

**CABINET MEMBER DECISIONS****APRIL / MAY 2015****(i) LIBRARY DELIVERY SERVICE CONTRACT AWARD****Details of decision**

That the contract be awarded to Global Services Group for the provision of the Library Delivery Service. This is a three year contract with the option to extend for two further periods of up to one year each. The supplier will provide a dedicated delivery service exclusively for Surrey libraries.

**Reasons for decision**

The existing contract will expire on 31 July 2015. A full open tender process, in compliance with the requirement of EU Procurement Legislation and Procurement Standing Orders had been completed and a preferred supplier emerged following a combined quality/price evaluation.

The bid from the preferred supplier offered a significant saving and value for money over the full contract term and demonstrated that they were able to deliver the high standard of service expected by the County and its residents and will work with the Council over the duration of the contract to continue to add value.

*(Decision of Cabinet Member for Community Services – 20 April 2015)*

**(ii) PETITION: IN RELATION TO SUPERFAST SURREY BROADBAND IN MICKLEHAM VILLAGE****Details of decision**

That the response, attached as Appendix 1, be approved.

**Reasons for decision**

To respond to the petition.

*(Decision of Deputy Leader – 13 May 2015)*

**(iii) PUBLICITY AND STATIONERY PRINT SERVICES****Details of decision**

That following consideration of the results from the procurement process, the award of the framework agreement to the contractors, as set out in the submitted part 2 report, was agreed for a period of 12 months to commence on 21 May 2015 and expire on 20 May 2016.

### **Reasons for decision**

A new short term contract is requested to provide publicity and stationery print services for a period of 12 months.

This time will allow for a review of this service across the Council as part of a wider digital and print review and will also allow for a review at East Sussex County Council with a view to a future joint contract serving both Councils.

*(Decision of Cabinet Member for Business Services – 13 May 2015)*

#### **(iv) PETITION: IN RELATION TO MAKING TOWNS AND VILLAGE SAFER FOR PEDESTRIANS AND CYCLISTS AND STOP PRIORITISING THE CAR OVER OTHER ROAD USERS**

### **Details of decision**

That the response, attached as Appendix 2, be approved.

### **Reasons for decision**

To respond to the petition.

*(Decision of Cabinet Member for Environment and Planning – 13 May 2015)*

#### **(v) PROPOSED STOPPING UP OF LAND AT GOODWIN'S NURSERY, BEARE GREEN**

### **Details of decision**

That the decision to apply to the Magistrates' Court for an order stopping up of land at Godwin's Nursery, Old Horsham Road, Beare Green be approved in accordance with the provisions of Section 116 and 117 of the Highways Act 1980 and subject to the conditions of the County Council's approved policy on stopping up applications.

### **Reasons for decision**

The land in question is deemed surplus to highway requirements and on completion of a successful application the County Council would be relinquished from any future maintenance liability. The land is currently used as a garden for Wren Cottage and is not performing any highway function. Sufficient land is to be retained that would accommodate a two metre footway, should one be required upon redevelopment of the nursery site.

*(Decision of Cabinet Member for Highway, Transport and Flooding – 13 May 2015)*

#### **(vi) ON STREET PARKING REVIEW PROCESS UPDATE – THIS ITEM WAS DEFERRED**

**DEPUTY LEADER**

Wednesday 13 May 2015

**RESPONSE TO PETITION CONCERNING SUPERFAST BROADBAND IN THE AREA OF MICKLEHAM VILLAGE****The Petition**

It states: 'We the undersigned petition Surrey County Council to include the area of Mickleham Village on the 01372 telephone exchange, in the roll out of Superfast Surrey Broadband network, or to require BT Openreach to extend fibre to Mickleham. The part of Mickleham Village on the 01372 exchange has been excluded from the Superfast Surrey Broadband network because we are too far from the "Leatherhead 1 cabinet" situated at Givons Grove. BT Openreach has upgraded the fibre as far as Leatherhead1, but admits that the cabinet is too far from Mickleham to be effective. Mickleham will be stuck with speeds of up to 4 mbps and in many cases less than 1 mbps. This will have adverse economic and social implications and prevent many people from working from home and making it difficult for school children to access and download homework. It is an unacceptable situation for a village that is half way between Dorking and Leatherhead and a 45 minute commute of London to be left out from this necessary and essential service. We are being discriminated against by reason of our geographical location. We want Surrey to install a cabinet in Mickleham to ensure we have the same access to Superfast Surrey Broadband as the rest of Surrey. We want a reliable, fast and consistent internet provision to our homes and businesses. This is our future.

