s Local Authorities are playing a key role in helping to create the environment in which communities can make more sustainable choices, but their action is limited by national government policy, limited finances and resources, and powers available for them to act. Where action needed is outside local authority control, a strong joint lobbying strategy is being developed with district colleagues and partners focusing on those areas where there is a real need for strong national intervention and support.
12. This lobbying will be a key focus for the Delivery Plan for the next year, given the importance of driving meaningful national action. In addition, and in line with the Delivery Plan, other key areas of focus for next year include: (1) a continuation engagement and projects with strong impact; (2) more support to inform and finance decarbonisation of energy in homes, schools and businesses; (3) positioning to help businesses to take up the substantial market opportunity that the green economy brings; (4) a scale up of renewables, active travel and EV infrastructure where feasible and supported; (5) putting in place critical prevention measures to protect residents and biodiversity from the impacts of climate change (6) lobbying for faster change from Government and others.

Conclusions:

13. Surrey County Council and Surrey’s Districts and Boroughs remain strongly committed to delivering on net zero and are taking action to further this end. There have been some significant partnership achievements as evidenced in the report, and Surrey will continue to innovate and leverage in as much investment as possible from its own resources and Government, partners, residents and businesses.

14. Working with multi agency partners, across boundaries and sectors and with our own suppliers, Surrey will continue to use action on climate change and environment to deliver multiple benefits for the most vulnerable of residents, adjusting policies to ensure value for money and that no one is left behind.
15. With this commitment, at Surrey County Council, there is a fair degree of confidence that delivery on 2030 net zero targets is achievable, though funding support will need to be kept under review.
16. However, without significant, consistent and sustained policy change at the national level, including a clear mandate with resources for local authorities to act, achieving net zero by 2050 and reaping all the benefits for our residents, including the most vulnerable, remains extremely challenging to meet.
17. The Council, alongside the Greener Futures Reference Group and with its local authority partners has already committed to work in a cross party manor to step up lobbying efforts alongside other key partners and residents to galvanise a clear programme of asks and offers in the hope that this county, along with others can meaningfully influence the Government's policy agenda in this critical area.

Recommendations:

18. That CEH Select Committee recommends that Cabinet note the findings and approve the key areas of focus for next year t and the approach to the evident shortfalls as set out in the conclusions.

Next steps:

19. The full report will go to Cabinet in November, and if agreed, will be published on the SCC website. An annual assessment will take place every year up to the end of the Climate Change Delivery Plan in 2025/6.

Report contact

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background papers

Annex 1 - 2030 And 2050 Climate Change Assessments Draft Findings

Sources

[1] Greener Futures Climate Change Delivery Plan 2021-2025, SCC 2021:
[https://s3-eu-west-2.amazonaws.com/commonplace-customer-
assets/surreysgreenerfuture/Final%20Climate%20Change%20Delivery%20Plan%20
Full%20Document%202022.pdf](https://s3-eu-west-2.amazonaws.com/commonplace-customer-assets/surreysgreenerfuture/Final%20Climate%20Change%20Delivery%20Plan%20Full%20Document%202022.pdf)

[2] Surrey's Climate Change Strategy 2020, SCC 2020:
[https://www.surreycc.gov.uk/community/climate-change/what-are-we-doing/climate-
change-strategy/2020](https://www.surreycc.gov.uk/community/climate-change/what-are-we-doing/climate-change-strategy/2020)

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**Surrey's
Greener
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**2030 AND 2050
CLIMATE CHANGE ASSESSMENT
DRAFT FINDINGS**

MAIN SLIDES

Slides 3-15 Executive summary 2050 and 2030 progress reports

ANNEX 1 – APPROACH TO ASSESSMENT

Slides 16-20 Context and approach to assessment

ANNEX 2 – SCC’S 2030 PROGRESS REPORT [full report detail]

Slides 22 Climate change at Surrey County Council

Slides 23- 25 Progress of action towards the council’s 2030 target

Slides 26-28 Progress on the council’s wider carbon impact

Annex 3 - 2050 PROGRESS REPORT [full report detail]

Slides 30-33 Is surrey on track to achieve 2050 net-zero target?

Slides 34-43 Progress of action towards surreys 2050 target

Slides 43-46 Local authority 2030 targets

CONTENTS



**Surrey's
Greener
Future**

**EXECUTIVE SUMMARY 2050 AND 2030
PROGRESS REPORTS**

Climate Change Delivery Plan

Key Achievements



The Climate Change Delivery Plan and an **increase in engagement** has significantly **increased climate action** and helped residents and businesses to move towards sustainable lifestyles and take the lead in forging sustainable economic growth. **Community action** has helped to support biodiversity and **increase wellbeing and health, focused on those most vulnerable** to the impacts of climate change. Some successes are highlighted here since we declared a climate emergency up to March 2023 :

- 1350 fuel poor households were treated, £0.4M annual bill savings and 2kt carbon savings per year.
- 21,000 people benefited from warm welcome services (warm hubs) with 300 volunteers providing 2,600 energy advice, 3,500 fuel vouchers, 4,700 meals and 4,700 items to improve warmth and energy efficiency.
- 1,165 households installed 15,800 solar panels through solar together saving residents £1.6M and leveraging 7.9M of private funding and 1kt carbon savings per year.
- 0.5M sustainable journeys logged on the betterpoints travel app saving 150t carbon.
- 444k trees planted and on track toward 1.2M tree target.
- 217 businesses received financial support with £0.6M annual bill savings and £5.4M private investment saving 1kt carbon.
- 88 schools received green flag status, the highest uptake in the country. 15,000 pupils gained confidence with cycling and walking training
- 800 schools received green careers advice for school leavers.
- Council 2030 target is on track with 1kt saving from estate rationalisation, 6kt from carbon reduction measures, £5M funding leveraged and £2.5M of annual bill savings.



Surrey County Council 2030 net zero target



SURREY
COUNTY COUNCIL

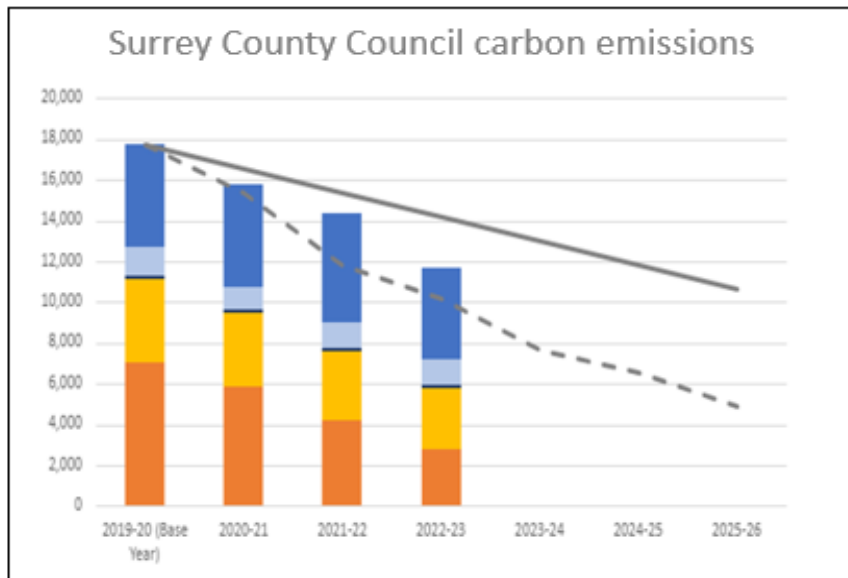


**Surrey's
Greener
Future**

Surrey County Council's 2030 net-zero target

Surrey County Council is **on track to meet net-zero targets**, with risk of going off track in future if some projects do not scale up as anticipated or if capital funding for measures is not made available. Scale up has the potential to deliver substantial further carbon and financial benefits and a shortfall in the delivery targets will result in increased costs from offsetting.

Surrey County Council



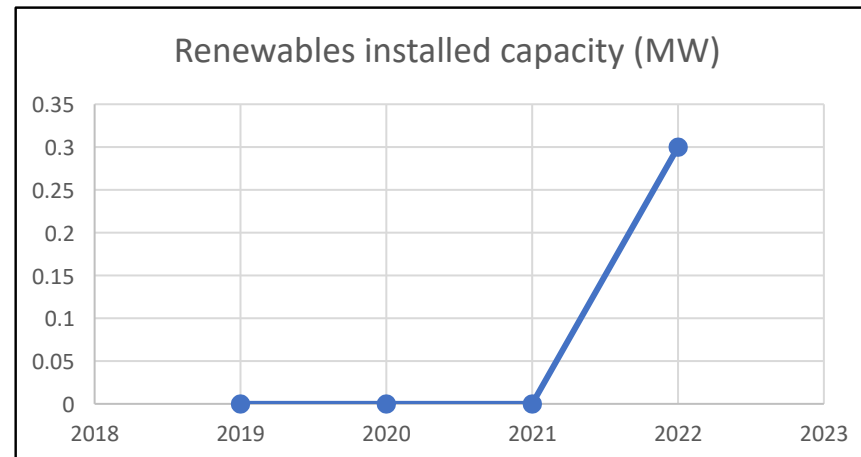
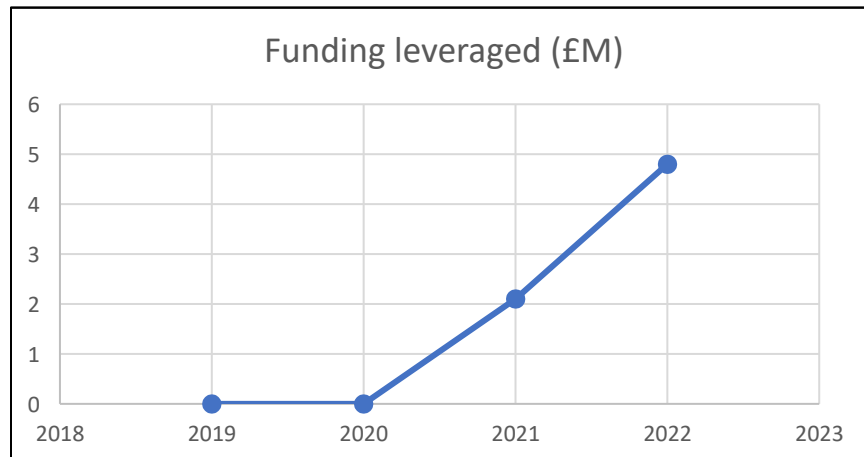
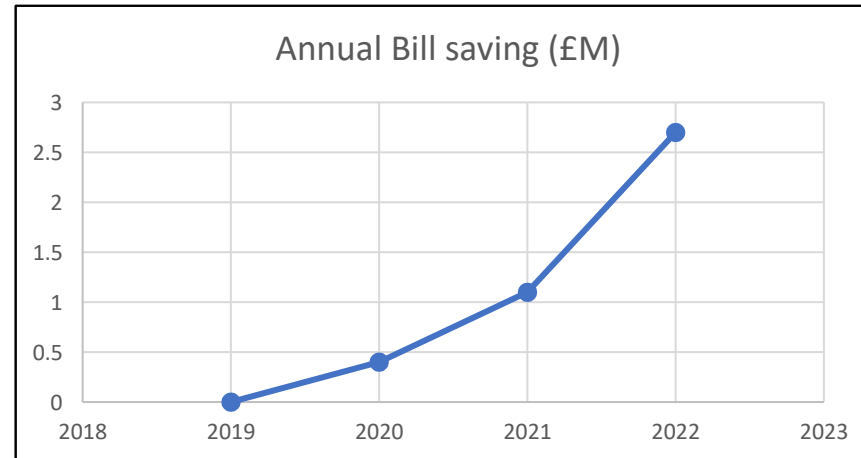
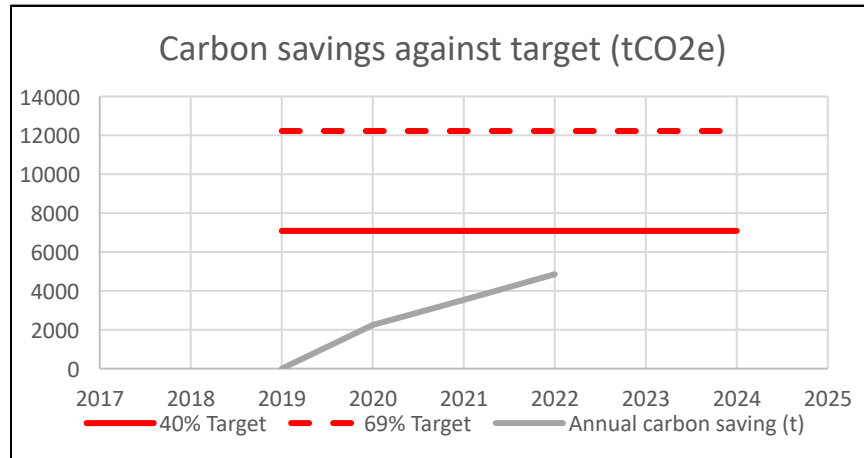
- Premises Heating
- Fleet
- Fugitive
- Premises Electricity
- Street (and other) lighting
- 69% reduction by 2025
- 40% reduction by 2025

Tackling climate change continues to be essential to play our part in tackling global warming, to show leadership and to reduce the risk of a huge drain on Council funds to manage future extreme weather events such as floods, wildfires and spells of extreme hot weather.



Summary of benefits – 2030 target

Surrey County Council's has **reduced carbon by 1kt through estate rationalisation and 6kt from carbon reduction measures**. It has also delivered **£2.5M of annual bill savings, nearly £5M of additional funding and 0.3MW of solar power**.



Surrey County Council 2030 net-zero target

Progress and actions to increase impact

Key successes have included: (1) The **streetlighting LED** replacement programme; (2) the **retrofit of buildings** with PV, low carbon heating and insulation (3) the implementation of a **sustainable procurement** policy (4) the **carbon literacy** pilot.

Action area	What needs to happen by 2030	Likely LA impact by 2030	Progress to March 2023	Action to increase impact
Streetlighting	89,000 LED streetlights	89,000 LED streetlights	86,500 LED streetlights	Progress against our 2030 net-zero targets is on track, but some projects are still at an early stage and require scale up. Because the LED replacement programme is near completion, there is a limit to the extent that further energy efficiencies from streetlighting will reduce carbon emissions. In order to make significant further reductions, a large-scale solar array or a 100% renewable PPA would be needed.
Council buildings and renewables	TBC Buildings are within the target	25* Building with plans to be retrofitted	5 Buildings retrofitted	Carbon reduction is being bedded into the new building management contract and will continue to be aligned with the developing asset management strategy. Low carbon standards will be put in place where possible and feasible. Opportunities to unlock some large-scale renewables are being explored alongside increasing solar on every potential feasible roof and car park and considering the purchase of a solar farm. Fast-tracking solar will be a focus going forward to increase bill savings
Fleet and Active travel	527 Low carbon vehicles	TBC**	24 Low carbon vehicles	A focus on staff travel and fleet will ensure that we can implement a sustainable travel plan and provide low carbon travel options such as e-bikes, EV vehicles and EV chargepoints. This is a crucial area to keep under review in light of proposals to make changes to agile working policy.

*Subject the development of the asset management strategy and approval of the 2030 investment plan

** Subject to the development of the fleet decarbonisation policies and programme

Surrey County Council's wider carbon impact

Progress and actions to increase impact

Action area	What needs to happen by 2030	Scale of plans to 2030	Progress to March 2023	Action to increase impact
Schools and leased buildings	TBC	30 Schools in pipeline for SCC solar schemes	0 School with SCC solar	Fast-tracking solar will be a focus going forward to increase bill savings and (if on schools and leased buildings) income. These help pay for low carbon heating and energy efficiency which is essential to reduce carbon emissions to the extent that is anticipated in our carbon target, as these measures tend to be more expensive, particularly as public sector decarbonisation (PSDS) grant funding opportunities reduce.
Procurements	£900M Procurement spend	£750M contracts above threshold	TBC*	The sustainable policy will continue to be implemented to all new applicable contracts, alongside a method to more accurately capture the carbon impacts of projects through a supply-chain carbon tool.
Staff	10,127 Staff	TBC**	3,357 Staff taken carbon awareness training	In order to ensure that the Council staff and service provision continues to decarbonise, we are looking at the potential to support staff to reduce emissions in their homes and lives using mechanisms such as salary sacrifice. Options are being considered to expand carbon literacy for senior staff and cabinet members, specialist training and basic carbon awareness training for all staff. Actions to make green champions scheme more effective will be considered, and future business plans and the financial decision-making processes will be reviewed to ensure that greener futures is at the heart of everything we do.

*It is currently very difficult to extrapolate the value of contracts from which the sustainable procurement policy has been applied.

** Subject to decision to make carbon awareness training mandatory



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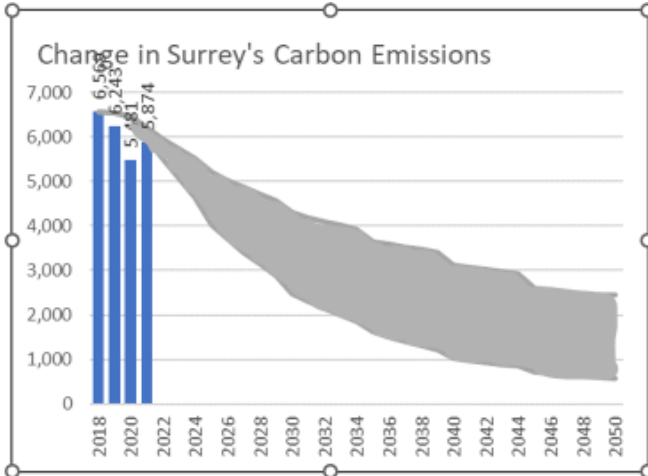
Surrey 2050 net zero target

**Surrey's
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Future**

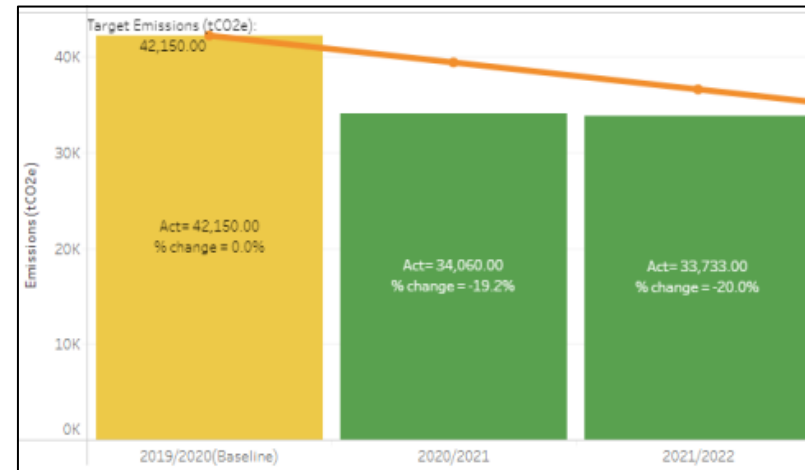
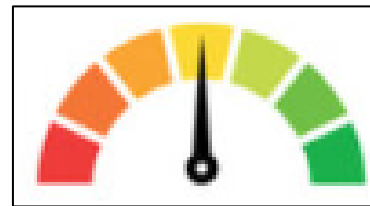
Surrey net zero 2050 Target

Whilst **Local Authority** organisational emissions are **broadly on track**, and there has been some significant partnership achievements, the **2050 target is still at high risk of going off track next year due to the scale and pace of action needed and a lack of sufficient resource and policy which is often outside of local authority control**. The evidence continues to strongly point to the fact that Climate Change is already having an impact in Surrey and that globally, we may already have reached the danger-zone of an average temperature rise of 1.5°C. As such, **reducing emissions and putting in place prevention measures are critical to reduce impacts** on residents, Surrey's economy and nature.

