

CABINET – 24 September 2019**PROCEDURAL MATTERS****Members Questions****Question (1) Jonathan Essex (Redhill East):**

The figure on page 150 of this agenda shows road accident casualty figures in Surrey in the 5 years from 2012-2017 as 44 people per 100,000 population, the highest number for all local authority areas in England. Over 65 per cent of this is due to driving at excessive speed. Please confirm how our spending on dealing with this has changed since 2017, both in our central road safety team and through spending through Surrey County Council spending through the local and joint committees with our 11 boroughs and districts.

Reply:

The data presented on page 150 provides the casualty figures per population within Surrey. This can provide a misleading picture because it does not take into account the fact that there is a much larger amount of traffic on average in Surrey compared to many other local authorities, and that a large proportion of that traffic will be associated with populations outside of Surrey. For example a large proportion of road casualties taking place within Surrey have home postcodes from outside Surrey.

Therefore the correct thing is to consider the amount of casualties for the amount of traffic travelling within Surrey. The following Chart 1 shows how Surrey compares with the other local authorities in the South East on the number of KSI (killed or seriously injured casualties) per billion vehicle miles in 2017. More up to date comparative data for 2018 is due to be published by the Department for Transport at the end of September 2019. It can be seen that for 2017 Surrey had a lower number of KSIs per billion vehicle miles (62) compared to the whole of England (84) and the South East (77). Surrey was ranked 8th out of 19 local authorities in the South East on this measure.

There is an ongoing long term year by year reduction in total casualties in Surrey too.

It is also worth noting that this data includes Highways England roads too. Although we are not responsible for the quality and maintenance of the Highways England infrastructure, we do work with the police to help determine as to the roads where enforcement should be targeted, including Highways England roads. The education, skills and media publicity campaign work we do in conjunction with our partners will influence road users in Surrey irrespective of what roads they use.

Chart 1.

