

## **CABINET MEMBER DECISIONS SEPTEMBER 2019**

### **LEADER**

#### **(i) DISSOLUTION OF THE ORBIS PUBLIC LAW JOINT COMMITTEE**

##### **Details of decision**

The following recommendations were agreed:

1. The Orbis Public Law Joint Committee is dissolved.
2. The necessary consequential changes are made to the Constitution.

##### **Reasons for decision**

The recommendations were agreed because there is no current intention to fully integrate the legal services contained within the Orbis Public Law partnership with Brighton and Hove City Council, East Sussex County Council and West Sussex County Council.

*(Decision taken by the Leader of the Council – 16 July 2019)*

#### **(ii) UPDATES TO THE COUNCIL'S SCHEME OF DELEGATION**

##### **Details of decision**

The following recommendations were agreed:

1. The updated Legal Services Scheme of Delegation in Annex 1 was approved.
2. A further delegation was given to the Cabinet Member for All-Age Learning to approve the following policies and any subsequent changes to these:
  - a. Home to School Transport Policy 4-16 year olds 2019/20
  - b. Home to School/College Transport Policy for Surrey students of sixth form age – 2019/20
3. The delegation for taking decisions at the Shareholder and Investments Panel was expanded to the Executive Director of Resources as per Annex 2.
4. The Council's financial 'key decisions' threshold was increased to £1,000,000 and the new capital programme delegations outlined in Annex 3 were approved.
5. The updated Children, Families, Lifelong Learning and Culture Scheme of Delegation in Annex 4 was approved.
6. The Director of Law and Governance was authorised to make the necessary changes to the Council's Scheme of Delegation and the Constitution will be updated accordingly.

##### **Reasons for decisions**

The revised scheme sets out the Executive functions that are authorised to exercise the functions of the Council relating to their areas of responsibility and any changes to this are required to be approved by the Leader of the Council and reported to the Council.

The Council will benefit from a clear and unambiguous scheme in the carrying out of its functions. The updates are intended to ensure legal compliance following changes to the Council's staffing structures and follow best practice in the exercise of delegated powers.

*(Decision taken by the Leader of the Council – 3 September 2019)*

**CABINET MEMBER FOR ENVIRONMENT AND WASTE**

(i) PUBLIC QUESTIONS

**Details of decision**

That the response, attached to this decision sheet as Appendix 1, be approved.

**Reasons for decision**

To respond to the public question.

*(Decision taken by the Cabinet Member for Environment and Waste – 3 September 2019)*

(ii) PETITIONS

**Details of decision**

That the response, attached to this decision sheet as Appendix 2, be approved.

**Reasons for decision**

To respond to the petition.

*(Decision taken by the Cabinet Member for Environment and Waste – 3 September 2019)*

**CABINET MEMBER FOR HIGHWAYS**

(i) A25 GODSTONE ROAD, BLETCHINGLEY – SPEED LIMIT REVIEW

**Details of decision**

The following recommendations were approved:

1. Noted the results of the speed limit assessments carried out on the A25 between Godstone and the Tandridge boundary.
2. Agreed that, based upon the evidence, the speed limit be increased from 30mph to 40mph in the section of the A25, Godstone Road between the existing 30mph speed limit terminal signs in line with the property boundary between 14 Sunnybank Villas and Waterhouse Villa and a point 15m north-east of the north-eastern building line of the property Avalon; in the un-named service road fronting the properties Laburnums, Tall Trees Mooring, Dormers and Longacre; and in the un-named service road fronting the properties Somerstone, Pennyacre, Tonbridge and Waterhouse Villa and nos. 9-14 Sunnybank Villas, in accordance with Surrey's policy 'Setting Local Speed Limits'.

And;

Decrease the speed limit on the following roads from 50mph to 40mph to comply with all expert advice, in accordance with Surrey County Council's 'Setting Local Speed Limits' policy:

A25, Bletchingley Road, Godstone between the existing 30mph speed limit terminal signs at Godstone in line with property boundary between Priority Gates and 14 The Priory and a point 100m south-west of the junction with North Park Lane.

The un-named service road fronting the properties Tulip House and no. 1 Ivy House Cottages.

