

MINUTES of the meeting of the **ECONOMIC PROSPERITY, ENVIRONMENT AND HIGHWAYS BOARD** held at 10.30 am on 14 July 2016 at Ashcombe, County Hall, Penrhyn Road, Kingston upon Thames, KT1 2DN.

These minutes are subject to confirmation by the Board at its meeting on Thursday, 8 September 2016.

Elected Members:

- * Mr David Harmer (Chairman)
- * Mr Bob Gardner (Vice-Chairman)
- Mrs Nikki Barton
- * Mr Mike Bennison
- * Mrs Natalie Bramhall
- * Mr Stephen Cooksey
- Mrs Pat Frost
- * Dr Zully Grant-Duff
- * Mr Ken Gulati
- * Mr Peter Hickman
- Mr George Johnson
- Mr Richard Wilson
- Mrs Victoria Young
- * Mr Ian Beardsmore
- * Ms Denise Turner-Stewart
- * Mr Michael Sydney

Substitutes:

Mr Michael Sydney

In attendance

Mike Goodman, Cabinet Member for Environment and Planning
Kay Hammond, Cabinet Associate for Fire and Police Services

49/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Richard Wilson, Pat Frost and Victoria Young. Michael Sydney substituted for Pat Frost.

50/16 MINUTES FROM THE PREVIOUS MEETING: 9 JUNE 2016 [Item 2]

The minutes of the last meeting held on 9 June were agreed as accurate record of the meeting.

51/16 DECLARATIONS OF INTEREST [Item 3]

There were no declarations of disclosable pecuniary interests.

52/16 QUESTIONS AND PETITIONS [Item 4]

There were no questions or petitions.

53/16 RESPONSES FROM THE CABINET TO ISSUES REFERRED BY THE BOARD [Item 5]

A response from the Cabinet Member for Highways, Transport and Flooding regarding the revised Asset Management Strategy was noted by the Board.

54/16 RECOMMENDATIONS TRACKER AND FORWARD WORK PROGRAMME [Item 6]

The Board noted the progress made on the Recommendation Tracker and reviewed the Forward Work Programme.

55/16 UPDATES FROM MEMBER REFERENCE GROUPS AND TASK GROUPS [Item 7]

1. The Chairman of the Basingstoke Canal Task Group advised the Board that there was nothing to report as the meeting was postponed due to complications with other parties external to Surrey County Council. The Chairman anticipated that the item will be reviewed at the next meeting depending on when another task group is organised.
2. The Customer Service Excellence Members Reference Group met last week, they received a presentation from the Surrey Street Lighting Manager of Skanska on how they're progressing with the contract, in particular their customer service style. The MRG was provided with enquiry volumes which will be reviewed periodically, going forward. It was confirmed during the meeting only two complaints were received with regards to dimming of lights. The MRG was also provided with an update on how outstanding partial compliances were being addressed with a network of champions in place. A new internal communications campaign had been launched, with the new strap line of 'put yourself in your customer's shoes.

10.35am Zully Grant-Duff arrived at the meeting

3. The Board was also informed that the most recent highways customer panel survey was due to be published on the website this week, which will demonstrate an increase in customer satisfaction in relation to how enquiries are dealt with, 68% of respondents were satisfied. Highways and Transport have developed a new communications strategy and officers welcome any feedback from members, a short survey will be created and officers would appreciate as many respondents as possible. Members of the Board shared positive comments on Skanska doing a very good job and being very responsive.
4. The Finance Sub-Group Chairman informed the Board that the Sub-Group aims to look at a snap shot of the first quarter performance

against the budget. The Chairman explained that the group would meet with officers again in September to take another look at the budget.

5. Since their last report which was accepted by Cabinet, the Local Transport Review Member Reference Group did not have anything to report and the next meeting would most likely take place in spring. The Winter Maintenance Task group plan to meet on 28 July, to review the £300,000K reduction to the winter maintenance budget.
- 6.