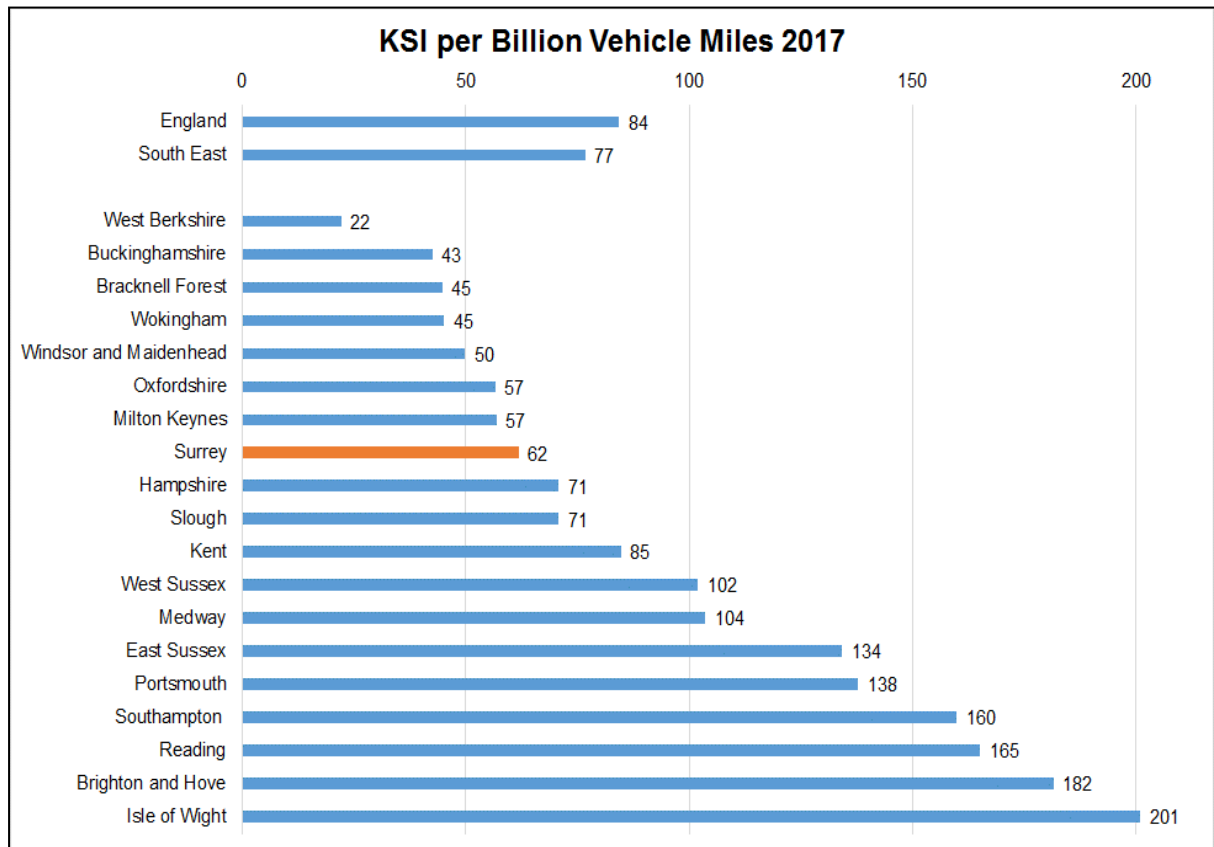


Table 1 provides a summary of the capital investment by the central road safety team, Local and Joint Committees as well as the amount of investment in major schemes (funded primarily by the Local Enterprise Partnerships).

Table 1		Actual Spend 2017/18 £'000	Actual Spend 2018/19 £'000	Budget 2019/20 £'000
a	Road safety capital schemes	337.3	444.0	200.0
b	DfT Safer Roads Fund	-	-	111.0
c	Digital safety camera investment	81.9	329.8	300.0
d	Local/Joint Committee capital	217.0	505.0	1,979.0
e	Major schemes	16,369.8	19,352.5	14,855.0

- a) The central road safety team have had a standard annual budget of £200,000 for investment in highway safety improvements at the worst collision hotspots. In most years it has been possible to supplement this annual budget using developer contributions to tackle even more collision problem sites. In 2018/19 there was an additional investment of £180,000 in a scheme to tackle pedestrian casualties on Bridge Street in Guildford. Typically there are about 20 schemes implemented each year that typically result in a 30 per cent reduction in casualties at the treated sites.
- b) It is expected that in 2019/20, the central road safety team will invest about £111,000 out of the £1.1 million awarded by the Department for Transport Safer Roads Fund for

- use on safety improvements on the A217 between Reigate and Horley. The rest of the £1.1 million fund will be spent in the subsequent years.
- c) This line item shows the investment by the central road safety team in digital safety cameras to replace existing wet film speed cameras (including investment in average speed cameras at Charlton Village and A24 Ewell Bypass). This money has been provided via the police from part of the fees they receive from motoring offenders to attend speed awareness courses as an alternative to the usual penalty points and fines.
 - d) This line item shows the combined council resource capital investment of all the local and joint committees. Some of these schemes will have been implemented in response to concerns raised by the local community over road safety. Where other schemes have been implemented to reduce congestion, improve accessibility, support sustainable transport or undertake maintenance they will also be likely to have a positive road safety benefit. These budgets are also supplemented by developer contributions. Full details are provided in the “Highways Update” report which goes to every meeting of the Local / Joint Committees.
 - e) This line item shows the amount of capital invested in major schemes funded primarily via the Local Enterprise Partnerships. While many of these will have been implemented to reduce congestion, improve accessibility or support sustainable transport, they will also have a road safety benefit. It was also possible to implement two average speed camera schemes (on the A217 from Banstead to the M25, and on the A24 Mickleham Bypass) as part of the LEP funded “Wider Network Benefits Project”.