Submitted by Ms Mary Flint  
Signatures: 218 (as at 10 April)

**Response**

Surrey County Council has now finished the main phase of its Superfast Surrey Broadband programme to bring fibre broadband to those areas in the county not included in commercial roll outs.

In December 2014 the Superfast Surrey team were tasked with developing options for using any remaining funds to enable a decision to be made on the future scope of the programme.

Options were developed that not only acknowledged Openreach's analysis of premises with slow speeds in the Superfast Surrey deployment area but also took into account feedback from residents and businesses in the commercial rollout area that were not covered by the fibre network or who were on slow speeds.

As a result, and to ensure that Surrey County Council fully understands the extent of the remaining challenge, on the 22<sup>nd</sup> April 2015 Surrey County Council commenced an Open Market Review (OMR). This is the only way to establish a clear understanding of the latest position regarding existing and planned broadband coverage throughout the county. The

review will identify all premises throughout Surrey without a fibre broadband connection or those covered by the fibre network but unable to access a fibre service including those in Mickleham.

Surrey County Council will be seeking State Aid Approval for plans to further extend broadband coverage across the County within the constraints of available funding following a process laid down by Broadband Delivery UK (BDUK). The first stage is to request current and future broadband coverage information from existing infrastructure providers in an Open Market Review (OMR). Once the broadband coverage and speed responses are analysed, a map will be produced and uploaded to the Superfast Surrey website as part of the public consultation process. This stage, which will be during Autumn 2015, is the opportunity for residents, businesses as well as any other infrastructure providers to contact the Superfast Surrey team to provide additional information that may further inform the understanding of broadband coverage across the County.

Following the public consultation phase, the Superfast Surrey team will then agree with BT Group, as part of the existing contract and within the constraints of available funding, how to target those areas identified as not having current or proposed broadband coverage or access to download speeds of 15 Mbps or above. The proposed deployment must be signed off by Broadband Delivery UK (BDUK) as being compliant with State Aid Funding regulations before any deployment can commence.

The OMR, analysis of responses, mapping, public consultation and development of a new deployment plan will take many months and whether or not residents who are currently unable to access a fibre service will benefit from any subsequent deployment will not be known until the above process is completed.

With limited budgets combined with high demand for council funded services across the County Surrey County Council is conscious that there is no quick fix solution, however Surrey County Council remains committed to working towards extending fibre broadband services to as many residents and businesses as economically possible.

**Mr Peter Martin**  
**Deputy Leader**  
**13 May 2015**

**CABINET MEMBER FOR ENVIRONMENT AND PLANNING**

Wednesday 13 May 2015

**The Petition**

It states: **Make our towns and villages safer for pedestrians and cyclists and to stop prioritising the car over other road users.**

‘According to the Department of Transport (<http://road-collisions.dft.gov.uk>), Surrey County Council (SCC) has the highest number of cycling fatalities in the whole of England and is fourth highest for pedestrian fatalities of any highway authority. Pedestrians spend more per week than any other shopper Tfl (Town Centre Study 2011). One in five cars on the road at morning peak traffic times are taking children to school, contributing to congestion, air pollution and carbon emissions. With school pupil numbers projected to rise year on year, the school run is expected to have an increasingly negative impact on congestion. One in three children leaves primary school either overweight or obese. ([www.livingstreets.org.uk/wow](http://www.livingstreets.org.uk/wow)). Inactivity is costing the Primary Care Trust in England in excess of £940million a year. We petition SCC senior leadership team to make our towns and villages safer for pedestrian and cyclists and to stop prioritising the car over other road users. We ask that they look at best practice outside their own County.’

**Submitted by Victoria Leake**  
**Signatures: 139**

**Response**

The petition asks that Surrey County Council takes steps to improve safety for pedestrians and cyclists. This response sets out the data on road casualties in Surrey in the national context and outlines the measures that the County Council is taking to improve the environment for pedestrians and cyclists.

**Casualty Data**

Table 1 below describes the number of cycling and pedestrian fatalities in Surrey over recent years. It can be seen that the number of people fatally injured as cyclists has varied between one and six and the number of people fatally injured as pedestrians has varied between two and ten since 2005.

**Table 1: Pedestrian and cyclist fatal road casualties in Surrey**

<b>Year</b>	<b>Cyclists</b>	<b>Pedestrians</b>
2005	5	10
2006	6	8
2007	2	10
2008	1	10
2009	2	10
2010	4	9
2011	1	10

2012	2	2
2013	1	5
2014	4	10

Data on the numbers of fatal road casualties within each local highway authority area is published annually by the Department for Transport (DfT) in table RAS30043 which is available to download via the following link. The latest available data is for 2013.