County

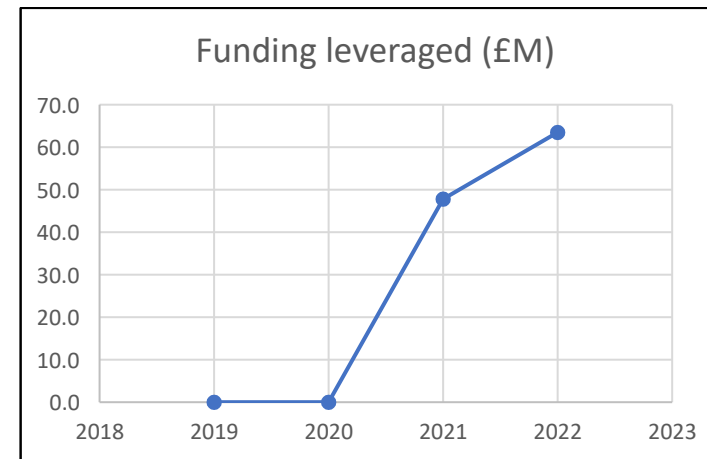
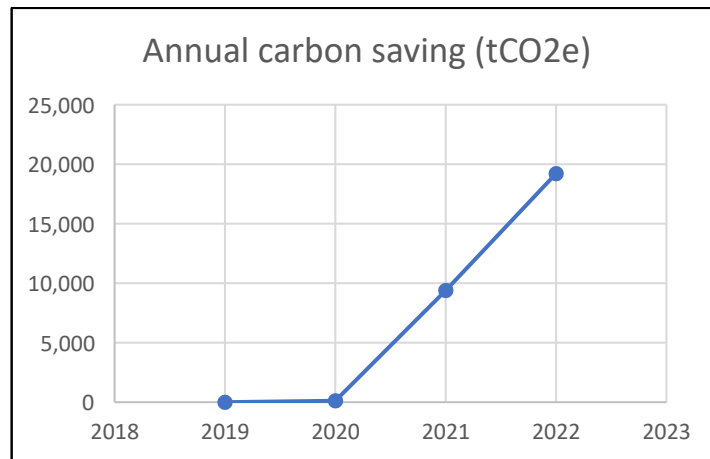


Local Authorities

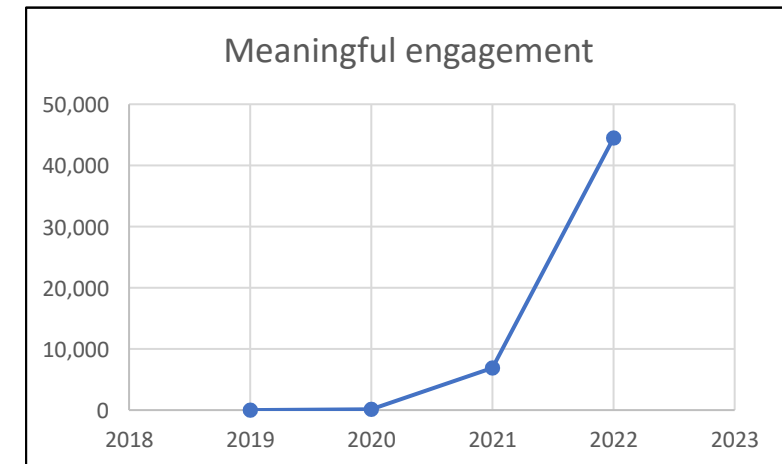
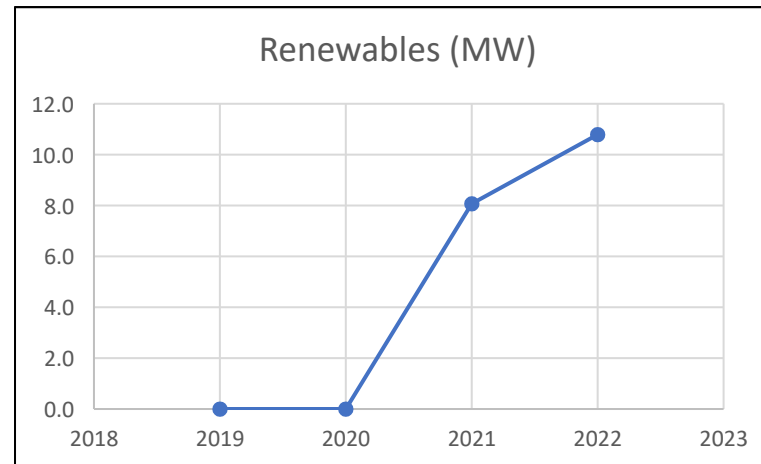
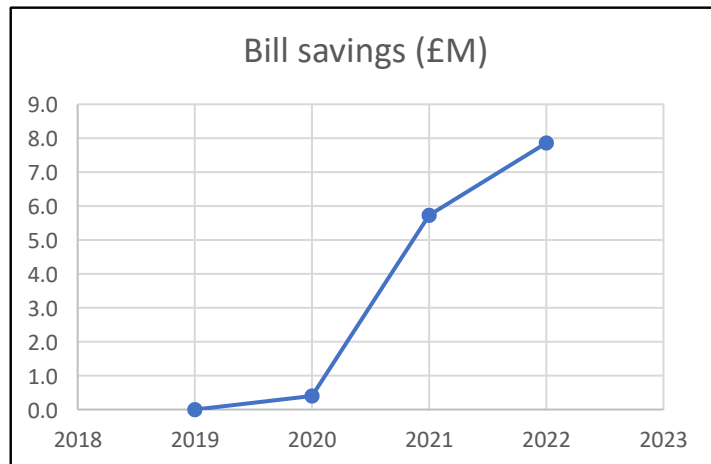


Summary of benefits – 2050 target

Projects have delivered tangible benefits that when collated, have had a **significant impact compared to the first year, and are expected to rise next year** as new projects come on stream. These include **20kt of carbon saved, £63M of grant and private sector funding leveraged, £8M of bill savings, 10MW solar PV** and engagement that has resulted in tangible action by residents, businesses, communities or LA staff.



Benefits may improve as data continues to be collected



Surrey County Council 2050 net-zero target

Progress and actions to increase impact (1)

There has been significant progress since 2019, however, when progress is mapped against the scale of the challenge, **it is clear how much more needs to be done**. Through the delivery plan, Local Authorities are seeking to play a key role, but are **limited by the resources and powers available** for them to act. This challenge must be met by all of Surrey, supported by sufficient funds and strong national policies to allow us to move away from fossil fuels to a more sustainable future.

Action area	What needs to happen by 2025	Likely LA impact by 2025	Progress to March 2023	Action to increase impact
Fuel Poor homes	7,830 Fuel poor homes to treat	2,444 Households with grant funding	1,380 Households with grant funding	Local Authorities will be seeking further opportunities to build on strong progress to support fuel poor households and those impacted by high energy and living costs. This will be done by continuing to deliver grants, better connecting into services that support our poor or vulnerable residents, extending the reach of our energy bill information campaign, and focusing on warm welcome services in 50 key neighbourhoods. We will also lobby for more grant funding, and explore alternative funding options and influence landlords and social housing.
Household energy	335MW Additional renewables	25MW PV installed	6.3MW PV installed	Our plans include an expanded capability to deliver solar on households and schools and develop community-led energy advice linked to core retrofit service with established installers in Surrey. These actions will help households navigate retrofit options, provide links to suitable services and help reduce the high up-front costs that serve as a barrier to faster delivery. A One Stop Shop and potential loan scheme is being piloted to make retrofit easier for households and support green skills.

Surrey County Council 2050 net-zero target

Progress and actions to increase impact (2)

Action area	What needs to happen by 2025	Likely LA impact by 2025	Progress to March 2023	Action to increase impact
Active travel	TBC* New cycle and walkways	104km New cycle and walkways	76km added New cycle and walkways	Access to low carbon transport services and creating great public places empowers Surrey citizens to make local sustainable life choices needed to reduce emissions. The plan is to scale up the delivery of cycle routes and EV charging where feasible and supported, with a more sustainable and resident-led approach to creating places and safe environments around schools. This will be complemented by an increase in engagement, community projects and volunteering.
Public Transport	79 Low carbon buses	101 buses	24 buses	Creating an exemplar public transport service through the continued implementation of the bus improvement service. This includes continuing to decarbonise the bus fleet, expand DDRT services, consider priority bus routes and consider options to reduce fares.
Business	25,300 businesses that need to decarbonise	TBC**	TBC**	Local Authorities have a role to play in supporting Surrey's businesses to take advantage of the substantial market opportunity the green economy brings, decarbonise, and adapt to the growth in skilled green jobs needed. This will be done through new funding programmes, improved engagement, training and advice, and encouraging innovation. This includes more grants and training for taxis, vans and rural businesses, action on green skills and influence larger business to innovate and take a leading role and the development of an SME decarbonisation loan scheme.

*subject to completion of stage 1 Local Cycling and Walking plans

** data being reviewed

Surrey County Council 2050 net-zero target

Progress and actions to increase impact (3)

Action area	What needs to happen by 2025	Likely LA impact by 2025	Progress to March 2023	Action to increase impact
Community engagement	128k residents with low carbon lifestyles	Not possible to estimate	45k actions taken by residents	Local Authorities will continue to develop and implement an improved and more joined up engagement approach through a joint climate comms plan, the expansion of key networks, the development of a web hub and the implementation of and support for community-led projects through funding, training, information and through networks. Work with schools, community and volunteers will continue and be informed by the needs of residents, including the piloting of a solar power purchase agreement supported by pupil workshops.
Planning, place and infrastructure	2,500 Public EV chargepoints	1,000 EV chargepoints delivered by LAs	134 EV chargepoints delivered by LAs	Low carbon standards will continue to be put in place for buildings and infrastructure, and lobbying will seek to improve national planning policies as they reform. A focus on place is being developed including work on key towns and prioritising places for community benefit. A maximum number and fair roll out of EV charge points will be delivered through the Connected Kerb contract. Area energy plans will developed including investigation of key het network opportunities. Investigations of the potential for Local Authority land to create more biodiversity and renewable energy are being considered alongside plans to develop carbon offset opportunities.
Trees and land management	600k additional trees	600k Additional trees	445k Additional trees	The delivery of key strategies and policies to improve land management and increase biodiversity, and the continuation of our 1.2M tree target will slow the decline of species loss and help to reduce the impact of floods and extreme hot weather.
Local Authority 2030 targets	40% carbon reduction	40% carbon reduction	20% carbon reduction	Local Authorities will continue to decarbonise their own organisations and use their influence more widely to lobby for faster change facilitated by national policy and funding.



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ANNEX 1
APPROCH TO CLIMATE CHANGE
ASESSMENT

Context

This presentation summarises the climate change progress assessment due to go to Cabinet in November 2023. **THE DATA, RED/AMBER/GREEN RATINGS AND OVERALL FINDINGS IN THE REPORT ARE STILL IN DRAFT AND ARE SUBJECT TO CHANGE. KEY GAPD AND UNCERTAINTIES ARE SHOWN IN PINK**

As a reminder, here are the key milestones to date in the production of the plan and progress updates:

2019 – declared a climate emergency- 2050 and 2030 net zero targets set.

2020 – Surrey Climate Change Strategy

2021 – Climate Change Delivery Plan 2021-2025

2022 – Climate Change Progress Reports 2021/22

2023 – Climate Change Progress Reports 2022/23

This is the second assessment of progress against the *Greener Futures Climate Change Delivery Plan 2021-2025*. Two reports will be produced for Cabinet in November 2023:

Report 1: **Greener Futures Climate Change Progress Report 2022-23**

Report 2: **Surrey County Council's 2030 net-zero progress 2022-23**



Approach to assessment (1)

The reports seek to answer the following questions:

Are we on track to meet net-zero targets?

The scales show the extent to which carbon emission reductions are likely to be in line with our ambitions to meet net-zero targets.



How are projects progressing?

Within each main section, the blue boxes summarise the main benefits measured from projects in delivery up to March 2023. **The final report will contain more detail about the progress of each project in the annex.**

t

Annual carbon saved

£M

Funding leveraged

£M

Annual bill savings

MW

Renewables

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Approach to assessment (2)

How impactful are the Local Authority projects?

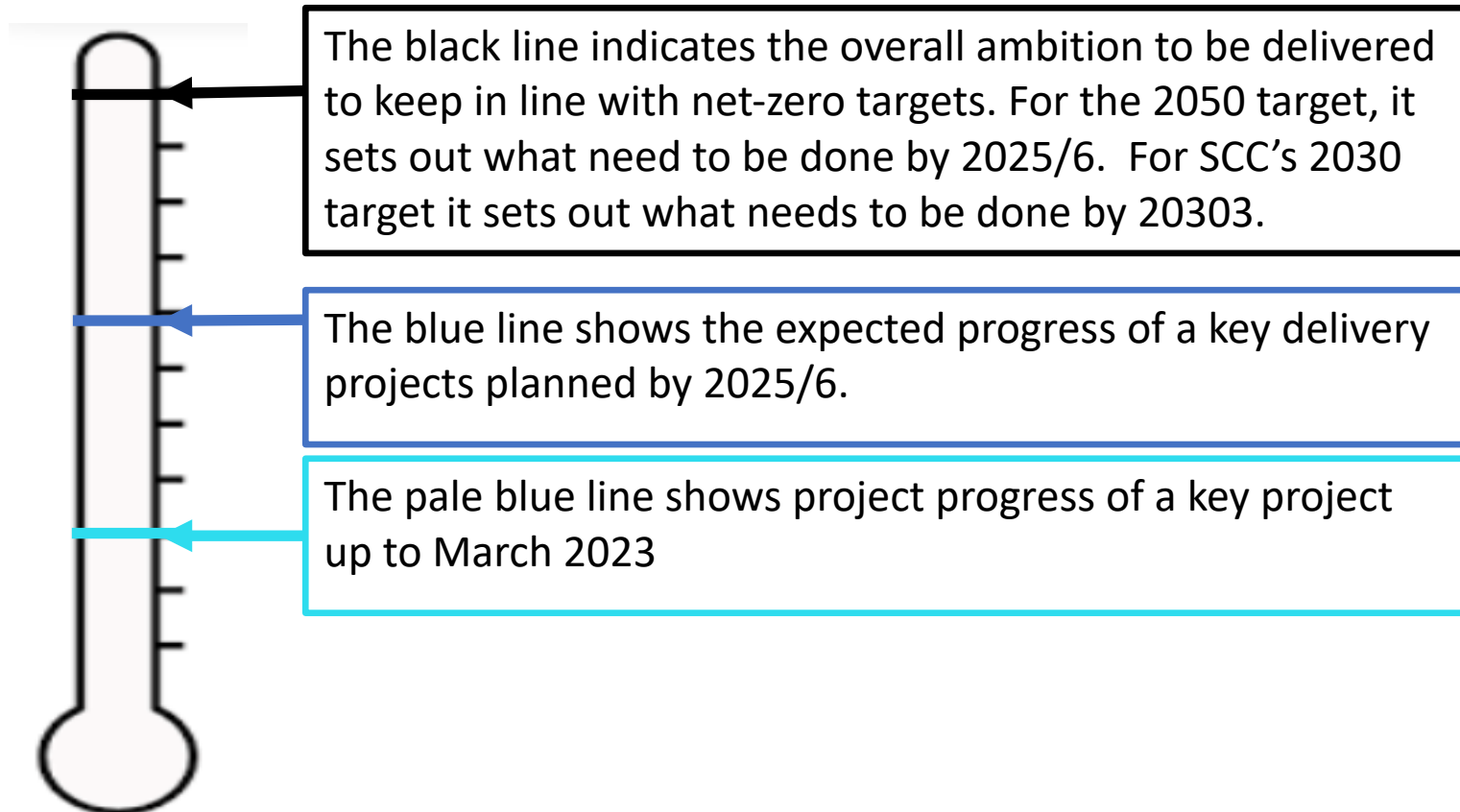
Each section has an impact rating showing its contribution to meeting net-zero targets. **Due to the many factors at play, this is more a matter of judgement than of measurement.** Factors include the potential breadth and scale of the projects being undertaken and planned within each section, the level of influence LAs have and the extent to which other actors (national government, those with access to funding etc) have a role to play. A more detailed explanation of the rating will be set out in the “impact” paragraphs within each section.

IMPACT RATING	KEY FACTORS THAT INFORM RATING
Impact: Green	LA projects are progressing at the pace and scale needed to fully play their part, or providing intervention that is above and beyond what is expected of a Local Authority.
Impact: Amber	LA projects are progressing well, but some barriers may mean that their full potential impact or the full scope of Local Authority intervention may not be realised.
Impact: Red	Local Authority projects that are necessary to achieve net-zero targets are not progressing at the pace or scale needed due to major barriers such funding prioritised elsewhere, or external factors that are beyond the control of the Council including changes needed to national policy or funding levels.

Approach to assessment (3)

Project indicators?

One key project in each section has been chosen to illustrate how projects are progressing against the scale of the whole challenge. In many cases, LAs are not expected to meet the full scale of the challenge and a significant proportion of the gap is expected to be met by others.