In addition to the capital budgets summarised in Table 1 there is significant investment in maintaining our highway network that also has a road safety benefit. There is also ongoing provision of road safety services throughout Surrey’s schools. For example among many other things we provide cycle training to 18,000 young people in Surrey primary schools and road safety drama workshops to many of our secondary schools. This year we will be offering a new pedestrian training scheme for primary school children in schools throughout Surrey.

The county council have recently renewed the Drive SMART Road Safety Partnership with the Police, and a copy of the new Drive SMART Strategy was circulated to members in the summer. The primary aim of the strategy is “Making People Safer on Surrey’s Roads”. Our objectives are to work together to:

- Reduce the number of road casualties, especially fatal and serious injuries
- Tackle collision clusters and high risk routes
- Identify and support vulnerable road users to reduce their risk
- Encourage safer and considerate road user behaviour

The renewal of the Partnership will ensure that the road safety interventions delivered by the separate partner organisations are coordinated. These include enforcement, engineering, education and training, and behaviour change campaigns.

Mr Matt Furniss
Cabinet Member for Highways
24 September 2019

Question (2) Jonathan Essex (Redhill East):

The SFRS 'Making Surrey Safer' plan says it plans for the first fire engines to arrive on average 38 seconds later. This varies across the county from 5 seconds better for Tandridge (currently the longest response of 11 minutes) to an average of 2 minutes longer in Runnymede.

- Please confirm what the estimated impact of arriving later at night will have on the predicted risk of loss of life and damage to property, and what the overall day and night time changes in risks are.
- Please confirm whether the proposal to increase the catchment area for on-call fire fighters will impact these calculations or not.
- Please provide comparative data as to how the new level of response time will compare to those in London.
- Please confirm if the current times of arrival are actual figures and how the actual impact will be monitored and reported against those in the report.

Reply:

The SFRS 'Making Surrey Safer' plan ('Our plan') does not change our response standard and is not impacted by changes to the catchment area for On-Call. The Equality Impact Assessment and appendices contain a full assessment of the potential impacts of the proposed changes. Where potential impacts have been identified we have set out the planned mitigations.

Our plan is based on our Community Risk Profile. This looks at:

- Where risks associated with places in the county are
- Where the most vulnerable people are
- When/where risks are greater

The analysis has shown that the most vulnerable and those at greater risk tend to have at least one of following characteristics:

- Over 60
- Living alone
- Suffering mobility or hearing loss issues
- Mental health issues,
- Disability
- Alcohol or drug dependency
- Smokers

Our prevention education programme will include targeted advice for these groups and by investing in prevention we will be able to significantly reduce the likelihood of incidents.

Our response modelling has been externally verified and comparative fire and rescue data is carried out using family groups – the London Fire Brigade do not form part of the group within which SFRS sits. The average response time to 'Primary Fires' for Surrey is 9 minutes and 13 seconds and for the family group is 9 minutes and 26 seconds (this does not reflect performance against our response standard as not all Primary Fires are 'Critical Incidents' upon which our standard is based).

Current times of arrival are actual figures based on the outcome of the response modelling. These have been externally validated. We will regularly review the distribution of resources as population numbers and distribution changes over time. This will ensure adequate

resources are provided to meet the risk and the changing needs of communities. This will be monitored by the Service and through appropriate scrutiny.

Ms Denise Turner-Stewart
Cabinet Member for Community Safety, Fire & Resilience
24 September 2019

Question (3) Jonathan Essex (Redhill East):

Since the County Council passed its last motion on Heathrow Airport on 18 October 2018 the government and Surrey have committed to be zero carbon by 2050. Please confirm how the position of Surrey County Council on Heathrow has changed in light of it now agreeing we need to act on the current climate emergency.

Reply:

Expansion of Heathrow and the development of a third runway was approved by Parliament in June last year and the Airports National Policy Statement (ANPS), which sets the framework and requirements for decision making on any application for a Development Consent Order, was designated. Subsequently, Government has committed to be net zero carbon by 2050 and the Council is aware that the Committee on Climate Change, the Government's independent advisors on climate change, is due to submit more specific advice to Government about its approach to aviation. This will need to be taken into account in the Government's emerging Aviation Strategy 2050 and could also mean a review of the ANPS with additional requirements that any expansion proposals will have to meet.