<https://www.gov.uk/government/statistical-data-sets/ras30-reported-casualties-in-road-accidents>

Table 2 below sets out the number of local highway authorities suffering different numbers of cycling and pedestrian fatal injuries in 2013. As Surrey had one cycling fatality and five pedestrian fatalities in 2013, it can be seen from the table 2 that the petition is incorrect in the claim that Surrey had the highest number of cycling fatalities and the fourth highest number of pedestrian fatalities in England, as there were 23 local authorities with greater numbers of cyclists fatally injured, and ten local authorities with greater numbers of pedestrians fatally injured in 2013.

**Table 2: The number of local highway authorities suffering different numbers of cycling and pedestrian fatal injuries in 2013 (source DfT data table RAS30043)**

Number of fatal casualties	Number of local authorities with that many cyclists fatally injured in 2013	Number of local authorities with that many pedestrians fatally injured in 2013
14	-	1
13	-	-
12	-	-
11	-	1
10	-	1
9	-	-
8	-	-
7	-	5
6	-	2
5	-	9 (including Surrey)
4	4	15
3	4	17
2	15	32
1	33 (including Surrey)	32
0	96	37
Total	152	152

However, a simple comparison of the total number of road casualties between different highway authorities is misleading because different authorities can vary widely in terms of the population living within each area, and the amount of vehicle miles travelled through each area. To that end, we have completed analysis to compare Surrey to other highway authorities in terms of the number of road casualties per population, per vehicle miles travelled and percentage reduction against a baseline average. With regard to fatal casualties it was found that out of 151 English local authorities in 2013, Surrey was ranked:

- 51 in terms of fatal casualties per 100,000 population

- 24 in terms of fatal casualties per billion vehicle miles travelled
- 30 in terms of reduction in fatal casualties compared to 2005 to 2009 baseline average

A more detailed report on road casualties in Surrey in 2013 can be found via the following link:

<http://www.drivesmartsurrey.org.uk/a/4055721-7510389>

We continue to monitor road casualties in Surrey on a regular basis, and report to the Drive SMART Board comprising Surrey County Council, Surrey Police and Surrey Fire and Rescue.

### Promoting Walking and Cycling

We agree with the petition that improving pedestrian facilities can help promote the economic vitality of town centres and other shopping areas. We also agree that promoting alternatives to the motor car for the school run can help reduce congestion, reduce air pollution, carbon emissions and help tackle obesity through active travel. Consequently the county council has a number of policies and initiatives to support more walking and cycling. The county council has also invested substantial amounts of money in a range of projects that aim to improve facilities for pedestrians and cyclists. Each of these projects draws on best practice and latest government guidance. Some examples of these include:

- **The Surrey Cycle Strategy.** <http://new.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3/surrey-transport-plan-strategies/surrey-cycling-strategy> The aim of the strategy is to get more people in Surrey cycling, more safely. This includes the development of local cycling infrastructure plans within each of Surrey's Boroughs and Districts. These plans highlight the priorities for improving cycling infrastructure in each area.
- **Redhill Balanced Network.** <http://new.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/reigate-and-banstead-major-transport-schemes> The £4 million Redhill Balanced Network project consists of a series of junction improvements, as well as improvements for walking, cycling and buses.
- **Runnymede Major Transport Schemes.** <http://new.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/runnymede-major-transport-schemes> The first project relates to the Runnymede Roundabout, at the junction of the A30, Egham Bypass and A308, The Causeway and next to junction 13 of the M25 at Egham, where significant traffic management measures are proposed including carriageway widening, signalling of junctions, pedestrian and cycle improvements. This area suffers from high levels of congestion during the peak periods and there are difficulties for pedestrians and cyclists to cross the junction. The second scheme relates to the Egham sustainable transport package, which includes area wide walking, cycling and bus improvements, connecting people from where they live to where they work, go to school and shop.