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ANNEX 2

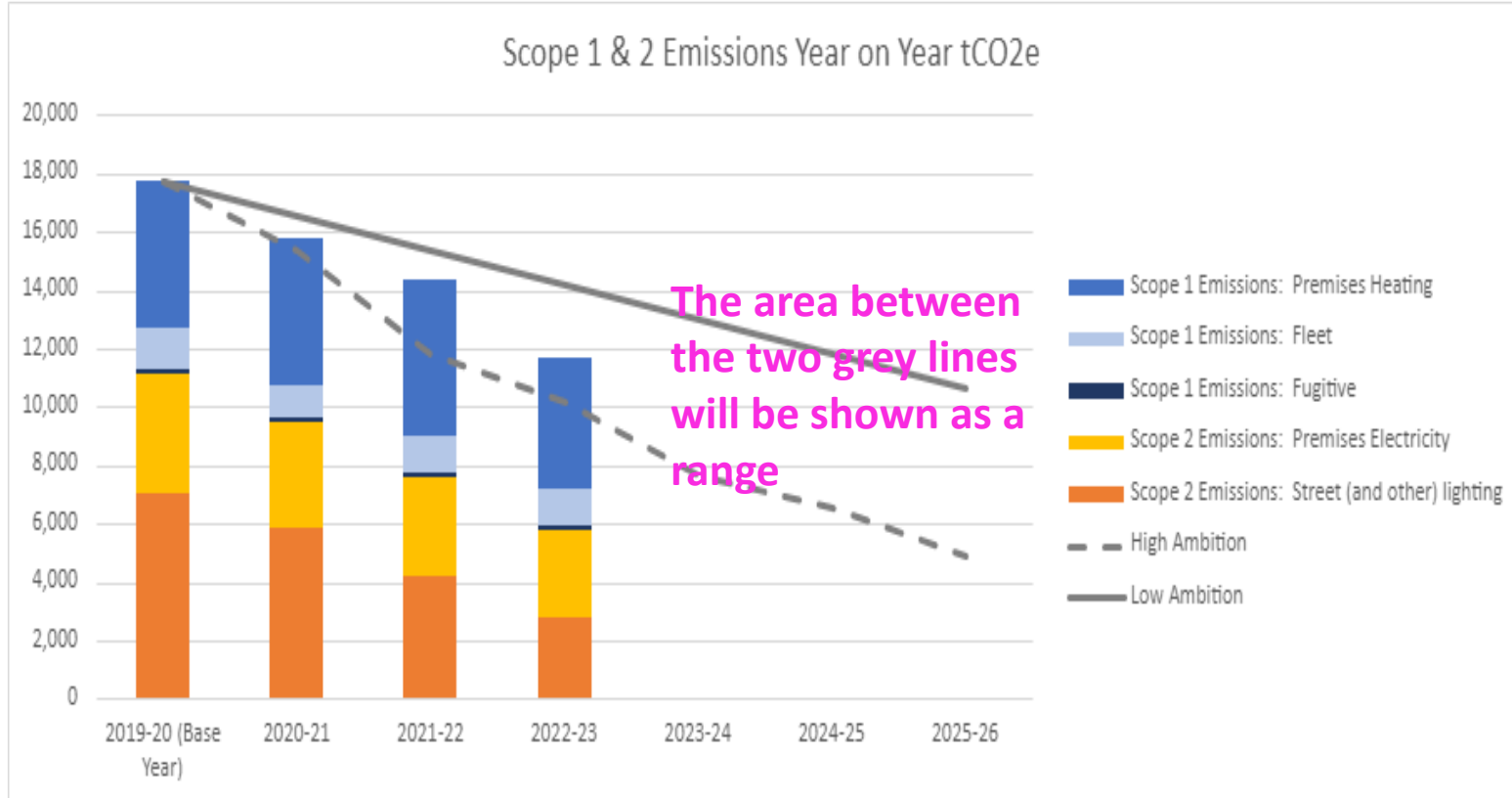
SCC's 2030 NET-ZERO PROGRESS REPORT

Surrey County Council's 2030 target



On track with risk: In 2022/3 the Council emitted 11,712 tonnes Carbon.

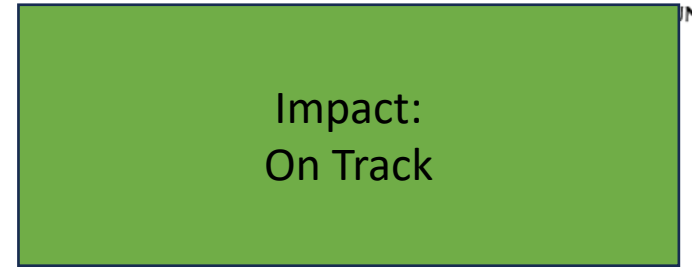
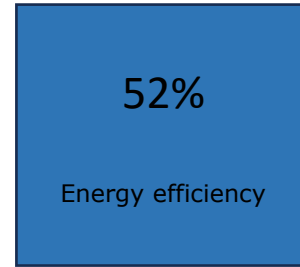
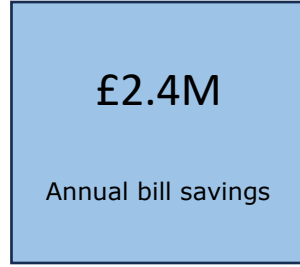
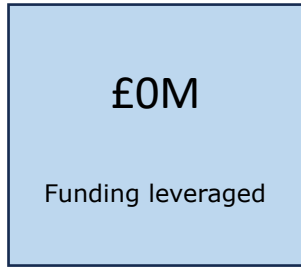
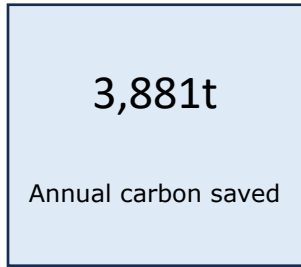
Over the last 4 years, a 34% decrease has been achieved since 2019/20. Last year an 18% reduction was achieved. These reductions are broadly in keeping with meeting the Council's 2030 net-zero targets.



The grey area on the graph represents a range of possible trajectories to meet net-zero. The most ambitious is a 69% decrease in line with what is technically feasible, and the lower ambition is 40% set out in the Climate Change Delivery Plan.

Emission reductions are compared to a baseline year. When assets are added and removed, the baseline needs to be adjusted. The baseline has reduced by over 1,000 tonnes of carbon through building rationalisation and improved data capture.

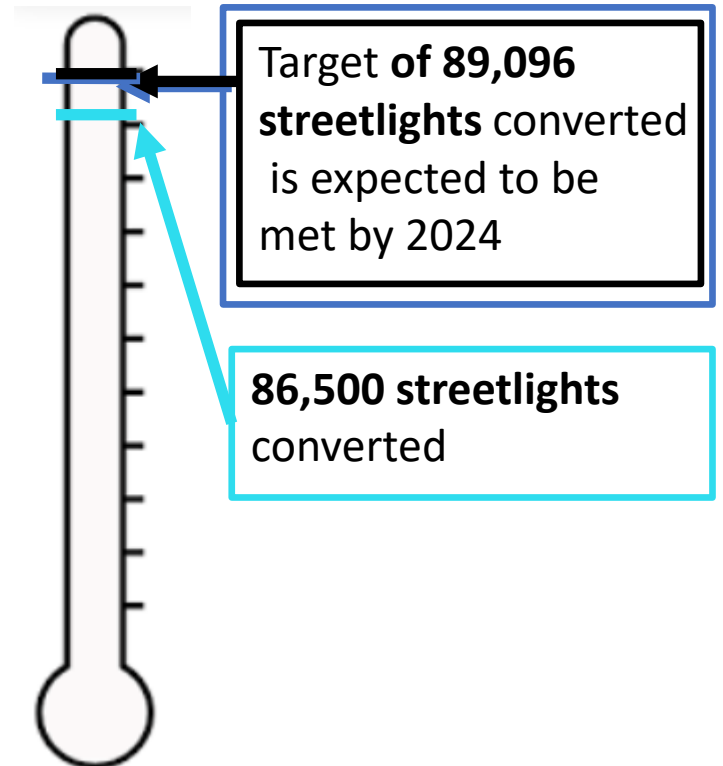
Streetlighting



Progress: The LED replacement programme is on track and is expected to complete next year. It has delivered a lasting beneficial impact that has helped the Council to be resilient against recent energy price rises. As a result, bill savings in 2022-23 were over £1M more than the previous year and further major bill savings are expected next year. Our electricity supply is 100% renewable.

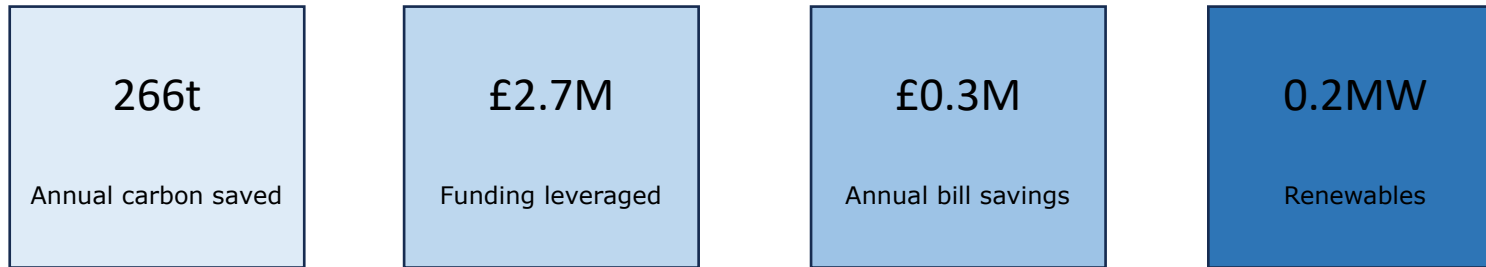
Impact: A 64% reduction in emissions for streetlighting has been achieved with an expected reduction of 72% by the end of a programme.

Next step: Beyond the LED replacement programme, no further changes to the assets can be taken to decarbonise streetlighting further. However, there is still scope to improve efficiencies or develop a dedicated clean electricity supply. A smart network has already been installed on all streetlamps to enable system improvements and street monitoring.



(Not to scale)

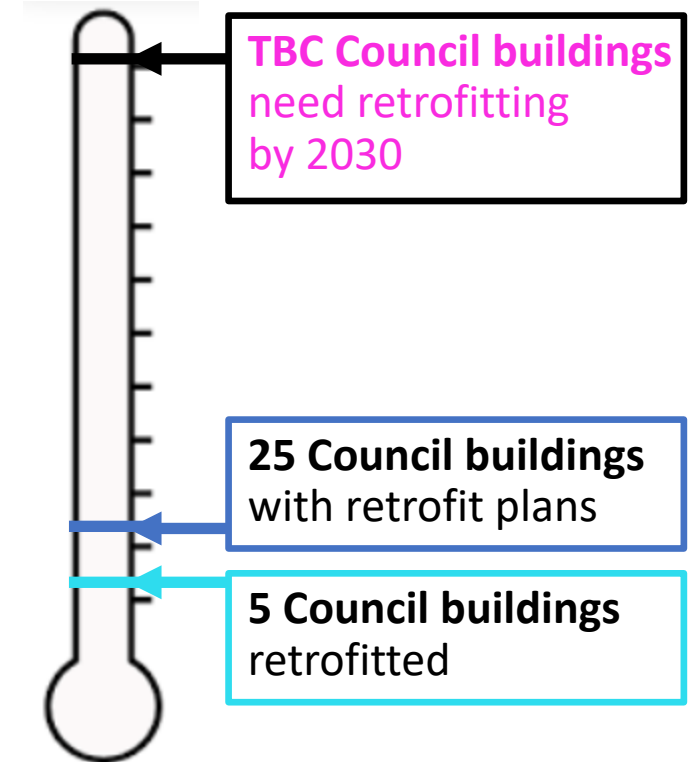
Council buildings and renewables



Progress: Council building retrofit is in progress delivering energy efficiency, solar PV and low carbon heating, with delivery challenges as the Council's Asset Strategy is still in development. 6 buildings trailing low carbon standards for new builds are set to save 67t carbon and £98k of additional energy bills. 6 potential large-scale renewables sites have been identified but grid constraints affecting the whole of the UK are a major barrier.

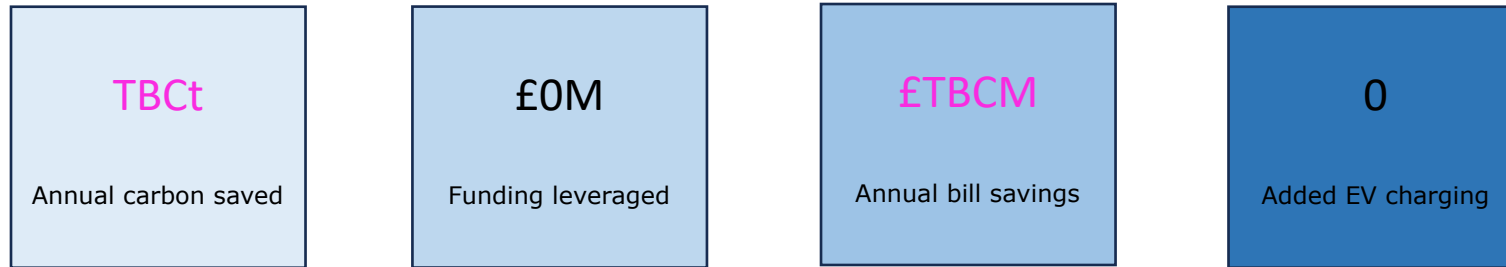
Impact: Plans to cover the full scope of Council buildings and new builds is in place but delivery challenges remain. The amount of large-scale solar that was originally anticipated may not be realised before 2030 due to grid capacity.

Next step: Carbon reduction is being bedded into the new building management contract. The retrofit programme will continue and align with the Asset Strategy. Low carbon standards will be put in place where possible and feasible. Opportunities to unlock some large-scale renewables are being explored alongside options to increase rooftop solar and potential purchase of a solar farm.



(Not to scale)

Fleet and active travel

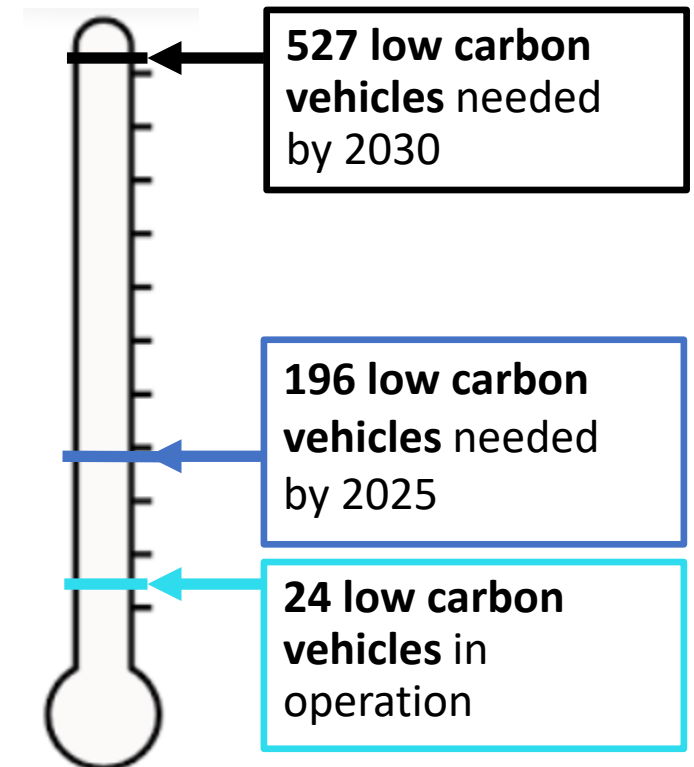


Sustainable transport policies needed

Progress: A small number of the Council's fleet are low carbon. Although some key sites have EV charging, progress of fleet decarbonisation has largely stalled until the implementation of fleet management software and the development of policies that guide how vehicles are bought, managed and EV charging delivered. Active travel facilities and a bus has been put in place at Woodhatch, but no further active travel, public transport or EV charging are being actively developed.

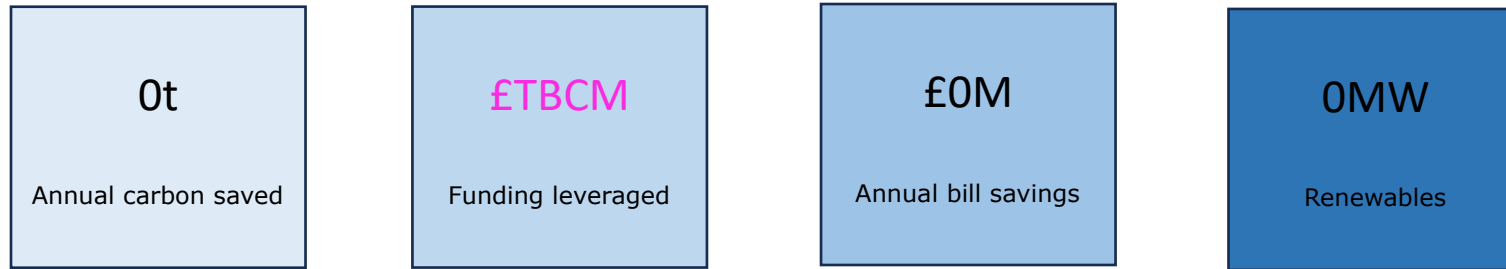
Impact: The key foundations needed for rapid fleet decarbonisation are not yet in place. No plans to improve cycling facilities at key offices have been made.

Next step: Implementation of the fleet management and policies are being prioritised, without which further progress on infrastructure and fleet decarbonisation cannot be made.



(Not to scale)

Schools and leased buildings

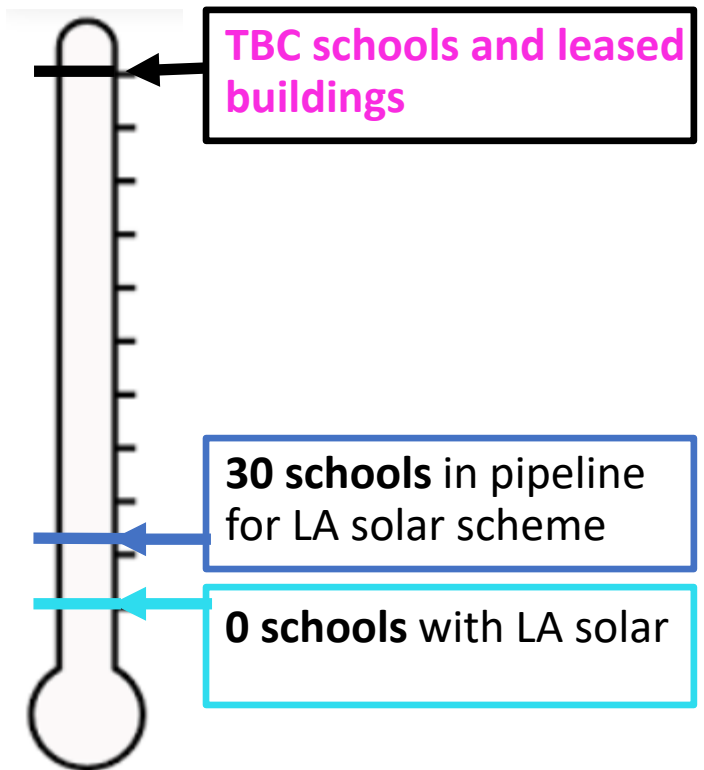


Progress dependent on successful pilot

Progress: A solar rooftop Power Purchase Agreement (PPA) contract has been developed in order for the Council to install and supply electricity to buildings that the Council own but are managed by others, such as schools and leased buildings. This is being piloted on 10 schools who also receive low carbon heating, insulation and pupil workshops. No further action has been taken as yet to support the reduction of carbon emissions in leased buildings.

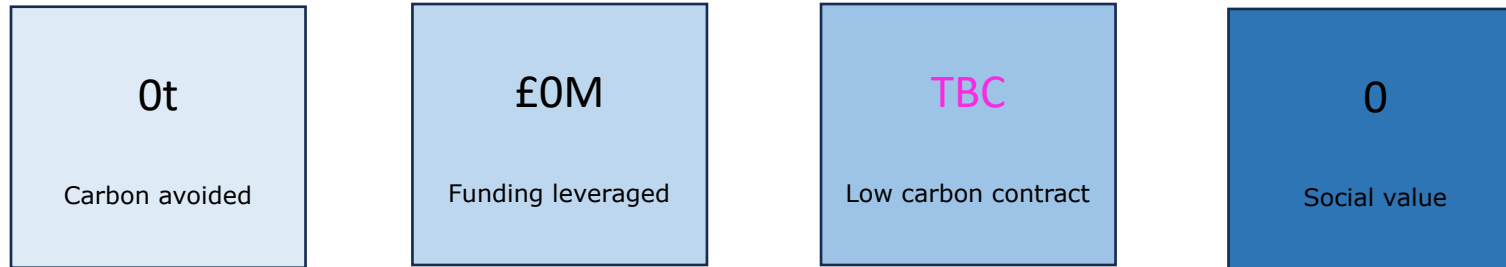
Impact: There is potential to expand the above PPA scheme to further schools and leased buildings. Scale up is important in the absence of securing large-scale solar projects. Measures other than solar alongside more proactive engagement will need to be considered to further support schools and leased buildings.

