

**SURREY COUNTY COUNCIL****TUESDAY 17 MARCH 2020****QUESTIONS TO BE ASKED UNDER THE PROVISIONS  
OF STANDING ORDER 10.1****MIKE GOODMAN, CABINET MEMBER FOR ENVIRONMENT AND WASTE****1. MR JOHN O'REILLY (HERSHAM) TO ASK:**

On the 27 February 2020, the Court of Appeal ruled that the Airports National Policy Statement (ANPS), which favours the development of a third runway at Heathrow, has no legal effect unless and until the Government reviews it, because it did not take into account the Government's climate change commitments. The Court did not quash the ANPS and a third runway could still go ahead as long as it fits with the UK's climate policy.

In view of this judgement how does Surrey County Council see any future aviation expansion at Heathrow and Gatwick?

**Response:**

At its meeting on 8 October 2019, Surrey County Council agreed that expansion of Heathrow airport is not consistent with either the Council or the Government's declaration of a climate emergency and the need to reduce net carbon emissions to zero by 2050. This Council therefore welcomes the Court of Appeal ruling on 27<sup>th</sup> February that the statutory process for the formulation of government policy in the Airports National Policy Statement, which supported the Heathrow expansion project, was unlawful as the Government's commitment to reducing carbon emissions and mitigating climate change under the Paris Agreement was not taken into account.

Heathrow and Gatwick airports play a crucial role in supporting employment for Surrey residents, generating investment in the Surrey economy and in attracting and retaining major businesses to locate in the county as well as a key role in boosting the UK's global connectivity and supporting national economic growth.

Many Surrey residents will be significantly impacted by the current expansion proposals for Heathrow and Gatwick airports. This Council calls on the Government to set out its position on reviewing the Airports National Policy Statement and its policy on the future of UK aviation, making clear its approach to airport expansion and to delivering a robust decarbonisation plan, to end any uncertainty as soon as possible.

It is vital that both airports have a comprehensive surface access strategy and that the necessary infrastructure for improved public and active transport links is in place before expansion at either airport is delivered and operational, along with appropriate mitigation measures and commitments to address environmental impacts. For Heathrow, this must include a southern rail access scheme, which supports strategic transport and economic objectives and contributes to addressing environmental impacts.

This Council will continue to engage with both airports alongside other local authorities, Local Enterprise Partnerships and other organisations on their expansion plans in order to protect and promote the interests of Surrey residents and businesses.

**TIM OLIVER, LEADER OF THE COUNCIL**

**2. MR ROBERT EVANS (STANWELL AND STANWELL MOOR) TO ASK:**

Martin Tett, the Conservative Leader of Buckinghamshire County Council said recently that his new unitary authority *'paves the way for a brand-new council, fit for the future, created by combining the best of both county and district councils. This new council will be simpler, better value and more local to our residents. It will also have more clout to face head-on the great strategic challenges facing the county over the coming decades.'*

Has Surrey had any discussions with Buckinghamshire and in an era of providing better value and more efficient local government, is not it time to consider following Buckinghamshire, Northamptonshire, Oxfordshire, Dorset, Berkshire, Cornwall and all the other areas that have recognised the need to modernise themselves?

**Response:**

The Government's forthcoming Devolution White Paper represents a tremendous opportunity for Surrey that we should take very seriously. The chance to secure freedoms and flexibilities to do what's best for the future of Surrey will likely come with expectations of strengthened governance and accountability. There is a strong case for examining the future of public service delivery in the County so we can deliver the best services and the best value for money for our residents. We are interested to learn from the experience of other places, including Buckinghamshire.

But an "off-the-shelf" arrangement where Surrey simply replicates what has been done in other places is not necessarily the right approach either. To grow our economy in Surrey and improve the lives of our residents, we need an approach that is tailored to our local circumstances. We are looking forward to picking up this discussion with Government once the White Paper is published later this year.

**DENISE TURNER-STEWART, CABINET MEMBER FOR COMMUNITY SAFETY, FIRE & RESILIENCE**

**3. MR WILL FORSTER (WOKING SOUTH) TO ASK:**

Following the decision of the County Council to consult the public on Prudential Ride London-Surrey cycle event, will the Council also be consulting the public on the Surrey Half Marathon?

**Response:**

The current process for agreeing any sporting event on the highway, other than the Prudential Ride London, follows the 'Process for Organising Road Closures for Sporting Events' policy that was agreed with Cabinet in 2013. There are no current plans to review this policy or the approach to consultation on the Surrey Half Marathon.