- **Epsom plan E.** <http://new.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/epsom-and-ewell-major-transport-schemes> This scheme involves a change to the road layout in Epsom to reduce congestion and improve the town centre. It will make walking easier by having better signing and widened footways and improved cycle facilities at key destinations, and better facilities for buses. It will make Epsom a nicer place to visit by improving the market area, rationalising road, bus and pedestrian signage and other street furniture to provide un-cluttered routes for pedestrians.
- **Travel SMART** <http://www.travelsmartsurrey.info/> This is a programme designed to provide people with more travel choices that help cut carbon, calories and cost. It aims to support economic growth by helping people travel better. The scheme includes engagement with schools and workplaces to promote alternatives to car travel. The Travel SMART journey planner enables users to plan their journey across all modes of travel. A Department for Transport grant has enabled intensive work in Guildford, Redhill and Woking including provision of new infrastructure and wayfinder mapping to support walking and cycling, combined with promotional activity such as a programme of cycle festivals.
- **Cycle safety schemes (Leatherhead-Ashted and Walton Bridge Links)** [www.surreycc.gov.uk/leatherheadashtedcycling](http://www.surreycc.gov.uk/leatherheadashtedcycling) and [www.surreycc.gov.uk/waltonbridgelinks](http://www.surreycc.gov.uk/waltonbridgelinks) In July 2012 the Department for Transport announced a £15m fund for cycling infrastructure in order to tackle cycling casualties and reduce barriers to more cycling. Following analysis of cycling casualties across Surrey, the county council submitted a bid which resulted in Surrey County Council receiving the second highest award of all local authorities in the country. The two schemes provide continuous off road cycle paths segregated from traffic as well as providing improvements to pedestrian facilities.
- **Woking Cycle Demonstration Town.** <http://www.cyclewoking.org.uk/aboutus> This project resulted in improvements and extensions to the Woking Cycle Network (now known as the 'Planet Trails') , widening and resurfacing works along 12.9km of the Basingstoke Canal towpath and improved links with the Borough's neighbourhoods, increased cycle parking at all train stations, local shopping areas and community facilities across the Borough, and increased activities and cycle clubs within schools ensuring all children have access to National Cycle Training (Bikeability).
- **Road Safety Outside Schools Policy** <http://new.surreycc.gov.uk/roads-and-transport/road-safety/school-road-safety> The purpose of this policy is to set out the process that will be used by Surrey County Council for investigating and responding to concerns about road safety outside schools. The aim is to reduce the risk of collisions, and to make the road feel safer in order to improve the attractiveness of walking and cycling to and from schools.
- **Travel Planning Strategy.** <http://new.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3/surrey-transport-plan-strategies/travel->



[planning-strategy](#) The aim of the Travel Planning Strategy is to provide travel-planning measures, interventions and self-help support to schools and workplaces in Surrey to make informed choices about their travel.

- **Cycling Training Service.**  
<http://www.travelsmartsurrey.info/cycling/training>. Surrey County Council delivers a countywide cycle training services which trains around 11,000 children per year to ride a bike safely. Training is also available for adults of all abilities.
- **Walk to school.** We are partners to a successful bid to the Local Sustainable Transport Fund to run a walk to school programme in Surrey in 2015/16. Delivered by Living Streets, this scheme will support Surrey schools to implement measures to encourage and enable children to walk to school.

In addition to the projects, initiatives and policies mentioned above there are local committees of elected members in each of Surrey's boroughs and districts who are allocated money by the county council for highway improvements within their area. It is up to each local committee to decide how best to invest their budget in response to local concerns and it is often the case that the highway schemes chosen by the local committees are ones that provide improvements for pedestrians and cyclists. More information on each of the local committees can be found via this link:

<http://mycouncil.surreycc.gov.uk/mqListCommittees.aspx?bcr=1>

The county council continually monitors where road collisions are taking place throughout Surrey and has an annual budget of £200,000 for investment on highway improvements at the very worst collision hotspots to reduce the risk of road casualties. The county council also works closely with the police on the Drive SMART partnership [www.drivesmartsurrey.org](http://www.drivesmartsurrey.org) with the following aims:

- Reduce and prevent death and injury on Surrey's roads
- Work with road users to reduce and prevent anti-social behaviour on Surrey's roads

## Conclusion

The petition is inaccurate over the claims in relation to the number of cyclists and pedestrians suffering fatal injuries in Surrey. None the less the county council is not complacent in its efforts to reduce road casualties and is in agreement with the petitioners that as well as reducing the risk of road casualties, improving facilities for pedestrians and cyclists can also help promote economic growth and can help reduce congestion, reduce air pollution, carbon emissions and help tackle obesity through active travel. Consequently the county council has a number of policies and initiatives, and has invested substantial amounts of money in a range of projects that aim to improve facilities for pedestrians and cyclists, some of which are described above.

The county council will continue to work with colleagues in public health, boroughs and districts and other partners to support more walking and cycling through the continued implementation of the above policies and initiatives. We will continue to seek opportunities to bid for more money for more transport

schemes that will incorporate improvements for pedestrians and cyclists, as well as training and promotional activity to encourage more people to cycle. We will continue to review and learn from best practice from other authorities and to adopt an evidence-based approach to the development of our activities. To that end, we are establishing a Cycling Board with senior representation to oversee and ensure effective delivery of the Surrey Cycling Strategy.

**Mr Mike Goodman**  
**Cabinet Member for Environment and Planning**  
**13 May 2015**