Next step: The findings of the solar rooftop PPA pilot will be reviewed and workshops will be undertaken with schools to understand demand and investment opportunity to help determine whether the scheme should be expanded to a wider set of schools and leased buildings.



(Not to scale)

Procurements

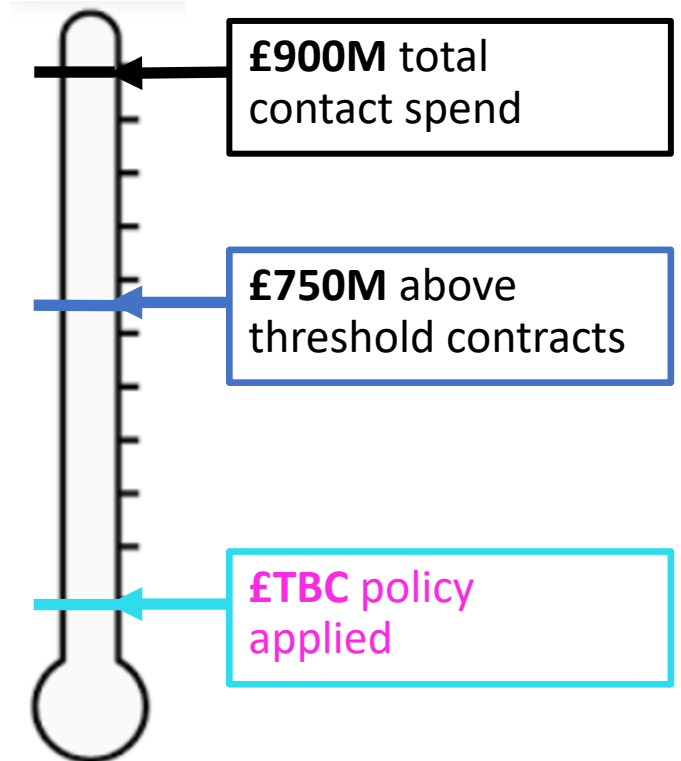


Progress dependent on market conditions

Progress: A sustainable procurement policy is in place across Surrey, Brighton and Hove and East Sussex and was nominated for the Local Government Chronicle sustainability Future Places award. Work with contract managers and suppliers is ongoing to successfully implement the policy. A method of more accurately measuring the carbon impact from the three recent procurements has shown that the current high-level estimates are extremely inaccurate. A supply chain carbon tool is being procured to more accurately measure the carbon emissions within our supply chain by gathering data directly from suppliers.

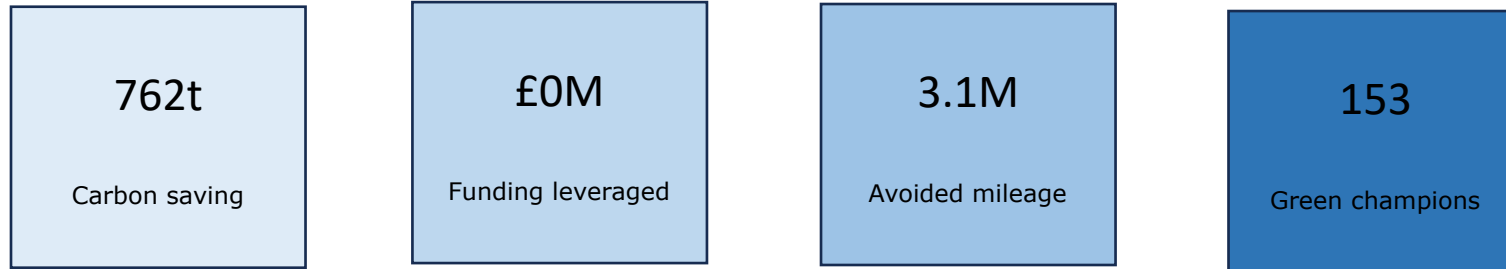
Impact: The policy will apply to all new contracts above the threshold so will have a significant influence but not cover all contracts.

Next step: Continue to implement policy and improve carbon measurement.



(Not to scale)

Staff

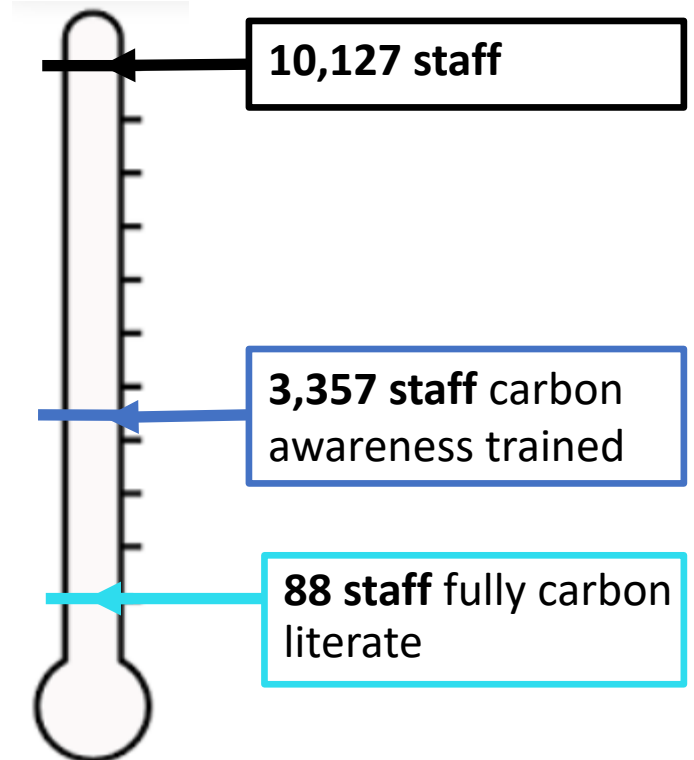


More staff engagement and action needed

Progress: Although there has been some progress in installing sustainable transport infrastructure at SCC hub locations, delays in implementing the staff travel plan have hampered efforts to support sustainable staff travel. Business travel has steadily increased since covid. There is little evidence to suggest that the green champions scheme has driven significant behaviour change across the Council as yet. More successful has been the roll out of carbon literacy training with all of the senior leadership and many Directors trained with evidence of impact in some areas.

Impact: Further action is needed to ensure that all service delivery and behaviour by staff is consistent with delivery our carbon targets.

Next step: The staff travel plan will be updated. Carbon literacy training will continue. Actions to make green champions scheme more effective will be considered, and future business plans and the financial decision-making processes will be reviewed to ensure that greener futures is at the heart of everything we do.



(Not to scale)



**Surrey's
Greener
Future**

ANNEX 3
SURREY 2050 NET-ZERO
PROGRESS REPORT

Surrey's climate



The Latest IPCC report (AR6) describes that adverse climate impacts are already more far-reaching and extreme than anticipated; as we have already experienced in Surrey. Overshooting on the 1.5 degrees C target, even temporarily will lead to severe, irreversible impacts, species extinction and loss of human lives from heat stress. These are already impacting service delivery and infrastructure (such as climate extremes impacting on road surfaces and pothole creation).

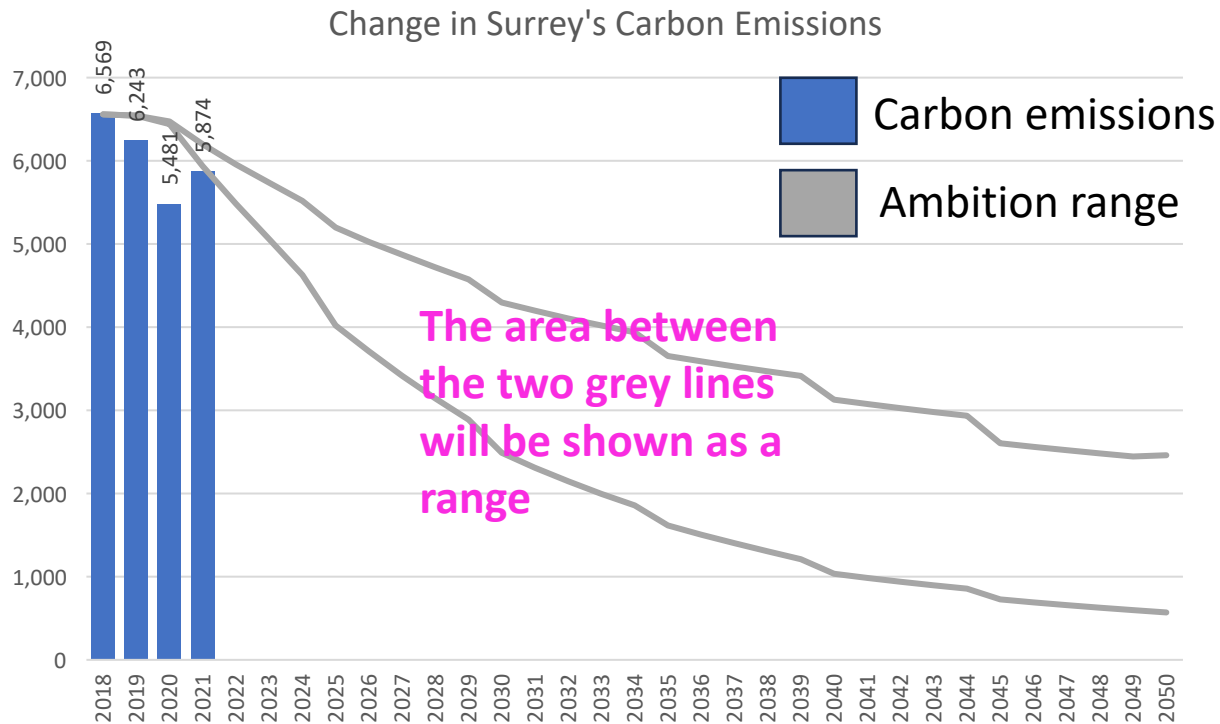
Even if we do meet our targets, transformative adaptation is needed. Alongside the Climate Change Delivery Plan, a Climate Change Adaptation and Resilience Strategy, known as “Surrey Adapt”, has been developed to coordinate our response to climate impacts and risks, in a 1.5C, 2C and 4C warmer world.



Surrey's 2050 target



On track with a high risk of going off track next year. In 2021 Surrey emitted 5.9M tonnes carbon. Over the last 4 years, only a 11% decrease has been achieved since 2019, whereas a 17% decrease would be expected to stay on track. Since last year carbon emission have increased 7% but should have reduced by around 6% to stay on track.

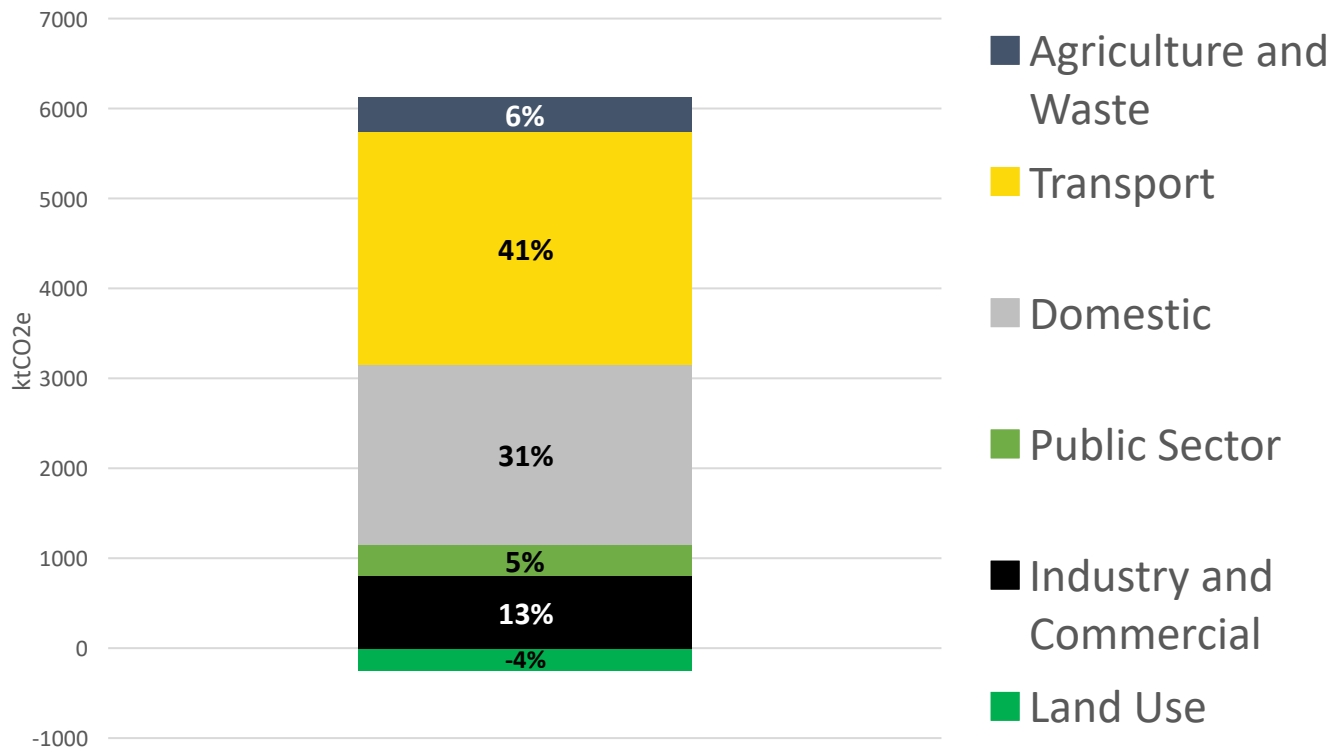


The grey area on the graph represents a range of possible trajectories to meet net-zero, the **most ambitious is broadly in line with national legislation and reductions in line with staying within a 1.5 degree scenario.** National datasets have been used to measure emissions. The time lag in the data is from 2021; the year that the Greener Futures Climate Change Delivery Plan was published. The increase in emissions compared to the previous year is likely to reflect the lifting of covid restrictions.

2050 target emissions split by sector

As a proportion of the whole target, emissions from transport are becoming more prominent, representing 38% emissions in 2019, 40% in 2020 and 41% in 2021. This means that **transport is more of a challenge to decarbonise compared to other sectors** and should therefore be a key focus of decarbonisation efforts.

Surrey Carbon Emissions by Sector in 2021

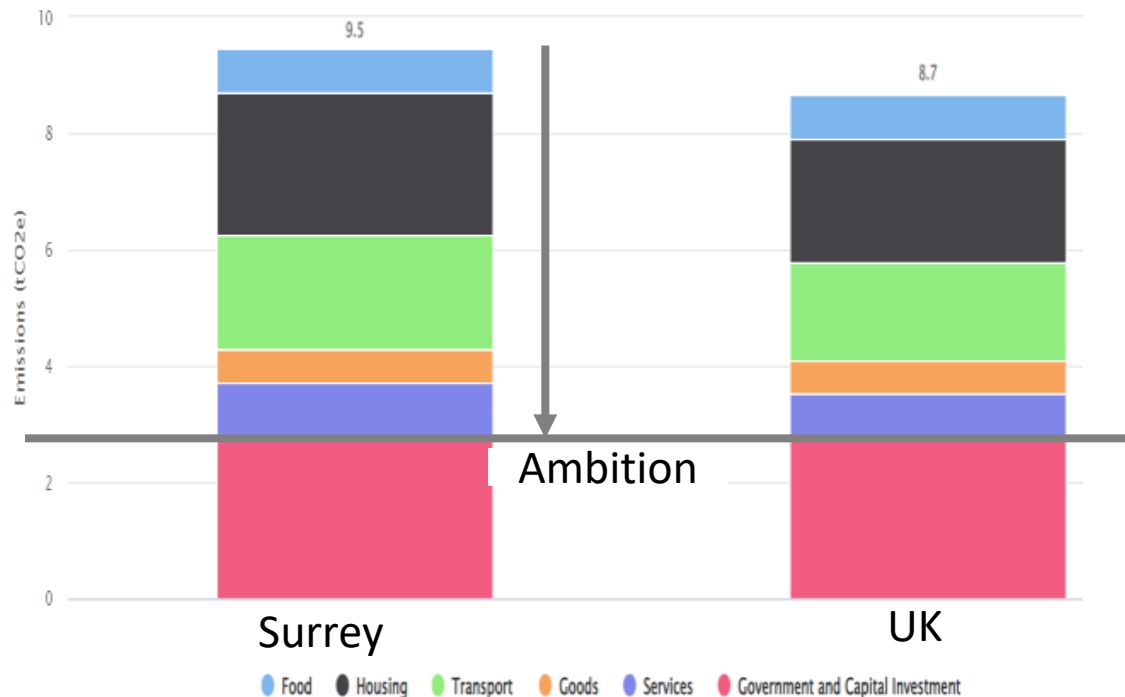


Although Local Authority emissions are reducing, wider public sector emissions, including institutional buildings linked to education and public health appear to be stalling in their efforts to decarbonise.



Carbon impacts that go beyond net-zero targets

Emissions arising from the food we eat and things we buy are not included in the net-zero target but are likely to be 2-3 times greater. They continue to be an important part of actions that residents and businesses can take through sustainable purchasing, eliminating waste, eating a high-plant diet and taking low carbon travel outside of Surrey. Achieving this delivers significant wider benefits including health, wellbeing and reduced bills.



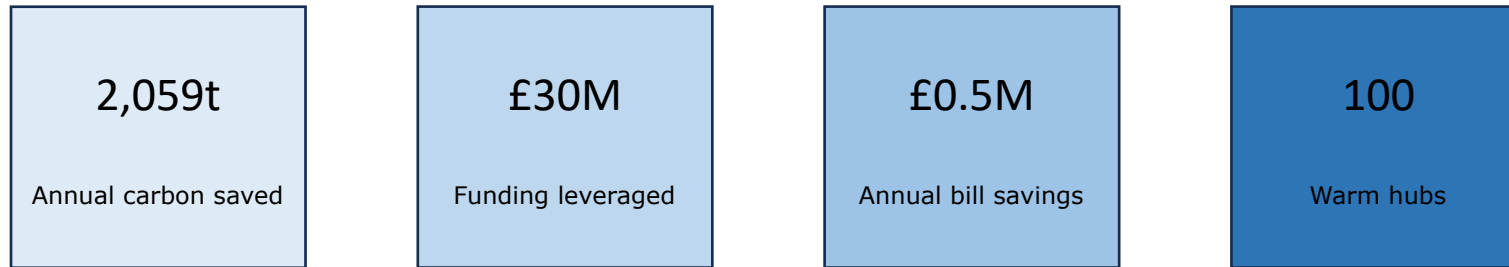
Since 2019, average emissions per Surrey resident has dropped from around 12t to 9.5t of carbon per year. But Surrey still has an above average carbon footprint. To achieve sufficient emission reduction, residents' need to produce less than 2 tonnes of carbon emissions per year.