The Council's position is that the environmental and infrastructure issues of expansion must be satisfactorily addressed. In particular, changes in travel patterns could result in more carbon emissions. In its consultation response, the Council has set out that Heathrow Airport Limited (HAL) needs to provide more information and show a stronger commitment to improved public transport and active travel measures to help reduce congestion, carbon emissions and air pollution. We will continue to work with partners in the Heathrow Strategic Planning Group to engage with HAL to press for greater commitment to the provision of rail access, bus services and cycle and pedestrian routes to the airport for passengers and workers and to the delivery of green infrastructure and measures to reduce flood risk and impacts on biodiversity as well as for noise mitigation measures. Outstanding concerns will be raised in the Council's Local Impact Report and written representations that will be submitted to the Examination.

Mr Mike Goodman
Cabinet Member for Environment & Waste
24 September 2019

Question (4) Becky Rush (Warlingham):

Today we will receive a petition from the residents of Warlingham opposing the proposed closure of the Warlingham CRC; I would like to reiterate for the record how deeply unpopular the proposals to close the facility have been, and how frustrating and unpopular also the trial of accepting recycling goods only has been.

As the local County Councillor I have fielded numerous emails and phone calls from residents, expressing their disappointment in the council's decision - something I can sympathise with, also being a resident of the division.

I'm sure the Cabinet Member agrees with me when I say I believe we should be doing everything in our gift to make it easy for residents across the county to dispose of their waste and recycling responsibly.

Therefore, would the Cabinet, when presenting the waste strategy and decision paper in October, please consider the following:

Background

- There are plans for a purpose built facility for the North of Tandridge but this is several years down the line. This leaves the North of the District behind the curve in terms of having a suitable waste and recycling service compared to other districts and boroughs who enjoy modern facilities.
- Both Warlingham and Caterham CRCs are small scale and far from ideal in the long run; however closing one and overloading the other exacerbates the capacity issue.
- Although Redhill CRC offers a full suite of services this is not geographically close to the North of Tandridge, and it is not a straightforward place to get to - journeys involving the M25/A25/minor roads/A23 are long (approx. 1 hour round trip) and can be congested. Increasing resident movements to use the Redhill CRC facility increases congestion and pollution (both against our County climate and environment policies).
- The move to accepting recycling materials only is confusing and appears pointless; Tandridge provide an excellent doorstep collection service for recycling so recycling alone at the CRC is unnecessary; mixed loads are part accepted at the CRC and the rest turned away making tip trips inefficient and discouraging good responsible behaviour.

Suggestion

To treat the CRCs at Warlingham and Caterham as a combined CRC offering the whole suite of services across the 2 sites. By doing this residents of the North of Tandridge have all waste and recycling needs addressed within a 3 mile journey not 22 mile journey.

Suggested example:

- Warlingham: Wood & timber, Hard plastics, Electrical, Cardboard & mixed paper, car batteries/used engine oil/cooking oil
- Caterham: hardcore & rubble, plasterboard, carpet, mattresses, gas bottles, paint, metals, textiles, cardboard & mixed paper
- Both facilities should have the ability to drop off furniture for collection, renovation and sale in the Revive re-use shops on other sites

Will the Cabinet consider the suggestions?

Reply:

I would like to thank Councillor Rush for the constructive suggestions offered and for the members of the public who have written to us in the three petitions that have been presented.

Surrey County Council's Cabinet will discuss and agree any future changes to the community recycling centre service at their meeting on 29 October 2019. In coming to a decision, Cabinet will take into account the findings of the Waste Task Group, reported to the Communities, Highways and Environment Select Committee on 19 September 2019 as well as the representations set out in the petitions and any other feedback.

Mr Mike Goodman
Cabinet Member for Environment & Waste
24 September 2019

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