56/16 UPDATE REPORT ON THE CHANGES TO THE SURREY RAIL STRATEGY [Item 8]

Witnesses:

Paul Millin, Travel and Transport Group Manager

Key points raised during the discussion:

1. The Travel and Transport Group Manager introduced the item by giving a brief outline of the history of the rail strategy, reminding the Board that it was published in 2013, by way of a formal process, which came to the Board and then was approved by Cabinet. The report is an update on the priorities set out in the rail strategy, published in 2013 and the progress on the various different elements. Members had been circulated a slide pack in advance of the meeting.
2. The Board was also reminded of the agreed rail development objectives which were to maintain global competitiveness, help deliver our economic priorities, reduce environmental impact within Surrey in terms of transport and accommodate the effect of projective population growth.
3. The Travel and Transport Group Manager brought the Board's attention to the invitation to tender for the new South West Train franchise which was published two weeks ago. The two shortlist bidders to run the new South West Train franchise were identified as Stagecoach South West and First South Western Trains. The current position for the shortlist bidders is that they have 90 days to respond to Government, and then the preferred bidder will be announced in February 2017, with the aim of the new franchise to commence in summer 2017.
4. The Travel and Transport Group Manager advised the Board that this would be an important window for the County Council, also informing the Board that the Cabinet Member had written to the Department of Transport setting out the Council's agreed rail priorities.
5. The Board was also informed of the number of meetings held in liaison with Stagecoach South West and First South Western Trains and the Travel and Transport Group Manager assured the Board this will continue to ensure the County Council's priorities are reflected when the successful bidder runs the franchise.

6. The Travel and Transport Group Manager reminded the Board of the Crossrail 2 scheme which the County Council strongly supported. In recent discussions with the promoters of the scheme, Dorking and Woking were requested to be assessed for potential inclusion in the scheme. Another key area of interest is the freed up capacity that will be a result of Crossrail 2. Officers have been talking to the promoters of the scheme about the County Council's aspirations, where there is growth and appropriate use of that freed up capacity. The initial response to the winter consultation was released on 7 July, the project team have been reviewing that carefully and will respond, continuing to push case for Surrey.
7. The Board also addressed the Local Orbital Rail Services, where officers are liaising with Great Western Railway who are the operators of the franchise. Jointly the Council and the train operator are pressing government to commit to investment for electrification in control period 6. In terms of Surrey, members queried whether there were plans to electrify the North Downs line beyond Gatwick. The Travel and Transport Group Manager stated that the existing line covered significant important towns and that Great Western Railway and council's along the route were very positive about electrifying the line. The only issue was that electrifying to the east of the line was not a priority and more focus was around developing the core which would support economic growth, develop housing and create more jobs.
8. The Travel and Transport Group Manager stated that the government had shown a positive interest in the North Downs line and that it was hoped a positive business case would be developed to ensure this was included in the government's future investment plans. The estimated cost to electrify the line put forward by Network Rail stood between £85-145 million.
9. Furthermore the Board were informed of the access to airports work, which is high priority in the rail strategy. Members were concerned with rail and transport access to London Heathrow. Any outcome will be heavily influenced by Government's decision on runway capacity. In relation to Surrey, consultants have been asked to look at all the southern rail access options available to link with London Heathrow. This work will be completed in September.
10. In conclusion the idea of the position statement is to formally publish it as an update to demonstrate where the Surrey Rail Strategy is and consider whether we need a complete review of the strategy in 2017.
11. Members expressed concern about lower levels of investment surrounding the South West Trains franchise as it approaches contract end; the Travel and Transport Group Manager expressed similar frustration and advised the Board that other alternative funding can be sought elsewhere if a business case can be developed.
12. A discussion around the extension of zone 6 to cover other stations took place, The Travel and Transport Group manager explained that extending zone 6 come must have a supporting business case. Residents believe it is just cheaper fares, yet it is more than that. Where an income deficit is created by offering existing rail users

cheaper fares that income has to be made up somehow. A business case for the extension of zone 6 will need to be put forward, on an individual station by station basis; without that it won't happen or somebody will have to underwrite that cost and that Surrey County Council is not in a position to do this.