PROGRESS OF ACTION TOWARDS SURREYS 2050 TARGET

Fuel poor and vulnerable households

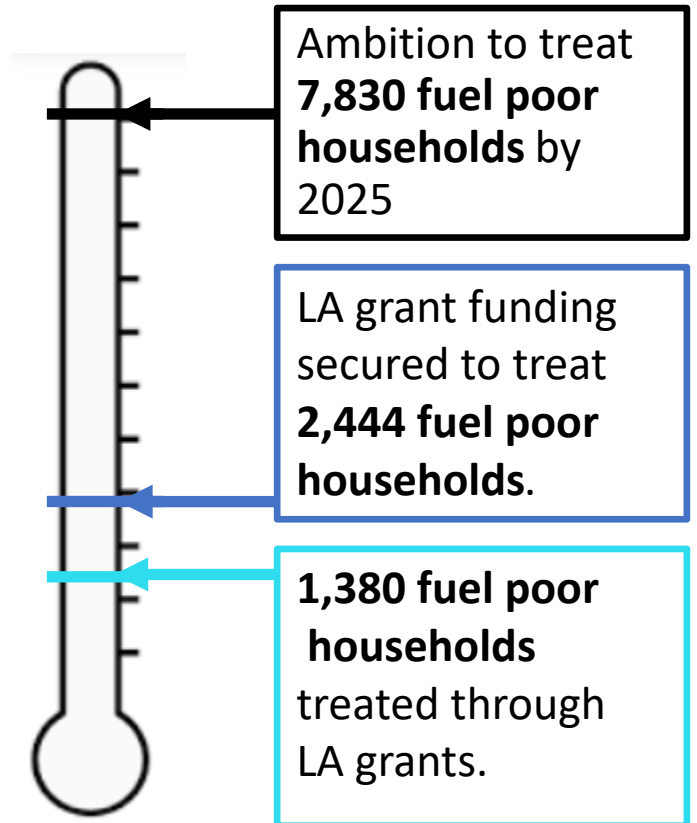


More funding needed to increase LA impact

Progress: Excellent progress has been made to deliver sustainable warmth grants, where Surrey is the highest performing LA in the South-East; receiving and delivering the majority of available grant funding. In response to the energy bill rises, 100 warm hubs supported many residents, alongside a successful energy bill information campaign.

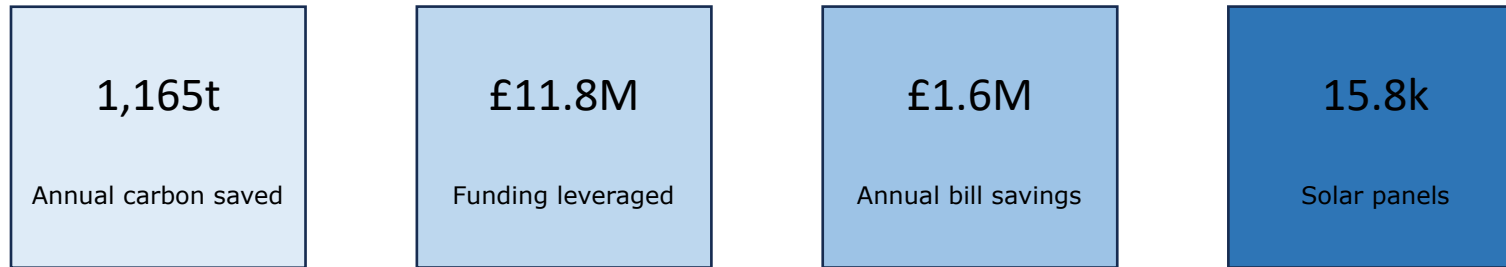
Impact: Despite progress there is scope for the LA grants to improve their impact by maximising carbon and bill savings. Roughly double the amount of grant funding is needed from government to reach net-zero. A further gap in funding is support for households that are not classed as fuel poor but are impacted by the rise in energy costs.

Next step: Delivery of all available grant funding will continue, and further options to maximise funding via ECO and carbon trading will be explored. Warm welcome services (formerly warm hubs) and energy bill will run again. Lobbying will seek further funding and in the meantime, options to further support social housing decarbonisation, tenants and landlords will be explored.



(Not to scale)

Household energy (able to pay)

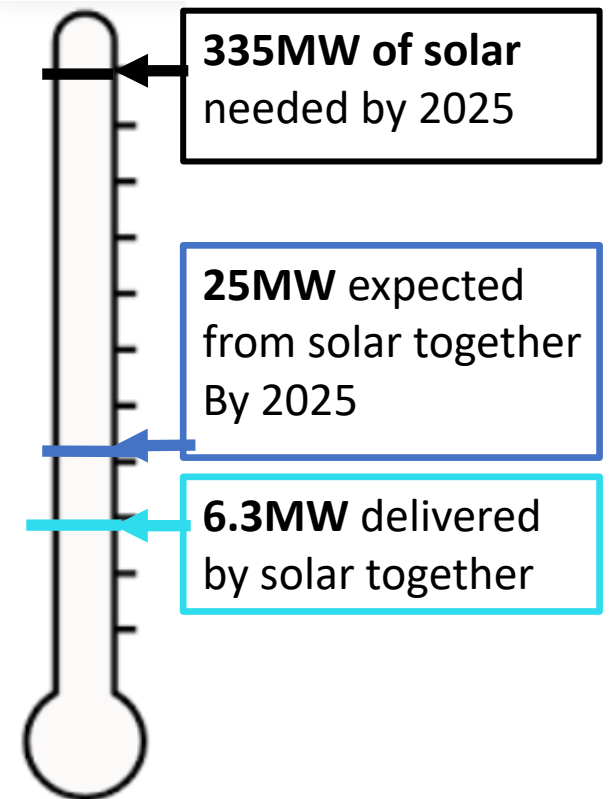


Large government funding and policy gap prevents LAs to accelerate low carbon heating and insulation

Progress: Our primary focus has been to look at solar where the first phase of Solar Together exceeded expectations, delivering a high proportion of total Surrey installations. The second round is on track to almost double the installed solar compared of the first round.

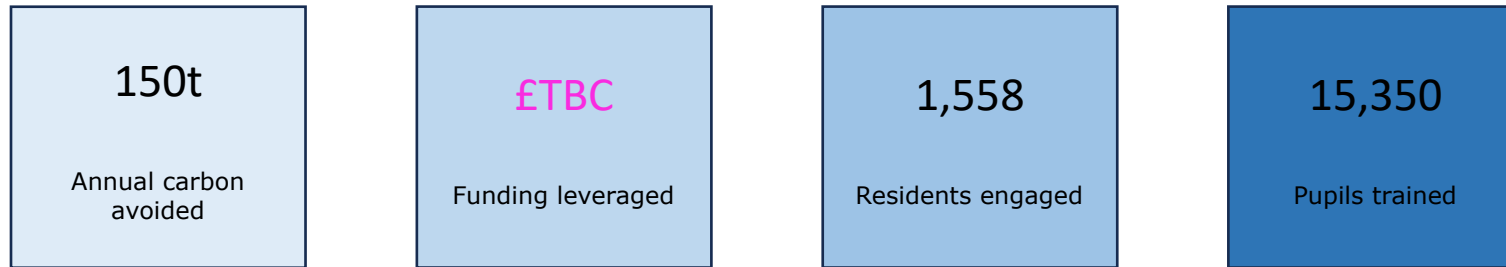
Impact: Solar Together has had a major impact, but there is still a gap where the wider market needs to move much faster to enable a tripling of renewable energy that is needed each year, requiring further action from Government and network operators. Additional renewables are important, but it is not possible to achieve net zero without a move away from gas heating towards low carbon alternatives such as heat pumps in new and existing homes. Here the challenge is much greater and suitable funding and policies are needed for LAs to play a much greater role.

Next step: Solar together or a similar scheme will continue. A number of further projects are in development, including the One Stop Shop for home decarbonisation advice and services. This seeks to provide retrofit advice for 6,000 households, treat 320 households and save over 1kt of carbon in the pilot phase.



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Active travel

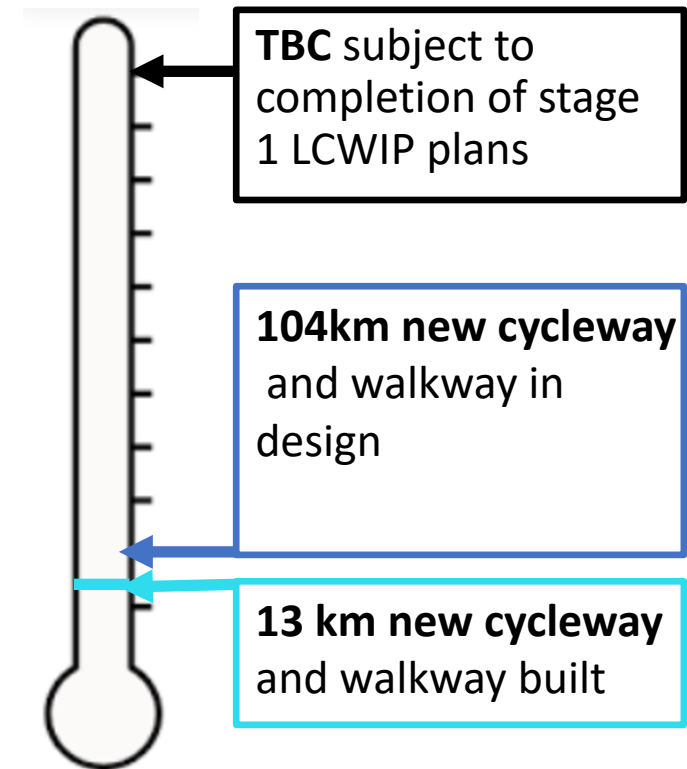


Funding, policy and resident opposition to large-scale active travel infrastructure

Progress: Active travel engagement has focused on behaviour change through cycle and walking training, and the 'betterpoints' app, where 0.5M active travel journeys were logged and with 70% of users saying they are more likely to walk or cycle as a result of the programme. 40 cycle and walking, 7 liveable neighbourhood and 19 school road safety scheme are in design with two completed. A wider set of actions approved through the Local Transport Plan have not started such as vehicle demand management measures.

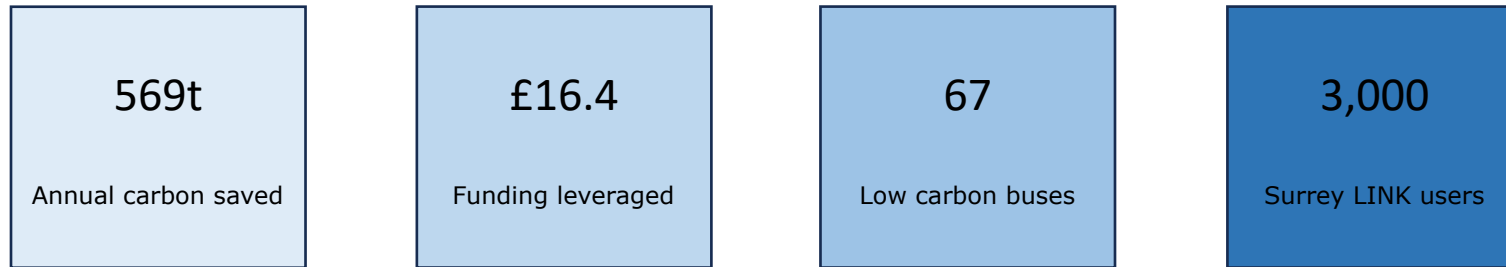
Impact: A comprehensive and linked active travel infrastructure alongside measures to reduce private vehicle use are essential to create the shift towards active travel needed to meet net-zero targets. Active travel infrastructure can only be delivered by Local Authorities but high levels of opposition from residents, a change in government focus and funding means that delivering is extremely challenging.

Next step: Active travel campaigns will be improved by linking to key delivery schemes to promote their acceptability and uptake. More Active travel schemes will be designed and approved ready for implementation.



(Not to scale)

Public transport

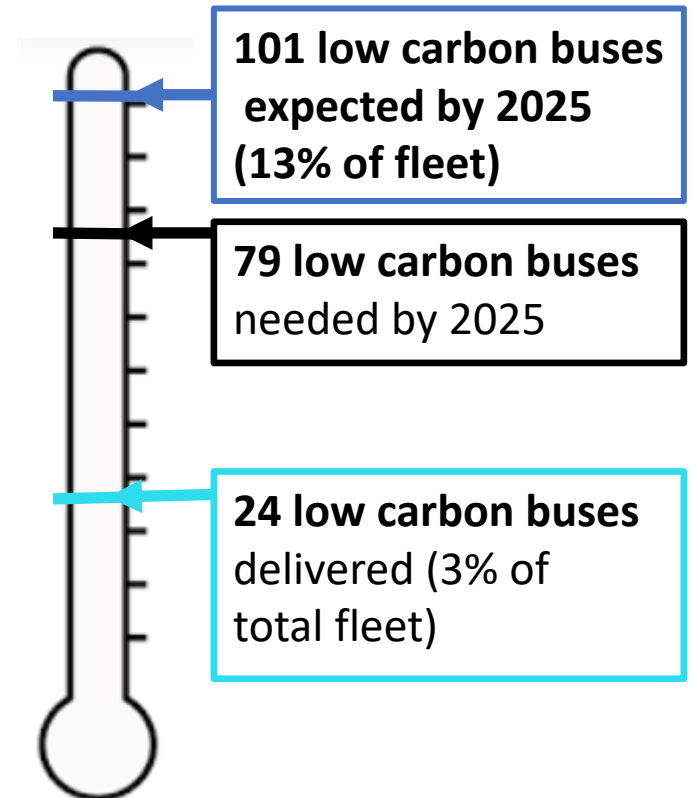


Government funding needed to increase passenger use

Progress: Delivery of the low carbon bus fleet has begun despite some delay in supply. Digital demand response transport (DDRT) has been successfully trailed in Mole Valley. A scheme to reduce fares for young residents (LINK) has launched. Priority bus routes are being designed and the development of an App to enable passengers to see live bus information has not yet begun.

Impact: A complete decarbonisation of the bus fleet is possible by 2050, thanks to significant investment from the Council and bus operators. Despite a number of initiatives to increase journeys there is scope to do more; passenger volumes have not returned to pre-covid levels and need to dramatically increase to enable a significant reduction in car journeys.

Next step: Bus fleet decarbonisation will continue and explore local hydrogen supply options. DDRT services will expand using electric minibuses, starting from September 2023. More priority bus routes will be put in place and, using new funding, options maximise patronage or commerciality are being assessed for implementation.



(Not to scale)

Businesses

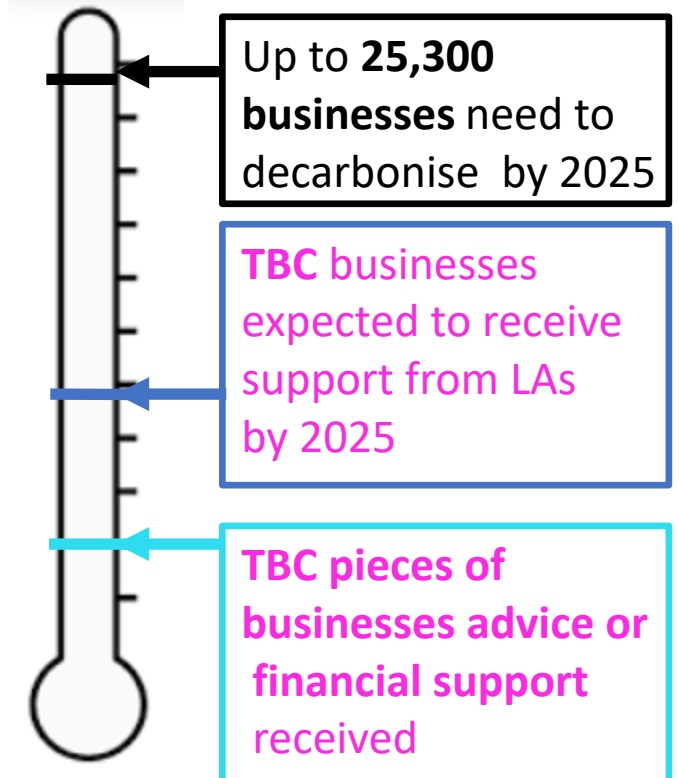


More leadership and investment from private sector and Government needed.

Progress: LoCASE has supported businesses to decarbonise since September 2021, delivering 217 grants to March 2023 and was the highest performer in the South-East. The 'Net Zero 360' course was delivered to help businesses assess and reduce emissions. The Surrey Skills Improvement Plan includes green skills and a Green careers video has been circulated to 800 schools.

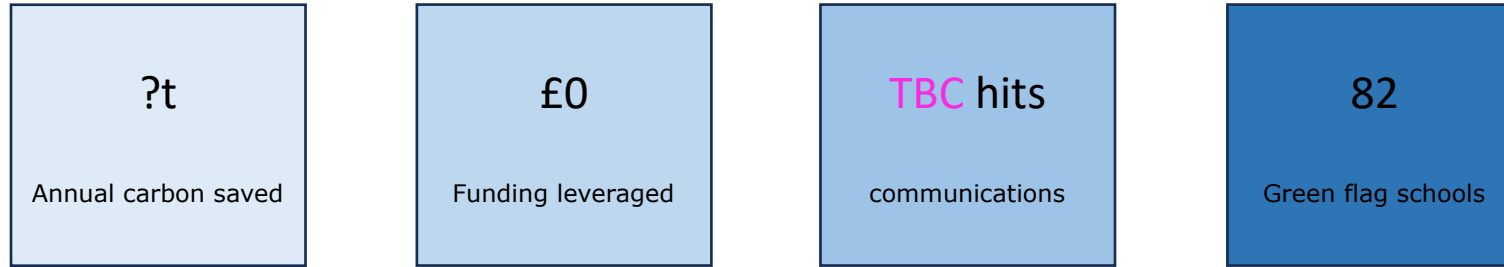
Impact: LAs have a role to play, but many of the 65k businesses would not need Council support as the provision of low carbon goods and services become standard. However, further action is needed to help SMEs where there is a financial and knowledge gap. LA business services can be used to create an environment where Surrey can take advantage of the substantial “green” commercial opportunities, predicted to grow by 8% by 2030.

Next step: New grant and loan schemes are in development to replace LoCASE and provide financial support, including the SME decarbonisation loan programme. Consideration is needed of how wider low-carbon business support, an increase in green skilled workers, low carbon industrial clusters and innovation can be stimulated.



(Not to scale)

Community engagement

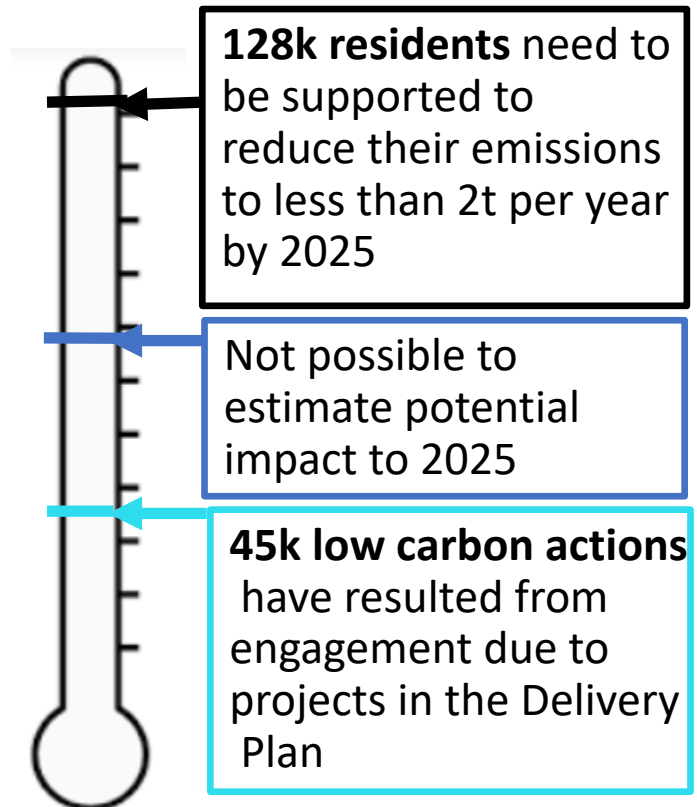


Local Authorities have limited levers to encourage more sustainable lifestyles

Progress: The Delivery Plan actions have resulting in at least 45,000 behaviour-change events across Surrey residents, businesses and community groups this year, due in part to an improved approach to communications and engagement. Community projects are underway which promote wellbeing through nature, biodiversity, deliver small grants and support decarbonisation in homes. A first step volunteer programme has been delivered.