Within the existing policy there is a requirement to engage with critical services, local communities, councillors and other stakeholders, with parties having the opportunity to support or object to road closures considered necessary for the event. The Woking Joint

Committee was consulted on the Surrey Half Marathon event on the 28th November 2018 and the committee agreed to the event continuing until 2022. Consideration of the event post 2022 is expected to go back to the Joint Committee for further review.

The Surrey Half Marathon is a Woking Borough supported event. Surrey County Council's role in the event is to scrutinise the plans with other partners on safety grounds and use our legal powers under section 16a of the Road Traffic Regulation Act 1984 to support the successful delivery of the event.

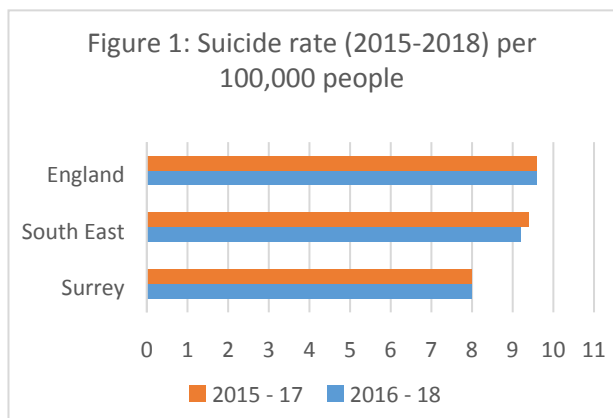
## SINEAD MOONEY, CABINET MEMBER FOR ADULTS AND PUBLIC HEALTH

### 4. MR CHRIS BOTTEN (CATERHAM HILL) TO ASK:

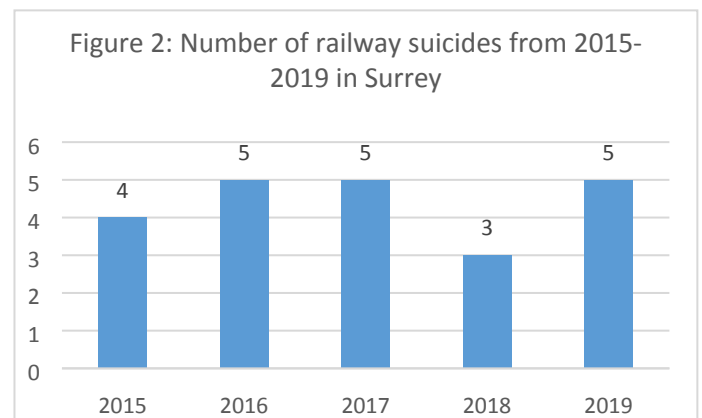
What has the annual suicide rate of Surrey residents on railway lines been over the last five years?

#### Response:

The latest data by the Office for National Statistics (ONS) on suicides Surrey has had a stable suicide rate of 8 per 100,000 people from 2015-2018. This is lower than both South East region and England (Figure 1). According to the latest data from the *Primary Care Mortality Database* (Figure 2), there has been a total of 22 suicides from 2015 to in 2019 at Surrey stations (average = 4.4 suicides per year). The stations with the highest number of suicides are Ashford, Working and Weybridge stations, each with a total of three deaths from 2015-2019. Since these numbers are small, it has not been possible to convert the data into rates.



Source: *Public Health Fingertips (Public Health Profiles)*<sup>1</sup>



Source: *Primary Care Mortality Database (based on ONS Registered Deaths)*

The Public Health team are working in collaboration with a number of partners across Surrey, (including the National rail) particularly in areas that were identified as high-risk locations. Some of this work include:

- Training and awareness of key agencies
- There are now welfare officers on the platforms of some Surrey train stations

<sup>1</sup> Public Health Profile

<https://fingertips.phe.org.uk/search/suicide#page/4/gid/1/pat/6/par/E12000008/ati/102/are/E10000030/iid/41001/age/285/sex/4>

- Network Rail commissioned a report looking at Woking station. A number of changes around signage, end barriers and staff training have been made.
- Woking Street Angels have 50 people trained in basic suicide awareness. They have also included Woking station on their patrols.
- Additionally, we have a project to introduce real time surveillance of suicides which will allow us and key partners to have better information in the future.

## **ZULLY GRANT DUFF, CABINET MEMBER FOR CORPORATE SUPPORT**

### **5. MRS ANGELA GOODWIN (GUILDFORD NORTH) TO ASK:**

What steps has the Council taken to ensure its suppliers, contractors and service providers pay their own employees the 'real living wage'?

#### **Response:**

Council suppliers, contractors and service providers are required to operate in a manner that meets their legislative and statutory duties. In the United Kingdom this includes compliance in the payment to their employees of the appropriate National Minimum Wage and National Living Wage. From 1 April 2020 this will increase by 6.2% to £8.72 per hour for over 25 year olds, with 21-24 year olds seeing a 6.5% increase to £8.20 per hour.