13. With regards to the Crossrail 2 scheme, members sought clarification around the impact this would have on Victoria Station, the Board was informed that there was no issues at the moment.
14. In relation to the North Down Line, the Board wanted a better understanding around the implications surrounding the development of the line. The Travel and Transport Manager highlighted two main issues, population and growth. Existing stops include Reading, Blackwater, Dorking, Guildford, Redhill, Gatwick, etc, which are all important centres for economic commerce, therefore the business case for fully electrifying the North Downside line is positive.
15. Overall there is a positive story to tell government and the Board is encouraged to focus on developing this message. The Travel and Transport Group Manager reiterated this by stating that there has been positive backing from all partners and commitment in investing in this area. The Board was informed the business case is positive and significantly supports economic growth. In addition Network Rail has already looked at the cost of electrifying the North Downside Line showing that this is being taken seriously.
16. The Cabinet Member for Environment and Planning addressed the Board stating that the North Downside line is a major priority to focus on, as services on the current line are appalling, the leader has written to government supporting our plans and there have been radio interviews with the Cabinet Member promoting it. The Cabinet Member added Government have underfunded this line for far too long, and this is the time for new developments to take place and be funded.
17. The Board expressed concern with access to Dorking Deepdene station, the Travel and Transport Group Manager stated that Great Western Rail are looking access improvements to the station, although costs are high, however, this will be reviewed and discussed further with the train operating company.
18. Some members queried network capacity on the Gatwick Express and whether the service had been good value for money. The Travel and Transport Group Manager stated that the County Council had formally stated that they did not believe that the Gatwick express was the best use of rail capacity as many of the carriages do not maximise the use of capacity on a regular basis. Although the Gatwick Express does now stop at more locations, the Travel and Transport Group Manager does not believe it is used at an optimum level, although Gatwick Airport Limited and other neighbouring Councils do not agree with Surrey's view.
19. A Member voiced the potential use of battery trains, the Group Manager stated that there is an ability to run these trains and they are

currently being used the east of England.. Great Western Trains have even showed interest in this area. However even though these battery trains demonstrate potential for the industry, Surrey are pushing for electrification of the North Downs rail line.

20. A Board member expressed apprehension that Heathrow airport is poorly connected and Gatwick is well connected. The Travel and Transport Group Manager recognised this problem, in particular to the existing congestion in and around Heathrow airport and supports the view that something needs to happen. The Board were advised that back in May, Network Rail published a report setting out 5 options how suburban access to Heathrow can be provided. The county is also doing work with Arup around the optimum access from the South East to Heathrow, and would be pleased to provide this report to the Board at a later date.

21. Upon the Board's request The Travel and Transport Group Manager confirmed that he would send the board a link to an online network map showing current levels of rail patronage for rail stations in the UK.

Recommendations

- a. The Board noted the update.

Actions

- EP2- For the travel and transport group manager to report back to the board on schemes being considered by the County to improve travel and transport access to London Heathrow. For this to be added as an item on the forward work programme for completion by the end of the year.
- EP3- For the travel and transport group manager to provide the board with a link to an on line network map showing current levels and past passenger usage at UK train stations.
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57/16 ROAD SAFETY TRENDS AND INTERVENTIONS IN SURREY [Item 9]

Witnesses:

Duncan Knox, Road Safety Team Manager
Kay Hammond, Cabinet Associate for Fire and Police Services

Key points raised during the discussion:

1. The Road Safety Team Manager introduced the report by highlighting key points, informing the Board that the Drive Smart partnership had been renewed, allowing for the upgrade to safety camera enforcement. In addition the team is looking at ways to obtain funding in areas which may not be covered by the budget, a particular example is the war memorial junction in Esher which is known as a hot spot for collisions. The final point was the emerging figures for 2016

for KSI's (killed or seriously injured) which look promising in comparison to recent trends in previous years.

2. In reference to page 52, the Board asked for clarification as to why KSI figures spiked between 2013 and 2014. The Road Safety Team Manager explained that it wasn't just Surrey but that figures spiked nationally.. 2014 was an unusual year, known to be the wettest and hottest year, having a big effect on all road users. However in 2015 the numbers reduced and 2016 figures look encouraging. Another factor that played a part in increasing road casualties by severity was the increase in traffic.
3. There was a discussion around the increase in pedal cyclist casualties on page 54 of the report. The Board sought assurances on what measures can be taken to reduce the figures, as they are still considerably high. The Cabinet Associate for Fire and Police Services explained to the Board that Surrey has a legacy which stems from the Olympics for cycling, making Surrey a popular cycling destination. Therefore where you have increase in numbers you will have an increase in casualties. There has been investment put in to publicity, in terms of advising cyclists how to take precautions on the road and for motorists too in sharing the road and being patient. However there is personal responsibility too, that has to be understood by all road users.
4. The Chairman of the Board requested more in depth analysis of each of the road user groups to be provided, for a broader understanding of the KSI trend. The Road Safety Team Manager said that this information was available and would send it to the board after the meeting.
5. A board member stated that Surrey has the slowest traffic in the country but still has the highest number of casualties. The Road Safety Team manager stated inappropriate or excessive speeding occurs in between areas of congestion, and slow traffic does not necessarily prevent collisions from happening. However in an attempt to tackle these roads which have the worst record for speeding and casualties, in response they are looked into for improvement to avert further collisions and fatalities.
6. The Cabinet Associate for Fire and Police Services reminded Members that the Council's corporate responsibility is resident experience which includes cyclists, motorists and pedestrians and that we should be mindful to everyone's needs and not just one sector of the community, promoting equality and fairness.
7. The Board sought the need for more useful information, suggesting trends to include the analysis of speed limits, age groups and time of day in relation to KSI's. The Road Safety Team Manager indicated that the breakdown of the following information requested upon can be provided.
8. Members of the Board encouraged the need for reflective cyclist clothing to be promoted. Officers shared this view and raised the importance for cyclists to be visible, which is achieved by positioning