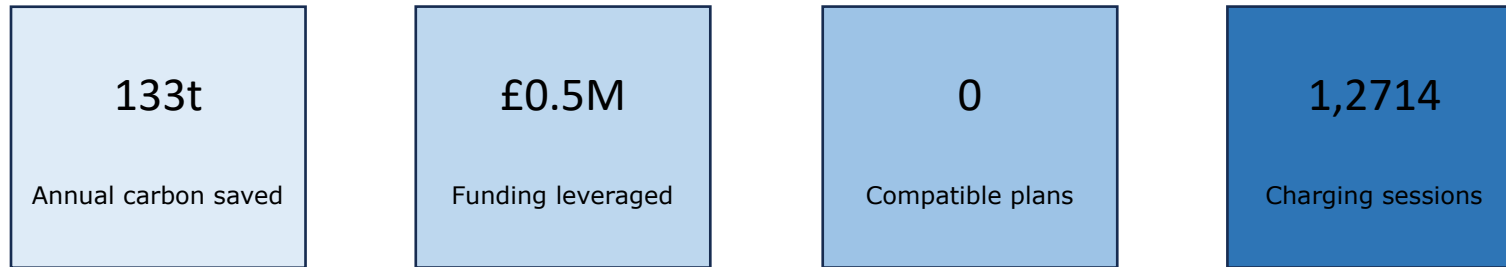
Impact: Residents can impact 1/3 of carbon emissions by living sustainable lifestyles. It is not possible for LAs to impact all 1.2M residents, and many other organisations are better placed to influence. Nevertheless, there is scope for LAs to improve through greater prioritisation and community-focused approach.

Next step: A joint communication plan will be developed amongst boroughs, districts and anchor community organisations, alongside the development of a web hub. Work with schools, community and volunteers will continue and be informed by the needs of residents.



(Not to scale)

Planning, place and infrastructure

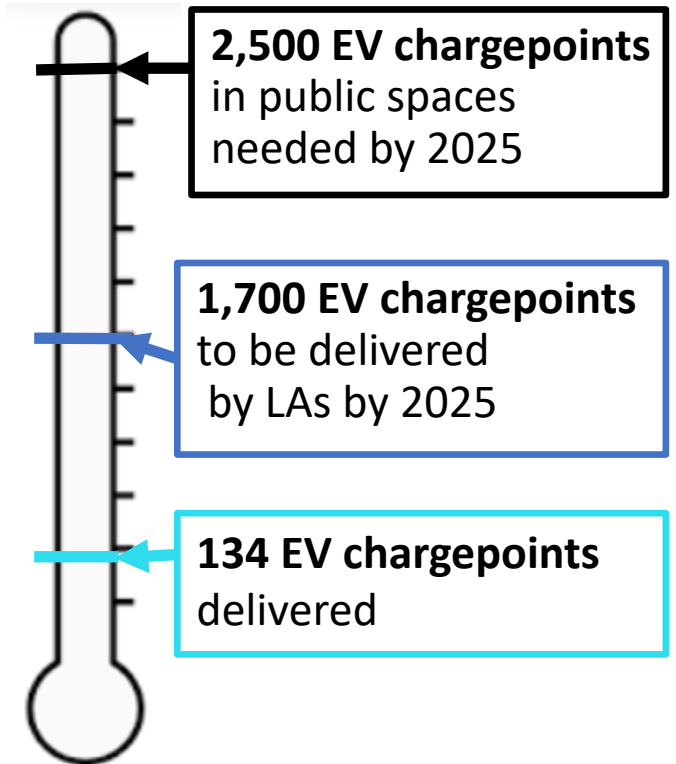


Gap in low carbon planning policies at national and local level

Progress: A climate change adaptation and resilience strategy is in place. Local Authorities are working towards low carbon standards in Local Plans, and the Healthy Streets Design Guide has been published. Plans that ensure major infrastructure is compatible with net-zero targets is in development. A provider has been appointed to accelerate the number of publicly available EV charge points.

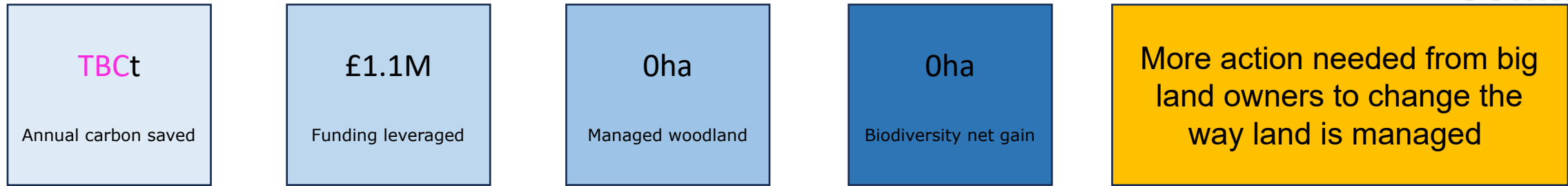
Impact: LAs have a key responsibilities to deliver infrastructure and placemaking. Anything that is built today must be future-proofed for a low carbon future. To achieve this, there is an opportunity to ensure that resilience and low carbon standards are implemented in full. The roll-out of EV charging by Local Authorities is important, with the gap requiring more changepoints to be installed by businesses on private land.

Next step: Low carbon standards will continue to be put in place for buildings and infrastructure, and lobbying will seek to improve national planning policies as they reform. A maximum number and fair roll out of EV charge points will be delivered through the Connected Kerb contract.



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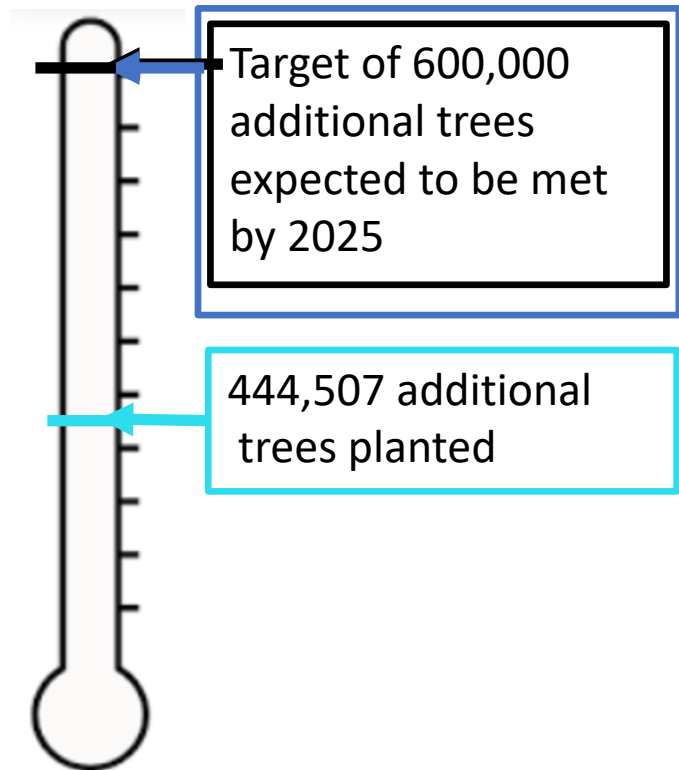
Tree planting and land management



Progress: The Land Management Framework and Local Nature Recovery Strategy policies are being developed. 6 out of the 20 woodland management plans been reviewed. Tree planting is on track. 5 Local Authority sites have been identified as suitable for biodiversity net gain and a register is being set up to support the market for biodiversity credits. Farming in protected landscapes continues to deliver grant funding to improve sustainable farming.

Impact: Tree planting remains strong but LA, as well as other partners, need to put in place a wide range of additional action to prevent further biodiversity loss, increase the carbon absorption from land and use to effectively mitigate extreme heating and flooding.

Next step: More work needs to be done with partner organisations and through the Planning System to ensure that new biodiversity and carbon sequestration requirements are embedded into infrastructure and land change schemes (such as the River Thames Scheme). Consultants will support in the development and trading of BNG and carbon units and ecosystem services.



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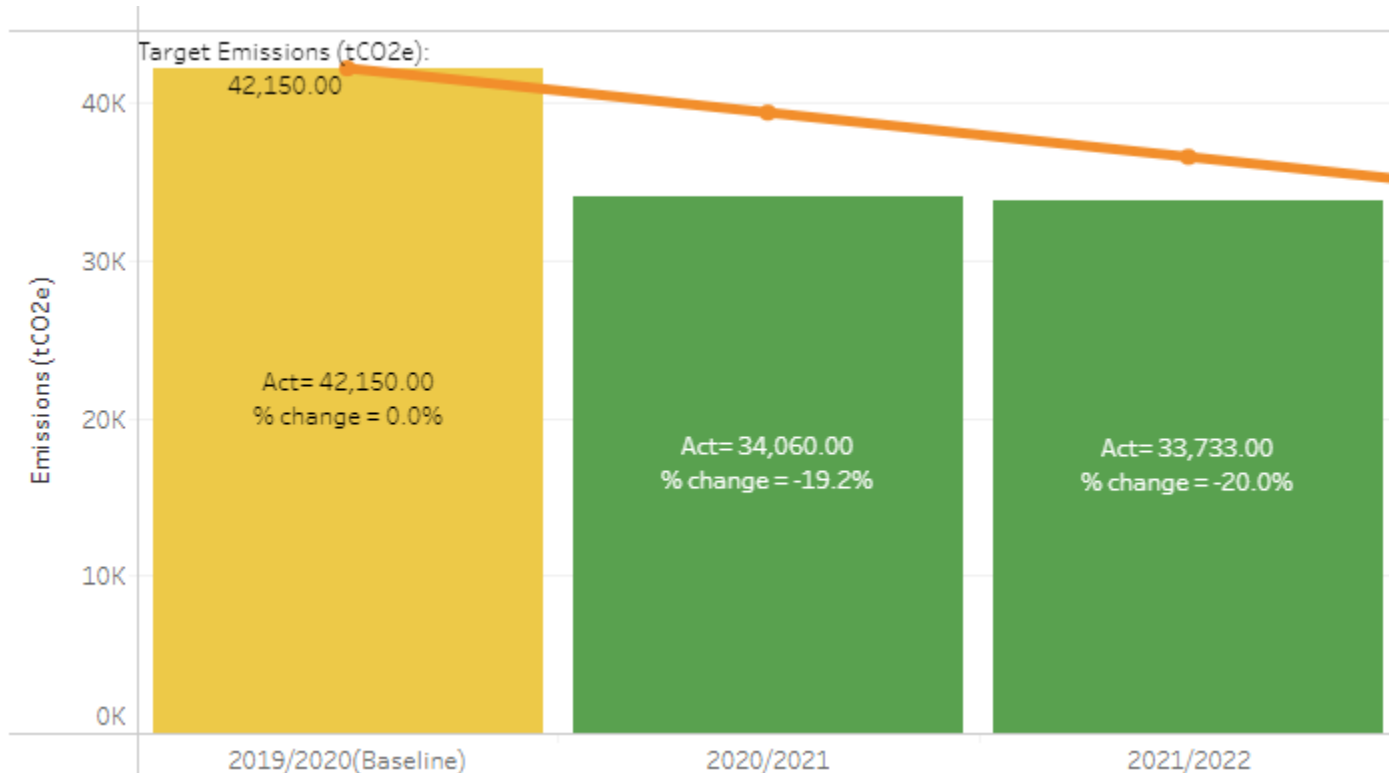
LOCAL AUTHORITY 2030 TARGETS

Progress against 2030 targets



On track with risk.

In 2021/2 Surrey's 12 Local Authorities emitted 34kt carbon. In the first three years, carbon emissions have fallen by 20% whereas a 13% emission reduction is needed. But emissions compared to last year have only fallen by 1%.



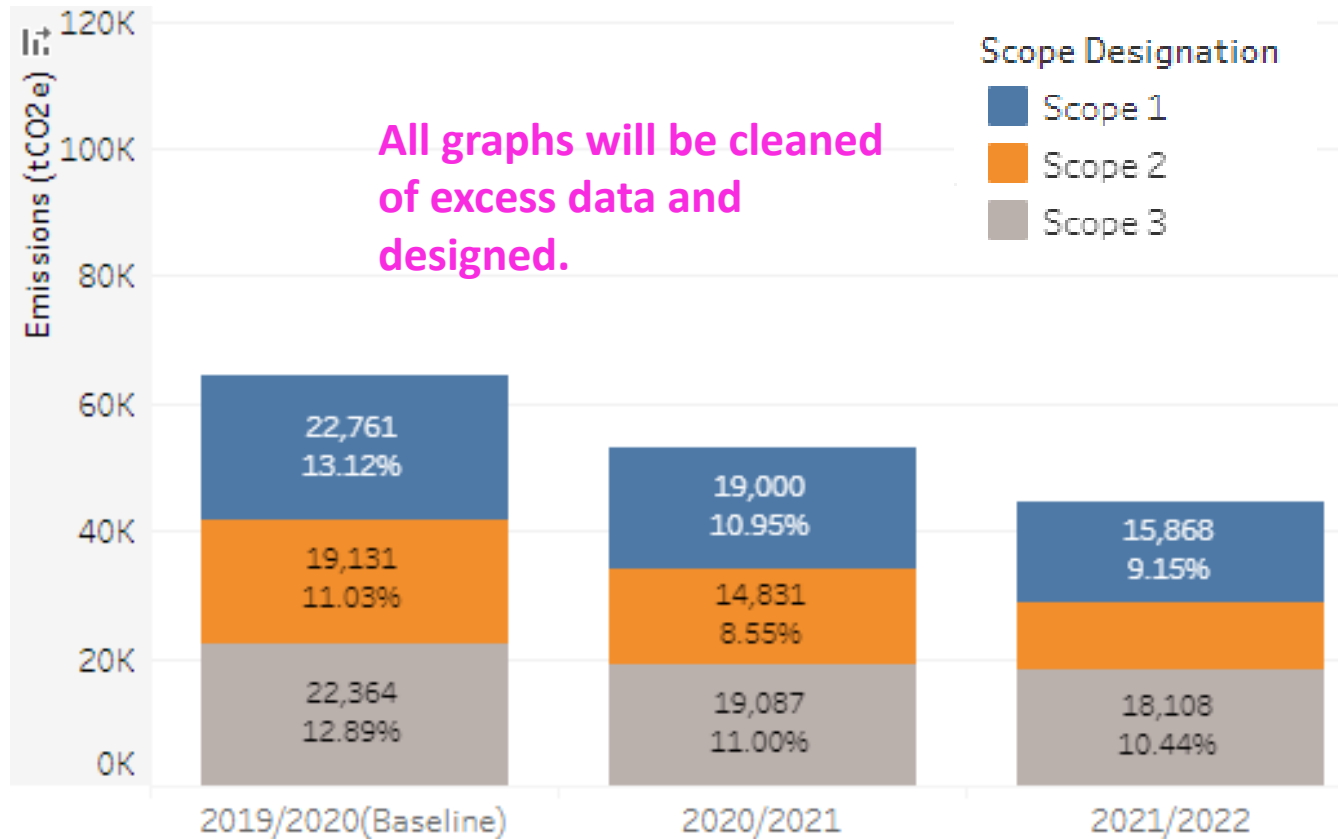
Since 2019/20, carbon emission reduction has occurred in all Local Authorities, and 10 out of 12 Local Authorities have made significant reductions of between 14 and 34%.

But in 6 Local Authorities, emissions had increased compared to the previous year.



Local authorities wider carbon impact

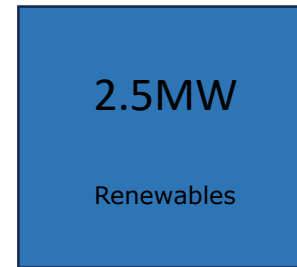
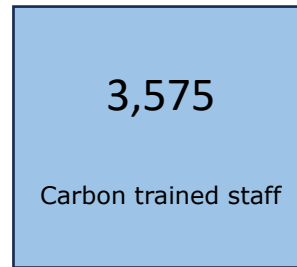
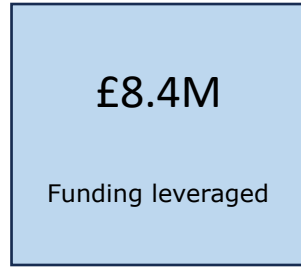
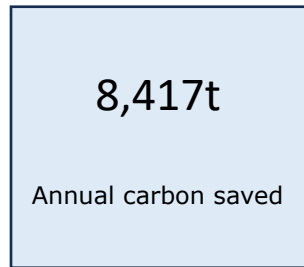
Local Authorities are also responsible for managing carbon emissions that sit outside the scope of the net-zero target but arise from procured services undertaken on behalf of residents, actions by Council staff and emissions from buildings and vehicles that are leased. Data collection is at an early stage but when fully understood, these emissions are likely to far exceed those within the scope of the net-zero target.



6 out of 12 Local Authorities have committed to measure their wider carbon impact (scope 3), but actual data collection is at an early stage with three already measuring emissions from business travel and leased buildings. In future years estimates of Local Authorities' wider carbon impacts are likely to increase as more data is collected.



Local Authority action (Across all Surrey LAs)

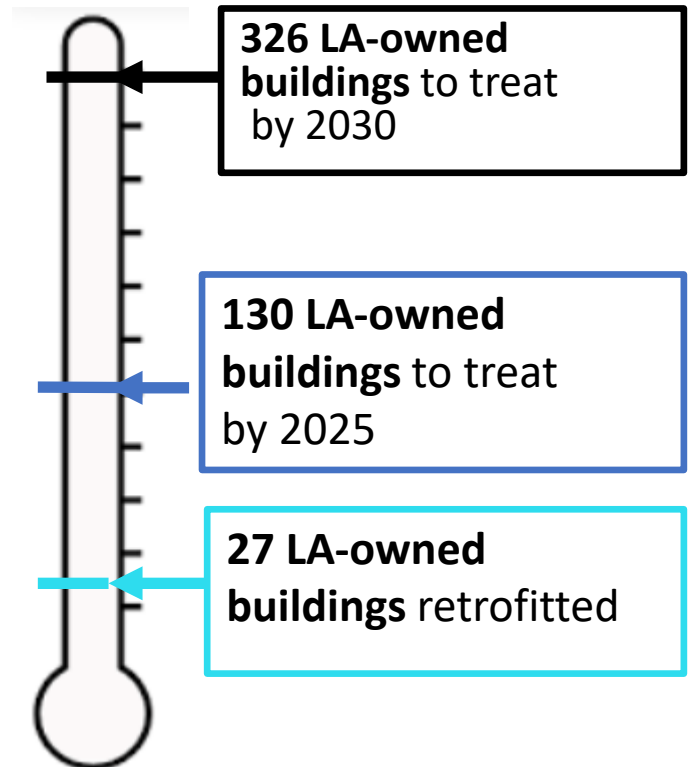


More resource needed for Local Authorities to increase impact

Progress: 8 Authorities have retrofit and fleet decarbonisation programmes which are around 7% complete. 94 low carbon vehicles are in operation. 4 Local Authorities have sustainable procurement policies and 5 have travel plans in place. 25% of Local Authority staff have had some carbon awareness training with 193 certified as carbon literate. All continue to undertake communications and 4 are actively lobbying.