Payments beyond the legislative and statutory limits are a matter for each individual supplier, contractor or service provider, taking into account their own recruitment, market conditions and employment policies. The 'real Living Wage' is a voluntary code of conduct, introduced by the Living Wage Foundation.

The Council contracts in an open, competitive basis in accordance with UK Public Procurement Directives and Standing Orders in securing best value for money. Surrey County Council's published [Supplier Code of Conduct](#) is the code which all suppliers are required to agree to follow, as part of the tendering process.

This includes the following in relation to wages and contracts:

- Provide wages and benefits at rates that meet at least national legal standards of the country in which the services are performed.
- Provide employees with an easy to read contract of employment clearly explaining wage levels and other benefits. Where employees are unable to read, the contract should be explained to them by a union representative or another appropriate third party.
- Work with us post-award to ensure zero hours contracts are used only when clearly beneficial to both employer and employee.
- Wages should be monetary and not in kind (e.g. goods, vouchers) with no deductions made unless permitted under national law or agreed by the employee, without duress.
- Ensure that relevant criteria or standards for workers to be treated as self-employed are followed.
- Comply with national and international law or industry standards on employee working hours, whichever affords greater protection for the employee.

**MATT FURNISS, CABINET MEMBER FOR HIGHWAYS**

**6. MR EBER KINGTON (EWELL COURT, AURIOL & CUDDINGTON) TO ASK:**

I note that new Highway Tree Planting and Verge Enhancement Guidelines are to be put before the Cabinet for approval in April, with the intention of actively encouraging more planting in our residential streets. Will the Cabinet Member for Highways confirm that data will be kept on the number of applications (individual tree numbers) submitted in each Borough/District, the number of successful applications and details of the reasons behind any applications that fail?

Such data collection will enable the new policy to be evaluated, and the number of new trees planted recorded annually as part of SCC's drive to facilitate the planting of 1.2 million trees in Surrey by 2030.

**Response:**

As part of the Council's initiative to facilitate the planting of 1.2M new trees in the county we will be putting in place a system which will capture details of trees planted. The requirements of this system are still being explored by officers.

The Council does not currently have a process or system for capturing Highway tree planting across the County reliably. This is because although the Highways Arboriculture Team is involved in some tree planting and can record those newly planted trees that they are involved with, the team is not involved in all tree planting projects.

Under the Highways Act Boroughs and Districts are legally able to plant trees on the Highway with our permission. If these requests, go through the Highways Arboriculture Team then we would be able to record them. The Council has not kept any record of sites that have been declined.

**MATT FURNISS, CABINET MEMBER FOR HIGHWAYS**

**7. MR JONATHAN ESSEX (REDHILL EAST) TO ASK:**

How does the Council propose spending the extra £672,000 for buses recently allocated to Surrey and what will be the process for making that decision?

**Response:**

As part of the government's 'A Better Deal for Bus Users' initiative, £30m extra bus funding is being made available to councils in 2020-2021 to improve current supported bus services, to restore lost services where most needed or to introduce new services. The one-off revenue funding allocations are based on local authority supported bus mileage since 2004/2005. Our allocation is £671,945.

Government timelines prohibited a public consultation on the potential use of this funding. We have therefore used feedback from previous 'Bus Reviews', Bus User Groups and 'Bus User Surgeries', which all highlighted a clear concern of residents over lack of evening and weekend services, which currently constrain bus use. The requirement to consult with our MPs has been achieved within the very short time window set by Government.

This Council proposes to release our funding allocation to operators of enhanced services over a two-year period. Doing so will allow more time for patronage to build and for revenue

to be established. Bus operators will then need to assess whether the services are sustainable, with or without further support funding.

A Statement of Intent was submitted to the Department of Transport by 13 March 2020 deadline. It contained our proposals to enhance or introduce a number of evening and Sunday bus services in Surrey, focussing on the provision of services on key corridors, from well-used rail stations back to local communities in the evenings and serving the increased retail activity in towns on Sundays.

The proposals are based on provisional cost estimates. When confirmation of funding release is received, costs will be confirmed and detailed timetable planning completed in preparation for detailed services announcements.

It is expected the enhanced services will start during the coming summer.