3. Authorised the advertisement of a notice in accordance with the Road Traffic Regulation Act 1984, the effect of which will be to implement the proposed speed limit change, revoke any existing traffic orders necessary to implement the change, and, subject to no objections being upheld, that the order be made.
4. Authorised delegation of authority to the Area Highway Manager in consultation with the Tandridge Local Committee, and the local divisional Member who is also the Vice-Chairman of the Tandridge Local Committee and the Cabinet Member for Highways, to resolve any objections received in connection with the proposal.

### **Reasons for decision**

The current speed limit of 30mph on this section of the A25 Godstone Road, Bletchingley (reduced from the original speed of 50mph) does not comply with Surrey County Council's policy 'Setting Local Speed Limits'.

In the process of assessing the existing speeds on the A25 between the villages of Bletchingley and Godstone, it was found that another section complied with Surrey County Council's Speed Limit Policy for a reduction from 50mph to 40mph. It was therefore recommended that this be included in the required traffic regulation order.

*(Decision taken by the Cabinet Member for Highways – 3 September 2019)*

**Question submitted by Judith Kinloch:**

Firstly, given that I understand the initial drawing for a refurbished bridge to provide access to Lodge Farm in Norbury Park (and to land farmed by Nick Bullen at Swanworth Farm) was refused by the DE, what is the revised timetable for an alternative plan that takes the flooding issues into account? Over two years have now elapsed since the bridges in Norbury Park were surveyed.

Secondly, when will the specification for the bridge be published?

**Response:**

The County Council has looked at several different options for strengthening Cowslip Bridge following discussions with our consulting engineers and the Environment Agency (EA). We are currently finalising a different outline design for the work and have asked the EA for their comments. We hope that the latest design will meet their requirements from a flood prevention point of view. Once we have secured their initial approval, a detailed design will be commissioned from our consulting engineers. We will then be able to cost out the work and look to secure funding.

We would be happy to share a copy of the detailed design when it is available.

**Mike Goodman**  
**Cabinet Member for Environment and Waste**  
**3 September 2019**

**Procure a fast bus service between Surrey Heath and London Heathrow Airport:**

Many Surrey Heath residents work and/or fly from London Heathrow Airport (LHR). We have no direct rail or bus links to LHR. The pressure on politicians to step up action against global warming and climate change has intensified recently. A fast bus service to LHR would carry passengers who otherwise must use cars or taxis. When I was a Surrey county councillor (2009-2017), I used to regularly use the X26 fast bus service (Croydon to LHR). Quite recently the operators replaced the single decker bus with a double decker. Such a service could involve buses starting from Farnborough and stopping at the Meadows, Camberley RMAS Gate, Camberley Fire Station, Bagshot, Windlesham, Sunningdale Station, Virginia Water, Egham.

Submitted by: Mr Denis Fuller  
Signatures: 176

**Response:**

As part of Surface Access Proposals contained in the current Heathrow Expansion Consultation, Heathrow Airport Ltd. (HAL) is proposing several new or enhanced bus or coach links from Surrey. They have pledged to work with operators "to secure delivery of new routes from areas not currently well-served by public transport. Focus would be first on areas identified in the Colleague [airport staff] Travel Proposal, particularly to the south and south-west of the airport. They would also form part of our proposals to increase public transport use by airline passengers."

Already, HAL is funding a new fast bus link from Staines station to Terminal 5, seven days a week. From Terminal 5, free onward connections are available to other parts of the airport campus. This creates a connection with trains from Frimley, Camberley, Bagshot, Ascot, Sunningdale, Virginia Water and Egham. For the future, HAL is suggesting that one of the targeted corridors for a new bus or coach service direct to the airport should be the A30, including Camberley and Bagshot, etc. They estimate that Surrey Heath is the domicile of 1,300 airport or airline staff and that it generates 230,000 airline passengers each year.

Such a service is unlikely to be commercially-viable for an operator, at least for the first few years. Surrey County Council's Bus Support budget is fully-committed and is likely to remain so for the foreseeable future. Priority must be given to maintaining existing local bus services within the county. However, if HAL intends a service along the A30 to contribute to a worthwhile reduction in car use, it is likely that it will need to provide pump-priming funding.

Surrey County Council endorses proposals for future new or enhanced bus or coach links to Heathrow and will include such support in its formal response to the Heathrow Expansion consultation. The Council already works in partnership with HAL through the Heathrow Transport Forum, its associated Bus & Coach Working Group and Heathrow's Bus Strategy Manager, to plan and secure better bus services to the airport from Surrey.

**Mike Goodman**  
**Cabinet Member for Environment and Waste**  
**3 September 2019**

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