Impact: Most Climate Action Plans contain the actions needed to become net-zero organisations and across their LAs. Although they continue to be committed to the climate change agenda, LAs face unprecedented financial pressures that may hamper the speed and scale of delivery.

Next step: Local Authorities will continue to deliver their actions plans where feasible and work together to share knowledge and resources to best effect.





SURREY
COUNTY COUNCIL

Surrey's Greener Future

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THURSDAY, 5 OCTOBER 2023

A DELIVERY PLAN FOR THE SURREY TRANSPORT PLAN

Purpose of report:

To seek the views of the Select Committee on the scope, content and structure of a proposed Delivery Plan for the Surrey Transport Plan. This insight will help to shape the drafting of a Delivery Plan this year, which will be presented to the Select Committee in 2024 for review and scrutiny.

Introduction

1. As a Local Transport Authority, the Council has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce and review a Local Transport Plan (LTP) Core Strategy and an accompanying Delivery Plan.
2. In July 2022, the Council adopted a new and ambitious Surrey Transport Plan, the fourth iteration of our Local Transport Plan (LTP4). This is our 'Core Strategy'. It sets out policies and measures that aim to develop and deliver safe, cleaner, greener ways of travelling and accessing services and opportunities in the future. Behaviour change, innovation, and uptake of new technology such as electric vehicles, phone apps, ticketing innovation, etc, along with longer term car demand management models are likely to be integral considerations in helping to secure a significant reduction in carbon emissions from the transport sector. This will help to deliver net zero carbon by 2050, as set out in the Climate Change Strategy agreed by Cabinet in May 2020, and the Climate Change Delivery Programme agreed by Cabinet in October 2021.
3. The Surrey Transport Plan therefore provides a step change in how transport services and its infrastructure are planned, delivered, maintained, and used. It will need the Council, partner organisations, businesses, and all of Surrey's residents to work together to make changes in when, where, and how they choose to travel.
4. Since its adoption, the Surrey Transport Plan has provided a framework for policymaking in the transport agenda, and the Council has invested in a number of initiatives which support the outcomes set by the Plan. However, given the

level of ambition set, and the scale of the challenge, it is important that a framework is put in place whereby the Council can track, and be held accountable – along with partners where appropriate for measurable actions against which progress can be tracked and monitored. To translate these policies into tangible, measurable action, officers are preparing a Delivery Plan for the Surrey Transport Plan.

5. This report seeks to obtain the early views of the Select Committee as to how that Delivery Plan should be shaped and formed to ensure that it is effectively and comprehensively drafted to fully reflect the adopted Surrey Transport Plan.
6. The Delivery Plan is important, given that higher than national average car ownership and daily traffic flows in Surrey generates 41% of Surrey's carbon emissions, and of those transport emissions, it is estimated that 68% are from private cars and taxis. This is amplified by the fact that the Council's Climate Change Delivery Plan pathway tracker and the Council's traffic data suggests Surrey is trending in line with the national picture, noting that over 14 billion kilometres were travelled on Surrey's roads in 2022. If trends in private car travel demand continue to increase, the county is likely to fail to meet our carbon reduction targets for the transport sector.

Proposed Approach to Developing the Delivery Plan

7. The Delivery Plan is our roadmap to secure the required transport sector carbon reduction targets as set out in the approved Climate Change Delivery Plan, whilst also supporting communities and economy to thrive, ensuring no one is left behind. When complete, the Delivery Plan will set out in detail our approach to implementing the Surrey Transport Plan. At a high level, we propose to draft the Delivery Plan to include:

- A prioritised programme of measures and interventions
- Engagement approach
- Funding
- Governance, monitoring and review

8. A summary of each of these areas is set out below.

A Prioritised Programme of Measures and Interventions

9. As the LTP is a statutory document, each Local Transport Authority is required to produce a strategy for improving transport networks and to propose projects for investment, setting out how key objectives and outcomes will be achieved by March 2025. All new LTPs are also required to set out how a Local Transport

Authority will deliver Quantifiable Carbon Reductions (QCRs) in transport. In responding to this challenge, our Delivery Plan will need to consider the different requirements for interventions in urban areas and in rural areas, ensuring that investment is targeted as effectively as possible to deliver maximum carbon reductions from transport emissions. The Delivery Plan will therefore include an evidence based carbon assessment tool to compare and support prioritisation of investment by scaling carbon reductions on a place based approach.

10. Notwithstanding the above, the Department for Transport (DfT) is still updating national LTP guidance and additional standalone QCR guidance. Publication of both has been delayed by over 18 months, with an indication that they will be published by 2024. Ideally we would like to have all the updated guidance prior to finalising the Delivery Plan, as it is envisaged that the DfT will scrutinise and evaluate new LTPs. However, in the absence of the guidance and to provide a more technically evidenced carbon based prioritisation, an alternative place based approach is being developed to align with the following:
 - Surrey Health and Wellbeing Strategy's 21 key priority neighbourhoods, identified through people experiencing the poorest health outcomes in Surrey based on the 2019 index of multiple deprivation rankings.
 - Key towns and places identified through the 'Delivering in Partnership: Towns - The Next phases', as reported to Cabinet on 28 March 2023. This highlighted that a number of communities and places in Surrey experience significant challenges with health inequalities, worklessness, skills, aging populations, child poverty, homelessness and housing, despite the general perception of the county as being comfortable and prosperous. Partners across Surrey have set out high ambitions, supported by strategic plans, to address these, which necessarily will include transport.
 - Emerging Highways and Transport service priorities, including improving air quality, school safety, increasing biodiversity, improving footways and maintenance activities.
11. To secure the ambition set out in the Surrey Transport Plan, the Delivery Plan needs to focus on measures to reduce 'unnecessary' short car journeys. This is because nearly half of all car journeys in Surrey are between three and five miles. This presents an opportunity to shift journeys to more sustainable modes, applying the principle of 'avoid-shift-improve' as set out in the Surrey Transport Plan.
12. In responding to this opportunity, the Delivery Plan will adhere to our new [Healthy Streets for Surrey Design Code](#) for measures and interventions that will look to sympathetically 'rebalance' local streets so that we can generate more

walking, wheeling and cycling for short journeys. This will be developed in collaboration with local communities and local Members using the principles of codesign. It will likely include a focus on schools and local residential areas.

13. We will also look to provide local communities and residents with more affordable, reliable public and shared transport alternatives, including, for example, the further expansion of Surrey Connect, our growing network of Digital Demand Responsive Transport (DDRT) Services.
14. Interventions will allow residents to benefit from cleaner air, an improved quality of life, and more opportunities to improve their physical and mental wellbeing, whilst going about their daily lives.
15. Achieving the scale of our carbon emissions reduction to deliver net zero carbon by 2050 will require a radical step change in how transport services and its infrastructure are planned, delivered, maintained, and used. This will need the Council, partner organisations, businesses, and all of Surrey's residents to act now and work together to make attitudinal and behavioural changes in when, where, and how they choose to travel.
16. Implementing some of the measures identified in the Surrey Transport Plan will require the involvement of other organisations, particularly district and borough councils, the sub-national transport body and key partners such as Public Health and Surrey businesses. This will ensure our programme of measures and interventions is comprehensive, inclusive and widely supported, as well as being part of the overall monitoring of the Delivery Plan. It will also help to identify opportunities for collective development and delivery, innovation and combined investment, thus maximising outcomes.
17. As summarised above, our proposed approach to producing a Delivery Plan aligns strongly to Council strategies and ambitions in health and wellbeing, place, improving local communities, etc, whilst also recognising the distinctive nature of Surrey. It is also proposed that the Delivery Plan be structured around six key implementation themes, aligned to potential Government funding streams and Government's Transport Decarbonisation Plan. Doing so provides an opportunity to flexibly respond to Government funding opportunities when they arise, whilst ensuring the Council's core strategies and ambitions are at the heart of the Delivery Plan, as we are able to "dial up or dial down" on each theme.
18. The six themes are:
 - Planning for places
 - Active travel/personal mobility

- Public and shared transport
 - Promoting zero emission vehicles
 - Network management and maintenance
 - Future transport
19. The Delivery Plan necessarily requires a prioritisation process to support the identification, development, implementation and monitoring of measures and interventions. This will support decision making in terms of “what to do where and when”, the overall aim being to reduce carbon emissions from transport as effectively and efficiently as possible to deliver net zero by 2050.
20. This prioritisation process will initially be based on identifying places and interventions where carbon reductions can be maximised. This will use the QCR approach, which has on a four-step process:
- i. Looking at carbon budgets and pathways, including those in our Climate Change Delivery Plan pathway ensuring Council priorities are reflected in prioritisation measures and interventions.
 - ii. Identifying implementation gaps, ie what further reductions in emissions are needed after electric vehicle take-up, which may include consideration of demand management measures to reduce the attractiveness of private cars for short journeys.
 - iii. Identifying transport outcomes through the agreed principle of ‘*avoid-shift-improve*’, highlighting where additional interventions and measures are needed to meet our agreed carbon emission reduction pathway.
 - iv. Reviewing the likely impact of different measures and interventions.
21. The outputs will then be assessed through the existing Surrey Infrastructure Plan prioritisation process. This will provide us with a list of places and measures for consideration that have the greatest potential to reduce carbon emissions from transport. This approach supports our pathway to net zero and will help us respond flexibly to DfT funding opportunities as and when they arise.
22. This outline prioritisation processes will be developed further and set out in full in the final Delivery Plan.

Engagement Approach

23. Community engagement and local support is critical to the success of achieving good Delivery Plan outcomes. Our engagement approach must therefore be

accessible and transparent, ensuring that residents and local Members are supported and fully enabled to understand and shape potential changes to their local communities. The Delivery Plan will therefore include a communications and engagement strategy aligned to the emerging Greener Futures Engagement Plan. This existing engagement framework has supporting tools to enable more effective, far-reaching and joined up engagement to deliver the Greener Futures strategic outcomes for the transport sector. It is also aligned to broader thinking as to how engagement can be improved across the Council to ensure effective community engagement by using the principles set out in our Customer Promise. We will also continue to work with the Consultation Institute to ensure our engagement is as effective and inclusive as possible.

24. The Council will listen to and work collaboratively with residents and local communities on wider, connected issues around environment, health and the cost of living. It will help us link residents to low carbon travel choices, especially for short local journeys and the benefits to individuals, communities and the environment that this can achieve.
25. Codesign will be at the core of the Council's thinking, with the aim to empower communities by working with residents, local groups, community organisations, businesses and partners facilitating local conversations to reveal their stories and experiences, helping communities decide what and how the most appropriate, effective and preferred measures can be delivered.
26. This engagement approach will build on work already being done to support the transformation of Farnham, Weybridge, Horley, Staines and Camberley. It will also build on work underway to engage with residents over active travel measures being developed in and around the Surrey Flood Alleviation Programme as well as the River Thames Scheme. The engagement model set out will also include our approach to keeping local people informed about infrastructure developments, including improvements to key roads such as the A320, and the roll out of electric vehicle charging points, supported by behavioural change and media campaigns.
27. This more inclusive, codesign approach will necessarily take longer and will have an added cost when compared to the 'minimum' level of engagement required by legislation and national policy guidance. However, it will seek to increase resident understanding, acceptance and ownership of measures and interventions developed and introduced where they live, learn and work. As part of this will use examples and case studies to try and bring to life concepts and ideas to help resident and stake holder understanding and comment.
28. Nonetheless, it must be understood that even with a fully inclusive approach, there will likely be parts of a community that do not support certain measures or interventions. It is therefore important that we are clear as to how we will

engage and how their views will shape their local community, including how decisions will be made. The Delivery Plan will therefore include the level of resident support that is acceptable and what constitutes good engagement. Setting an 'acceptance threshold' of support isn't appropriate for a high level Delivery Plan. However, we will need to develop and include in the Delivery Plan clear principles as to what our commitment will be to give clarity and transparency to residents and stakeholders before we start any engagement on specific measures and interventions.

Funding

29. Delivering infrastructure measures and behaviour change interventions at the scale and pace to contribute toward the county's net zero pathway will be extremely challenging given the pressures of the ongoing recovery from the COVID-19 pandemic, high energy prices, and more generally, the cost of living crisis. Alongside this, there is a need to invest in and deliver future network resilience against the increasing evidence of more extreme weather and a climate emergency.
30. The Council has already allocated significant capital investment to deliver a range of measures and interventions that support the Surrey Transport Plan, some of which are referenced later in this report. However, the Delivery Plan will set out a clear funding strategy that will identify funding requirements and potential sources to deliver measures and interventions, which will be aligned to the Medium Term Financial Strategy.
31. The Delivery Plan funding strategy will need to address how the Council will:
 - i. Coordinate and maximise the effectiveness of spend on Delivery Plan measures alongside other areas of work, such as highways maintenance.
 - ii. Influence strategic public and private partners including DfT, Active Travel England, Network Rail, National Highways, the National Health Service, Department for Environment & Rural Affairs and others on funding allocations, recognising that Government funding appears to be reducing in the short term.
 - iii. Collaborate with borough and district councils to coordinate funding from Section 106 developer funding and the Community Infrastructure Levy with the Council's own and other external funding to deliver measures in the Plan.
 - iv. Consider the opportunity for future charging or 'polluter pays' type models to raise revenue to reinvest into transport infrastructure improvements and improved services.

- v. Explore other funding opportunities to maximise external funding.

overnance, Monitoring and Review

- 32. It is proposed that an annual progress report be produced for the Delivery Plan, the format of which will be clearly set out as part of drafting the Delivery Plan. The annual report will highlight progress and performance, including identifying gaps that need to be addressed and how we plan to tackle them. The annual progress report will be accessible and easy to interrogate by Members, stakeholders and residents. It will enable the Delivery Plan to be effectively monitored and reviewed on an annual basis in a clear and transparent way.
- 33. A governance structure is required to monitor progress to ensure the plan remains on track and provide oversight for any necessary amendments to the Delivery Plan, in turn ensuring that these are effectively agreed and supportive of the Council's overall aims and objectives. Whilst existing internal Officer governance arrangements can be utilised to provide appropriate overview and guidance, likely mirroring those already in place for the Climate Change Delivery Plan, at Member level this necessitates the ongoing involvement of the Select Committee. It is suggested that formal scrutiny of progress be undertaken at least on an annual basis; potentially more frequently in the early years of the Delivery Plan. The views of Members are sought on this point.
- 34. In addition to the Council's own internal oversight and governance, progress against the Delivery Plan will be reported to the Greener Futures Board, comprised of partners including representatives from wider authorities, businesses and climate experts. Progress of Delivery Plan measures and intervention will be assessed against Surrey's Climate Change Strategy and reported on an annual basis. This will ensure that the Delivery Plan supports the level and pace of change needed to achieve the 2030 and 2050 net-zero carbon targets.
- 35. In terms of timescales, it is proposed to model the implementation of the Delivery Plan on that agreed for the Climate Change Delivery Plan, ie five year planning cycles. This will allow sufficient time for planning and review, whilst recognising that a lot can change in just a few years, for example, new technology and adaptations, further scientific evidence, best practise and policy development, etc. If this approach is supported, it would be logical to align the Surrey Transport Plan Delivery Plan cycle to the Climate Change Delivery Plan cycle given the strong linkages between the two areas of work. This would also provide an opportunity to develop shared and streamlined reporting and engagement mechanisms where appropriate. If supported, initially this would mean a shorter timeline for the first Delivery Plan cycle, as the current Climate Change Delivery Plan cycle runs until 2025. A shorter initial cycle would offer the opportunity to stress test the Surrey Transport Plan Delivery Plan

framework at the outset, ensuring it is robust and fit for purpose, with any identified gaps and necessary changes made early on in that first, short cycle.

36. The views of Members are sought on the proposed timescales and approach. Whatever is agreed, the timeline and reporting methodology must enable Members, stakeholders and residents to track progress with reference to the overall trajectory of 2050.

Delivery Progress

37. Whilst this report sets out work to develop a Delivery Plan for the Surrey Transport Plan, it is worth noting that significant progress has already been made against the outcomes of the Plan.
38. Since the adoption of the Surrey Transport Plan, the Council has introduced a significant number of measures and interventions to help deliver our transport ambitions. This includes substantial investment in programmes for active travel, sustainable transport, electric vehicle (EV) charging and large infrastructure projects, including the £500m River Thames Scheme. These improvements are part of the Council's capital programme, which over time will provide carbon savings. A few of the key initiatives are set out below.
39. The Council has already agreed to invest significant sums to improve the public transport offer to residents, working in partnership with the bus industry. This includes a £49m investment to support our Climate Change Delivery Plan objectives through an investment in more zero emission buses and minibuses, more real time passenger information and more bus priority measures. Outside of government Bus Service Improvement Plan (BSIP) funding, this Council's investment is unparalleled in any other English Local Transport Authority. It serves to demonstrate the Council's unwavering commitment to improving public transport, thus supporting the modal hierarchy approach set out in the Surrey Transport Plan.
40. The Council has also recently secured £7.8m of BSIP funding. Discussions are on-going with bus operators to confirm where the funding will be targeted, which will reference the Council's approved BSIP and Enhanced Partnership.
41. In addition, five new digital DDRT services started on 4 September, forming part of the expanding Surrey Connect network, with more DDRT services planned to follow in future years. This year, new DDRT services started in Cranleigh, Farnham, Longcross, Tandridge and West Guildford, adding to the Mole Valley Connect service that has been operating since 2022, with 20,000 passengers carried on that service in its first year.

42. The Surrey 'Link' card went live in July, enabling all young people aged 20 and under to travel on buses for half the adult fare. The Link card is issued for free, with 3,000 young people already signed up.
43. The Council and Connected Kerb have agreed a contract of £60m over 15 years to install thousands of public EV charge points countywide. This aims to encourage residents to switch to an electric vehicle. Charge points are being installed at convenient on street locations in residential areas and key locations in the community such as on high streets and public car parks.
44. The Council is also investing £3m to deliver a three year programme of road safety outside school improvements. This investment aims to make walking, push scooting and cycling to school easier and safer for children/young people and their parents/carers. During the first year six schemes were successfully implemented at schools across Surrey, with five other schemes near completion. Over the next two years another 35 schools will benefit from improvements that will make sustainable travel a safer and more attractive choice for families and children when travelling to and from school.
45. In addition, the Council is also developing active travel measures to improve walking and cycling infrastructure, channelled through our Local Cycling and Walking Infrastructure Plans (LCWIPs). These are 10+ year strategic plans to provide a county wide network of high quality, safe, cycle and pedestrian infrastructure. LCWIPs aim to enable modal shift from the private car to active travel alternatives. Stage 2 feasibility design and development has commenced for Reigate & Banstead, Elmbridge, Runnymede, Spelthorne and Waverley. The remaining areas will follow this year or next. The Council has been successful in securing a range of external funding for the development and delivery of active travel initiatives, including funding from the DfT, Active Travel England and the National Highways Designated Funds Programme. Schemes from each LCWIP are being developed in readiness for bidding opportunities to these funding sources, alongside S106 developer funding, Community Infrastructure Levy and other opportunities.
46. The first Delivery Plan will capture the impact of these early measures, to ensure they are not lost in the overall tracking of progress against the outcomes set by the Surrey Transport Plan.