Separately, the council has worked with Falcon Buses to introduce some service improvements in Elmbridge and Runnymede Boroughs from 23 May 2020. A direct bus link to St.Peter's Hospital from Molesey, Walton and Weybridge will be restored, every thirty minutes, by extending service 461 from Addlestone to the hospital. Changes to services 514, 515 and 564 will see connection introduced or enhanced between Thames Ditton and Molesey, Molesey and Esher, Field Common Estate and the southern part of Molesey with Kingston, parts of Walton with Brooklands retail opportunities and from Weybridge area to Xcel Leisure Centre at Walton.

**MIKE GOODMAN, CABINET MEMBER FOR ENVIRONMENT AND WASTE**

**8. MR ROBERT EVANS (STANWELL AND STANWELL MOOR) TO ASK:  
(2<sup>nd</sup> Question)**

What lessons does Surrey County Council take from the members Climate Change seminar on February 24 and in view of the urgency, is any action proposed for this county?

**Response:**

The Member's Climate Change seminar on 24 February was organised to inform members of the work that Surrey County Council, and Surrey's borough and district partners, have been undertaking in order to develop a climate change strategy for Surrey – in particular the emissions based modelling by Leeds University which has created a sectoral baseline for the county and a science based pathway to net zero carbon by 2050.

The presentation given by Professor Andy Gouldson, from Leeds University, set out the challenge ahead in order for Surrey to keep within our quota of global carbon emissions in order to have the best chance of keeping within a 1.5 degree temperature rise and preventing run away climate change, which will have catastrophic impacts for our food systems, weather patterns and ecosystems. The crucial finding was that the current rate of emissions output would result in the County using up its carbon budget within 8 years, and that transport is the biggest contributor to this output, making up 46% of our total emissions.

In response to this urgency, Leeds University has provided us with carbon reduction pathways with 5 year milestones between 2020 and 2050 across a number of sectors (including transport, housing, commercial buildings and industry), which have informed the carbon reduction targets within our climate change strategy. Andy Gouldson and Emma Jones from Ashden (who also presented at the members seminar) began to outline the types of outcomes that would be required to see a significant reduction in emissions and meet

these targets e.g. reduction in private transport etc. SCC and its partner authorities have been working to identify ongoing and best practice policies/actions to be include in the strategy to achieve these behavioural shifts.

The final strategy will consist of the 'The Strategic Framework' with the emissions targets and key strategic priorities likely to be for all authorities, and an accompanying 'Action document'. These are expected to go to Cabinet at the end of April for discussion.

**TIM OLIVER, LEADER OF THE COUNCIL**

**9. MR CHRIS BOTTEN (CATERHAM HILL) TO ASK:  
(2<sup>nd</sup> Question)**

Can the Leader offer assurance that in future all Health and Wellbeing Board meetings will be held at venues that allow them to be webcast?

**Response:**

The Surrey Health and Wellbeing Board is a partnership set up to identify opportunities for collaboration and integration across agencies, and to develop direct links to services users, patients and local stakeholders. To develop these links the Board collectively decided to undertake public meetings across the county, beyond County Hall, in spaces provided by partner organisations to allow for resident engagement and a genuine sense of partnership working.

Given the variety of venues used it will not always be possible to webcast every meeting. The Board continues to meet in public with opportunities for Surrey residents to attend and participate in meetings with minutes of proceedings published and updates made available on its website ([www.healthysurrey.org.uk](http://www.healthysurrey.org.uk)).

**MATT FURNISS, CABINET MEMBER FOR HIGHWAYS**

**10. MR EBER KINGTON (EWELL COURT, AURIOL & CUDDINGTON) TO ASK:  
(2<sup>nd</sup> Question)**

The new Highway Tree Planting and Verge Enhancement Guidelines state that "*many grass verges which run alongside the highway are the responsibility of Surrey County Council. We work very closely with the 11 District and Borough Councils within Surrey, and in some areas they directly manage these grass verges on our behalf*". Given that District and Borough Councils managing the grass verges currently determine how that management is undertaken based on their knowledge and understanding of local community preferences, can the Cabinet Member for Highways confirm that any applications to change the local grass maintenance regime will be discussed and agreed with the appropriate District or Borough council?

**Response:**

Yes. The County Council has agency agreements with nine of the Surrey Districts and Boroughs to manage grass verges. In all cases where there is an agency agreement, the County Council will work with our District and Borough partners to collectively agree any changes.

**MATT FURNISS, CABINET MEMBER FOR HIGHWAYS**

**11. MR JONATHAN ESSEX (REDHILL EAST) TO ASK:  
(2<sup>nd</sup> Question)**

What is the Council's budget for tree maintenance, pruning and planting in this current year (2019-20) and next year (2020-2021) - not including removing trees or part of trees that impact on the highway? How many trees have fallen down or have been removed from highway land so far this year?