themselves well on the road as well as wearing effective clothing. The Board was assured it is part of the media and publicity campaign.

9. Furthermore, the Road Safety Team Manager explained that large parts of the LEP funded schemes will include improved cycling infrastructure.
10. There was a discussion around motorists speeding and the Board wanted more detail in what could be used as preventive measures. The Road Safety Team Manager clarified that through Drive Smart speeding motorists are given the option to attend speed awareness courses, however if this fails to educate the road user and further speeding offences occur the motorist will face severe penalties. In addition Surrey has a good approach in addressing motorists to reduce speed with electronic vehicle activated signs and conventional road signs on the approach to nearly all safety cameras.
11. The Chairman of the Board reminded Members for the purpose of this report that only accident involving injury is counted in the police statistics, accidents involving damage for insurances purposes was not involved in national statistics.
12. Officers explained to the Board the request to present data analysis on the various speed limits that cause injury can be provided. It was reiterated that separate fact sheets are available on different trends and can be provided where requested.
13. The Road Safety Team Manager explained to the Board the Police monitor the roads that require it... In addition, lots of money is being spent in town centres, in particular roads of concern are investigated covertly to see if resident concerns are real. List of these roads can be provided. A member asked for local speed management plans to be shared with the board. Offices explained that these had already been presented to local committees. If there is a specific concern in an area the police can investigate the claims further.
14. The Board was informed on the progress in upgrading speed cameras, converting them to a digital system. The cameras will be able to pick up speed limits on a longer stretch of road and will act as a good deterrence. This conversion would take 3 years to complete.
15. A Member wanted clarification on whether the number of school patrols was reduced in the county. It was made clear the number of patrols has not reduced and is still maintained. However the main barrier is the struggle in recruiting people for the position and creating interest in these vacancies.
16. The Board was advised that Community Speed Watch cannot prosecute offenders as civilians cannot issue penalties, only the Police can enforce this. However if the offender is caught on more than 3 occasions the police can visit the resident in question and give a warning or serve them with a penalty.

17. The Road Safety Team Manager acknowledged that not all collisions are reported but shared the fact that the statistics provided in the report comes from the best collision reporting system. Some 'slight injury' collisions are not reported because although injury has been suffered, the incident is not reported to, and does not come to the attention of the police.
- a. Members were informed that police enforcement programmes on the roads do work. However before police enforcement, the site needs to be investigated to determine the extent and nature of the problem to determine the type of intervention that is required, before police enforcement can take place. Although police presence is reassuring on side of the road, this level of enforcement cannot be dedicated by the police all hours of the day, every day of the week. There are some sites that would be better dealt with via engineering solutions in the longer term.

Recommendations:

The Economic Prosperity, Environment and Highways Board noted the following recommendations:

- b. That although there was a reduction in road casualties in 2015 compared to 2014, there has been general increases in cyclist, pedestrian and motorcycling casualties over recent years.
- c. That the Drive SMART partnership has been renewed, and this will ensure that safety camera enforcement will be self funding. It will also allow any surplus funds from driver retraining courses to be invested in additional road safety interventions.
- d. That road safety interventions delivered in Surrey are based on analysis of local and national data and research to ensure that they are intelligence led and evaluated to ensure value for money.

Actions:

EP4- For the Road Safety Team Manager to circulate to the board casualty fact sheets for individual road user groups.

58/16 DATE OF NEXT MEETING: 8 SEPTEMBER 2016 [Item 10]

The next meeting of the Economic Prosperity, Environment and Highways Board will be held on Thursday 8 September 2016 at 10:30am in the Ashcombe Suite, County Hall, Kingston upon Thames.

Meeting ended at: Time Not Specified

Chairman

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