Recommendations

47. That the views of the Select Committee on the scope, content and structure of a proposed Delivery Plan for the Surrey Transport Plan be used to help draft the Delivery Plan, and that once drafted, it be presented to Select Committee in 2024 for review and scrutiny.

Next steps

48. Following feedback from CEH Select Committee on 5 October 2023, the Delivery Plan will be developed and shared with Corporate Leadership Team and Cabinet for shaping. Once drafted, there will be an opportunity for CEH Select Committee to review the updated proposed Plan at a future meeting before it is submitted for Cabinet approval in 2024.

Report contact

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Sources/background papers

[Surrey Transport Plan Cabinet Report 31 May 22.pdf \(surreycc.gov.uk\)](#)

[\(Public Pack\)Agenda Document for Cabinet, 28/03/2023 14:00 \(surreycc.gov.uk\)](#)

Item 8

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THURSDAY, 5 OCTOBER 2023

Forward Work Programme (FWP) and Recommendation Tracker (RT)

Purpose of report: To review and agree the Forward Work Programme (FWP). To track recommendations and requests made by the Select Committee.

Introduction:

1. The Forward Work Programme (FWP) and Recommendation Tracker (RT) update is a standing item on the agenda of the Select Committee.
2. The FWP covers the expected activity in 2023/24 (Annex A).
3. The RT tracks recommendations made by the Committee (Annex B).
4. The FWP includes regular items, task and reference groups updates and the additional items the Select Committee would like to engage with in coming months. This approach should enable the Select Committee to consider planning and resourcing for its scrutiny and overview work across the year whilst retaining enough flexibility to consider essential additional items as needed from time to time. There should be no more than two task groups taking place concurrently.

Recommendations:

5. The Select Committee is recommended:
 - a) To review and agree the Forward Work Programme (Annex A);
 - b) To make any appropriate suggestions for possible amendments including programming of in-depth session and other agenda items; and
 - c) To monitor the update provided in Recommendation Tracker (Annex B).

Next Steps:

The Select Committee reviews its Forward Work Programme and Recommendation Tracker at each of its meetings.

Clare Madden
Scrutiny Officer | Democratic Services | Law and Governance
Surrey County Council | clare.madden@surreycc.gov.uk

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Communities, Environment and Highways Select Committee Forward Work Programme 2023 - 2024

Communities, Environment and Highways Select Committee | Chairman: Jonathan Hulley | Scrutiny Officer: Clare Madden
Democratic Services Assistant: Emily Wilkinson

Date of Meeting	Type of Scrutiny	Issue for Scrutiny	Purpose	Outcome	Relevant Organisational Priority	Cabinet Member/Lead Officer
5 October 2023	Scrutiny	1. Surrey Transport Plan (LTP4) Delivery Plan	How to deliver on the new Surrey Transport Plan which the Council signed up to in July 2022. Workstreams include: Liveable Neighbourhoods, Road Reallocation, Road Safety, EV Roll Out, Active Travel, Bus Service Improvement.	The Committee to provide input on prioritisation of new policies & Schemes within constrained budgets		
	Scrutiny	2. Climate Change Delivery Plan Annual update Note: Deferred item. Originally scheduled for 5 October Session	To receive a whole programme assessment annual progress report on the Climate Change Delivery Plan.	The Committee to provide its feedback progress against the Plan.	Enabling a greener future	
	Private Session	3. 20mph Speed Limit Policy	Informal session with witnesses. Opportunity for members to contribute to thinking on developing speed limit policy.			
2 November 2023	Budget Scrutiny	Budget Proposals Scrutiny	NOT A PUBLIC SESSION. Online meeting.			
4 December 2023	Scrutiny	1. Budget 2024/25 and Medium-Term Financial Strategy	Select Committee to receive draft budget proposals for 2023/24.	The Select Committee scrutinises the Council's budget proposals, provides feedback and makes	Growing a sustainable economy so everyone can benefit	

				recommendations, if required.		
	Performance Update	2.Surrey Fire and Rescue Service Performance Report & HMICFRS Inspection	To review outcomes of the recent HMICFRS Inspection and to provide the Select Committee with performance information on the Surrey Fire and Rescue Service.	The Committee to review the performance, provide oversight and feedback.		
	Scrutiny	3. Revised Road Safety Strategy – final policy	Review of final amended policy prior to submission to Cabinet end December.			
	Scrutiny	4. Economic Growth Update and LEP transition of functions <p>Note: This item may have to be taken out of committee initially and referred to a session in the New Year for in person discussion.</p>	<p>To receive an update report on activities taken forward to deliver on the economic opportunities set out within the economic strategy and help address the economic challenges in Surrey.</p> <ul style="list-style-type: none"> • Context setting on the Surrey economy – key metrics on "health" of Surrey's economy, as well as key national and local drivers of change. • "Look back/look forward" - highlight key achievements and successes in the Economy & Growth work programme and priorities for 2024/25. • LEP transition of functions (this is subject to timings/content of expected government announcement)- this would likely be the main focus/discussion item. 	The Committee reviews the progress made to establish a core Inward Investment Programme, examples of our developing local economies and High Streets work, and the implementation of a Digital Infrastructure Programme.	<p>Empowering communities</p> <p>Growing a sustainable economy so everyone can benefit</p>	<p>Matt Furniss, Cabinet</p> <p>Michael Coughlin, Executive Director, Partnerships, Prosperity and Growth</p>
	Your Fund Surrey Update	5. Your Fund Surrey Update <p>Note: Written update to be provided. Discussion at Committee session to be postponed to the New year .</p>	To provide the Select Committee with a progress report on YFS allocations, changes to the scheme since Committee scrutiny in December 2022 and a response to the Committee's recommendations.	The Committee to review the performance and development of this scheme and provide oversight and feedback.		<p>Marie Snelling</p> <p>Nicola Tagg</p>
7 Feb 2024		1. Delivering in Partnership – Towns - Update	To provide the Select Committee with a progress report and update on the Committee's recommendations.			<p>Denise Turner-Stewart, Cabinet Member for Communities and Community Safety</p>

						<p>Michael Coughlin, Executive Director of Prosperity, Partnerships and Growth</p> <p>Marie Snelling, Executive Director Customer and Communities</p>
	Performance Update	<p>2. Environment, Transport and Infrastructure (ETI) Performance Report</p> <p>Note: Deferred item. Originally scheduled for July 2023</p>	To provide the Select Committee with performance information on the Environment, Transport & Infrastructure directorate.	The Committee to review the performance, provide oversight and feedback.	<p>Empowering communities</p> <p>Growing a sustainable economy so everyone can benefit.</p> <p>Enabling a greener future</p>	
	TBC	<p>Economic Growth Update and LEP transition of functions</p> <p>Deferred from December 2023</p>	<p>To receive an update report on activities taken forward to deliver on the economic opportunities set out within the economic strategy and help address the economic challenges in Surrey.</p> <ul style="list-style-type: none"> • Context setting on the Surrey economy – key metrics on "health" of Surrey's economy, as well as key national and local drivers of change. • "Look back/look forward" - highlight key achievements and successes in the Economy & Growth work programme and priorities for 2024/25. • LEP transition of functions (this is subject to timings/content of expected government announcement)- this would likely be the main focus/discussion item. 	The Committee reviews the progress made to establish a core Inward Investment Programme, examples of our developing local economies and High Streets work, and the implementation of a Digital Infrastructure Programme.	<p>Empowering communities</p> <p>Growing a sustainable economy so everyone can benefit</p>	<p>Matt Furniss, Cabinet</p> <p>Michael Coughlin, Executive Director, Partnerships, Prosperity and Growth</p>

	TBC	Sustainable Food Strategy	Subject to developments and outcome of GRFG	Motion referral from Council*		
	TBC	The Nature recovery strategy to include countryside, rural matters and land management and the nature recovery strategy	Subject to developments and outcome of GRFG or possible Workshop	Motion referral from Council*		
	TBC	Land Management Policy & Framework	Subject to developments and outcome of GRFG or possible Workshop	Motion referral from Council*		
May 2024	TBC	1. Your Fund Surrey Update Note: Discussion deferred from October 23.	To provide the Select Committee with a progress report on YFS allocations, changes to the scheme since Committee scrutiny in December 2022 and a response to the Committee's recommendations.	The Committee to review the performance and development of this scheme and provide oversight and feedback.		Marie Snelling Nicola Tagg
WRITTEN UPDATES						
	Scrutiny	Summary of the Traffic Regulation Orders Note: This is a deferred item, originally due to be considered at Committee on 5 th July.	To provide an update of Traffic Regulation Orders authorised since April 2022.	The Committee to provide its feedback.	Empowering communities Growing a sustainable economy so everyone can benefit.	
	Scrutiny	ITS (Integrated Transport Schemes) Review	To receive a report on Integrated Transport Scheme.	The Committee to provide its feedback.	Enabling a greener future	
	Scrutiny	Members Highways Budgets Note: This is a deferred item, originally due to be considered on 5 th July.	To provide the Select Committee with a review of the first year of individual funding.	The Committee to provide its feedback.	Empowering communities Growing a sustainable economy so everyone can benefit.	

ITEMS NOT SCHEDULED:

TBC 2023/4		Review of Parking Enforcement	Requested by Committee			
TBC 2023/4		Review of Greener Futures Engagement Strategy	Requested by Committee – Recommendation from July Session.			
TBC 2023/34		Ringway Contract Update	Requested by Committee. Could be taken via written update? ETI to revert			
TBC 2023/24	Scrutiny	Minerals and Waste Plan	To provide a report on the preferred options public consultation.	The Committee to provide its feedback on the public consultation and preferred options in line with Minerals and Waste Development Plan.	Enabling a greener future	

BUDGET SUB-GROUP

27 September 2023	Budget Scrutiny	PARKING & WASTE SERVICES: INCOME OPPORTUNITIES				
9 October 2023	Budget Scrutiny	THE CAPITAL PROGRAMME				
18 October 2023	Budget Scrutiny	TASK & FINISH GROUP OUTCOMES				

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COMMUNITIES, ENVIRONMENT & HIGHWAYS SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER
July 2023

Annexe B

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

RECOMMENDATIONS

Date	Item	Recommendation	Responsible Member/ Officer	Deadline	Progress check	Recommendation response accepted/ implemented
14 June 2022	A Devolution Deal for Surrey [Item 5]	<p>The Select Committee:</p> <p>Supports the objective of Surrey seeking a County Deal on the basis of Levels 1 and 2, agrees with the principal stakeholders identified, and the proposed timetable.</p> <p>CEHSC6/22: Commends a cautious assessment, including any future governance, of what a Level 2 County Deal for Surrey will mean in practice, particularly for residents, businesses, community groups and other stakeholders to avoid raising expectations that may not be satisfied. This should be reflected in all communications and engagements.</p> <p>CEHSC7/22: Requests that the Surrey County Council continues to bring boroughs and districts on board to develop a broader consensus in order to jointly support the journey for a County Deal.</p>	<p>Tim Oliver, Leader of the Council</p> <p>Rebecca Paul, Deputy Cabinet Member for Levelling Up</p> <p>Michael Coughlin, Executive Director Partnerships, Prosperity and Growth</p>		2 May 2023	The recommendations have been sent to the Cabinet Member for Levelling Up and Executive Director for Partnerships, Prosperity and Growth.

COMMUNITIES, ENVIRONMENT & HIGHWAYS SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER
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Date	Item	Recommendation	Responsible Member/ Officer	Deadline	Progress check	Recommendation response accepted/ implemented
6 October 2022	Assessment of the Greener Futures Climate Change Delivery Plan	<p>CEHSC18/22: Recognises that significant behavioural change by residents on vehicle usage, low carbon measures and active/sustainable travel has yet to take place and that while the Council itself inevitably can only play a limited role, it should intensify its efforts in this regard.</p> <p>CEHSC23/22: Reiterates its support for Carbon budget to be developed alongside the Council's financial budget.</p>	<p>Marissa Heath, Cabinet Member for Environment</p> <p>Katie Stewart, Executive Director of Environment, Transport and Infrastructure</p>		2 May 2023	<p>CEHSC18/22: The Greener Futures team agrees that the slow uptake of low carbon measures such as EV vehicles, sustainable transport and low carbon heating is not at the level that it needs to be at. We are committed to increasing efforts to raise awareness and support residents and will be making this a key area of focus within communications and engagement in 2023-24. The Team will also be looking at how it can support across the Council to increase awareness and take up from its own staff and those of other public sector bodies through more internal communications. In addition, this will be raised with Government as part of on-going discussions, partnerships and our lobbying strategy.</p> <p>CEHSC23/22: We remain committed to delivering a carbon budget for 2023/24 for both our own organisations 2030 target and the overall Surrey wide 2050 target. The plan for a carbon budget will be discussed at the Select Committees Greener Futures Reference Group prior to agreement of the formal Council</p>

COMMUNITIES, ENVIRONMENT & HIGHWAYS SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER
July 2023

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Date	Item	Recommendation	Responsible Member/ Officer	Deadline	Progress check	Recommendation response accepted/ implemented
Page 91		CEHSC24/22: The Select Committee Appreciates that RAG status to measure the success of a project within the constraints applied to that project is helpful for internal management purposes. However, asks that in case of Climate Change the RAG status against the 2025, 2030 and 2050 targets be included in all future reporting to make it more useful for external communication and understanding.				budget so that recommendations can be made from the Select Committee at the Council meeting to agree the Council budget for 2023/24 in February. CEHSC24/22: The Greener Futures team will provide a clearer RAG status explanation for 2025, 2030 and 2050 at the next Select Committee Greener Futures Reference Group for comment and agreement by that Group and then inclusion in any further reporting.
5 July 2023	Green Finance Strategy [Item 6]	CEHSC49/23: Endorses the approach set out in the updated Greener Futures Finance Strategy including continued focus and commitment to the County Council's organisational target to become net zero by 2030 and preparations to deliver the 2050 target.				
5 July 2023	Green Finance Strategy [Item 6]	CEHSC50/23: Fully supports the commitment to ensuring financial risk to the Council is effectively identified and managed				The Greener Futures Group Manager noted the Committee's support 25/09/23.

COMMUNITIES, ENVIRONMENT & HIGHWAYS SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER
July 2023

Annexe B

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Date	Item	Recommendation	Responsible Member/ Officer	Deadline	Progress check	Recommendation response accepted/ implemented
Page 92		and the processes outlined for achieving this, in particular the annual 2 step review process which focuses on effective management of financial risk; and approves the recommendation for the Council to adopt option 4 to proactively generate income to offset costs.				
	5 July 2023	Green Finance Strategy [Item 6]	CEHSC51/23: Recommends that the Council achievements to date towards the net zero 2030 target be publicised to Surrey Members at all tiers by the end of August 2023.			A document based on the Council's achievements aligned to the progress made against the 2030 net zero carbon target was shared with all SCC members on 22 September 2023.
	5 July 2023	Green Finance Strategy [Item 6]	CEHSC 51/23: Welcomes the review of effective communications and steps to improve engagement with residents on Net Zero; and <u>urges consideration of online and offline communications, as well as opportunities to use Councilors to disseminate messages locally.</u>			The Greener Futures Group Manager has <u>committed to an update on progress to the committee in early 2024</u> which will include an update on the Communications and Engagement approach and strategy. 25/09/2023.
5 July 2023	Green Finance Strategy [Item 6]	CEHSC52/23: Requests an update to the Committee on progress in early 2024 including on the Communications & Engagement Strategy.				The Greener Futures Group Manager has <u>committed to an update on progress to the committee in early 2024</u> which will include an update on the

**COMMUNITIES, ENVIRONMENT & HIGHWAYS SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER
July 2023**

Annexe B

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	No Progress Reported	Action In Progress	Action Completed

Date	Item	Recommendation	Responsible Member/ Officer	Deadline	Progress check	Recommendation response accepted/ implemented
						Communications and Engagement approach and strategy. 25/09/2023.
5 July 2023	Surrey Fire And Rescue Service Performance [Item 7]	CEHSC53/23: Commends the commitment to improvement work in hand to implement the HMICFRS inspection 2021.				
5 July 2023	Surrey Fire And Rescue Service Performance [Item 7]	CEHSC54/23: Ask SFRS to report back to Committee once the latest HMIC Inspection report is received; and to agree a date for follow-up scrutiny.				Inspection report received and circulate with Committee. Agenda item for 4 December Full Committee.
5 July 2023	Surrey Fire And Rescue Service Performance [Item 7]	CEHSC55/23: Works with SFRS to arrange a programme of site visits for Committee Members.				Service visit has been booked in for 20 October 2023.

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ACTIONS TABLE:

COMMUNITIES, ENVIRONMENT & HIGHWAYS SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER
July 2023

Annexe B

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

Date	Item	Action	Responsible Member/ Officer	Deadline	Progress check	Action response. accepted/ implemented
5 July 2023	Questions And Petitions [Item3]	Chairman asked for the Assistant Director to respond in writing to Helen Monroe's supplementary question and for the written response to be shared with the committee.	Richard Bolton Assistant Director of Highways Operations & Infrastructure			Written response circulated with the committee by the Assistant Director.
5 July 2023	Green Finance Strategy [Item 6]	The Vice-Chairman asked ETI Directorate to organise a Membership Development Session on the democratic landscape around Net Zero and Greener Futures including how all the Boards relate to each other and decision-making comes together.	Katie Stewart Executive Director for Environment Transport and Infrastructure			Membership Development Session has been scheduled for the 13 th of November.
5 July 2023	Surrey Fire And Rescue Service Performance [Item 7]	The Committee asked the Chief Fire Officer to provide the committee with a list of schools that aren't taking up the offer of school engagement visits.	Dan Quin Chief Fire Officer			Response has been circulated with Committee.
5 July 2023	Surrey Fire And Rescue Service Performance [Item 7]	Chief Fire Officer to confirm on the implementation of the wildfire awareness events in Chobham and inform the committee of the dates they have and will occur.	Dan Quin Chief Fire Officer			Response has been circulated with the Committee.
5 July 2023	Surrey Fire And Rescue Service Performance [Item 7]	SFRS to provide statistics on deaths related to fire, road, and water that Surrey has had for the last 5 years.	Dan Quin Chief Fire Officer			Response has been circulated with the Committee.
5 July 2023	Surrey Fire And Rescue Service Performance [Item 7]	SFRS to provide the wildfire statement to the Committee	Dan Quin Chief Fire Officer			Response has been circulated with the Committee.
5 July 2023	Surrey Fire And Rescue Service Performance [Item 7]	SFRS and Democratic Services to set up a meeting/site visit for members education regarding what SFRS does in depth.	Tina Thorburn + Emily Wilkinson			Service visit has been booked in for 20 October 2023.

COMMUNITIES, ENVIRONMENT & HIGHWAYS SELECT COMMITTEE
ACTIONS AND RECOMMENDATIONS TRACKER
July 2023

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