**Response:**

The County Council, as Highway Authority is responsible for approximately two million trees on the highway. These need to be inspected and managed. Safety is the primary concern and to achieve this we will undertake whatever is the most appropriate form of maintenance. This can include felling, but we only do so where there isn't any other safe option. The initial budget for highway trees in 2019/20 was £1,073,292 but spend was increased in year (from other service savings) to £1,305,639, specifically to tackle safety issues. It is not possible to accurately identify the costs associated for just felling trees from the gross budget. For 2020/21 the budget has increased to £1,453,344. This includes an additional sum to specifically target the risk caused by ash dieback disease.

Since 1 April 2019 an estimated total of 9168 trees have been removed from the network. There have been 605 tree related emergency call outs, which will have dealt with fallen trees or large branches. The total includes these emergency call outs and other trees which have fallen naturally, where we are aware of them. Over 8000 were in groups of mixed broad leaf (including much Ash and Elm). Ash dieback is a serious disease which causes Ash trees to die and eventually fall. If an Ash tree is diseased and likely to cause a danger to a highway user, we will remove it.

We have an ongoing large-scale planting scheme in Long Ditton, which when completed will increase the number of trees on the highway by up to 40,000. This involves widespread planting on an area of land near to the A309 (Kingston Bypass) The scheme will create an attractive new highway woodland in an appropriate and safe location. In addition to this, the service is aware of 58 new trees that have been planted on the highway, promoted by Resident Associations, Members and Officers. This figure will be increased by self-seeded trees and those planted without our knowledge.

**MIKE GOODMAN, CABINET MEMBER FOR ENVIRONMENT AND WASTE**

**12. MR ROBERT EVANS (STANWELL AND STANWELL MOOR) TO ASK:  
(3<sup>rd</sup> Question)**

The Court of Appeal ruled on 27 February 2020 the current plans for Heathrow expansion illegal, as they do not take account of the Government's commitments to climate change. Notwithstanding any further appeal, will Surrey County Council re-iterate its support for improved surface access to the airport in particular, the Heathrow Southern railway plan?

**Response:**

At its meeting on 8 October 2019, Surrey County Council made its position in respect of Heathrow Airport clear. This included calling on the Government to prioritise a southern rail access scheme, which supported strategic transport and economic objectives and



contributed to addressing environmental impacts, to be in operation before any new runway comes into service.

The County Council's formal response to the Heathrow Airport Expansion Consultation submitted in September 2019 reaffirmed this position and stated that the Southern Rail Access is a priority infrastructure project for this council and as it will support economic and sustainable growth. The rail link is essential to achieve greater modal shift from the south and, in the County Council's view, if there is no fast and reliable public transport provision to Heathrow serving Woking, Guildford and other parts of Surrey plus the wider south east, Heathrow Airport Limited may not be able to meet their public transport targets.

Irrespective of the Court of Appeal ruling and the Government's need to review the Airports National Policy Statement, this remains the County Council's position.

## **MARY LEWIS, CABINET MEMBER FOR CHILDREN, YOUNG PEOPLE AND FAMILIES**

### **13. MR JONATHAN ESSEX (REDHILL EAST) TO ASK: (3<sup>rd</sup> Question)**

Surrey County Council is currently consulting on the use of its children's centres by voluntary and faith groups to provide universal youth work, which up until 30 April (<https://www.surreysays.co.uk/csf/universal-youth-work-proposal/>) was provided by the county council. This follows an earlier cut in the number of qualified Surrey County Council youth workers and consequent reduction of open-access (universal) youth clubs, such as used to be provided on a Friday night in Redhill town centre until July 2018.

Please can you confirm that, following the current consultation and in line with the pledge made for libraries:

- a. All youth centres will remain operational and functioning as youth centres?
- b. If there are locations where the voluntary and faith sector are not able to provide sufficient use of a building, Surrey County Council will increase its number of youth workers, to maintain a consistent level of service across the whole county?

### **Response:**

The County Council is proposing to enable the voluntary, community and faith sector to make full use of the youth centres that are owned or leased by the county council for little or no cost. Whilst it is too early to predict the outcome of the consultation the level of interest so far has been very high. If however an appropriate solution for maximising the use of any of the youth centre does not emerge from the consultation then alternative uses for the building will be considered.

Surrey County Council is proposing to not provide open access universal youth work in the future. If following the conclusion of the consultation this proposal is taken forward, Surrey County Council will no longer provide open access universal youth work. We will however support and enable the voluntary and community and faith sector to make use of the youth centres. If following the consultation the County Council continues to provide open access universal youth work it will need to be achieved within existing resources, it is therefore unlikely that we will be able to increase the number of youth workers in the youth centres.

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