

Annex 1

STRATEGIC INVESTMENT BOARD DECISIONS 29 JULY 2020

1. HALSEY GARTON RESIDENTIAL LTD - TRANSFER OF PROPERTIES

The Board considered a report which contained information which is exempt from Access to Information requirements by virtue of paragraph 3 – Information relating to the financial or business affairs of any particular person (including commercially sensitive information to the bidding companies).

Details of decision:

The following recommendations were agreed:

1. That subject to all legal due diligence and loan agreements being in place for a value of [Exempt Minute E-7-20], the transfer of property to HGR by the end of July 2020 is approved.
2. That a loan of [Exempt Minute E-7-20], of working capital from SCC to HGR is approved.
3. That the appointment of residential managing agents following the completion of a tender process is approved.

Reasons for decision:

The business case sets out a sound financial basis for undertaking the transfer of 23 Residential Units from SCC to HGR. SCC are undertaking the major refurbishment works currently required which limits the exposure of the Company to unforeseen capital expenditure risk. SCC is also providing by way of the legal contracts, an indemnity for the Company that in the event unforeseen circumstances arise around Right to Buys, or other such statutory events, those costs or ramifications arising from any such action against the company are underwritten.

CABINET MEMBER DECISIONS SEPTEMBER 2020

CABINET MEMBER FOR COMMUNITIES

1. Surrey Fire & Rescue Service Statement of Assurance

Details of decision

That the annual Surrey Fire & Rescue Service Statement of Assurance is approved for publication.

Reason for decision

The requirement for an annual Statement of Assurance is set out in the revised Fire and Rescue National Framework for England.

(Decision taken by the Cabinet Member for Communities – 15 September 2020)

CABINET MEMBER FOR TRANSPORT

2. Chertsey Bridge Weight Limit

Details of decision

It was agreed that:

- 1 a notice is advertised in accordance with the Road Traffic Regulation Act 1984, the effects of which would be to revoke any existing traffic orders necessary, and impose an 18 tonne weight limit across Chertsey Bridge on environmental grounds including the exemptions detailed in Annex 2; and
- 2 any objections to the Traffic Regulation Order should be considered and resolved by the Cabinet Member for Highways in consultation with the North West and North East Area Highways Managers and the Chairmen of the Runnymede and Spelthorne Joint Committees, and
- 3 the Order be made once any objections have been considered and resolved.

Reasons for decision

The existing 18 tonne weight limit on Chertsey Bridge is currently imposed on structural grounds and includes no exemptions. However, after the bridge was previously strengthened, the traffic regulation order imposing the weight limit should have been remade on environmental grounds. It is also normal practice to include a limited number of exemptions (such as for emergency service vehicles, vehicles in local authority service and vehicles associated with carrying out essential works required over the length of the restriction) to an environmental weight limit.

The existing order therefore needs to be revoked and remade on environmental grounds, so the restriction is brought into accordance with appropriate guidance and good practice.

The introduction of the standard exemptions for an environmental weight limit as part of this process will simply formalise existing necessary activity and is not expected to cause any increase in large vehicles passing over Chertsey Bridge or result in any impacts for residents.

(Decision taken by the Cabinet Member for Transport – 15 September 2020)

3. Bus Lane A30 London Road Camberley

Details of decision

It was agreed that:

1. A statutory consultation to amend the hours of operation of the westbound A30 London Road bus lane to twenty-four hours a day, seven days a week, and to review reducing the classes of vehicle permitted to use the bus lane be undertaken.
2. A statutory consultation to remove sections of the westbound A30 London Road bus lane be undertaken:
 - Between Park Street and Lower Charles Street
 - Between Lower Charles Street and Grand Avenue
 - Note it is also proposed to remove the section of bus lane between Frimley Road and 431-437 London Road, however, this is subject to gaining approval for increased hours of parking restrictions in the parking bays outside 423-437 and 443-457 London Road.
3. Delegated authority to the Director for Infrastructure and Delivery to deliver the suggested statutory consultations.
4. To review the outcome of the consultation responses before confirming any changes.

Reasons for decision

The westbound A30 London Road bus lane has been in operation for over fifteen years, however, as part of the Local Enterprise Partnership (LEP) funded A30 London Road major scheme, a review of its operation has identified some changes which can be made to improve its effectiveness.

In order to make any amendments to the bus lane, a statutory consultation must be undertaken to change the existing traffic orders which govern the usage of the A30 London Road bus lane. The Cabinet Member for Highways is requested to approve the undertaking of these statutory consultations and review any objections in consultation with the Director for Infrastructure and Delivery before deciding how to proceed.

Any agreed changes to the bus lane will be delivered as part of LEP-funded A30 London Road major scheme.

(Decision taken by the Cabinet Member for Transport – 15 September 2020)

4. Spelthorne Electric Vehicle Charging Point Trials

Details of decision

It was agreed that:

1. The Cabinet Member noted the proposed sites and locations of Electric Vehicle charging bays in Annex 1 to undertake the Electric Vehicle Charging Point trials funded by the Enterprise M3 (EM3) Local Enterprise Partnership (LEP) in the Borough of Spelthorne.
2. The advertisement of all necessary TROs across the selected sites in the Borough of Spelthorne, is authorised as and when required, in order to allow the bays to be introduced and agree that if no objections are maintained, the orders are made.
3. If there were unresolved objections, they would be dealt with in accordance with the County Council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of the Spelthorne Joint Committee and the appropriate Divisional County Councillor, with the addition also of the project sponsor.

Reasons for decision

Due to the cancellation of previous Spelthorne Joint Committee due to the COVID-19 pandemic. The Cabinet Member is asked to agree the recommendations and proposed sites to enable the progression of the Electric Vehicle Charging Point Trials as set out in the approved and funded EM3 LEP Business case.

(Decision taken by the Cabinet Member for Transport – 15 September 2020)

5. Woking Electric Vehicle Charging Point Trials

Details of decision

It was agreed that:

1. The Cabinet Member noted the proposed sites and locations of EV charging bays in Annex 1 to undertake the Electric Vehicle Charging Point trials funded by the Enterprise M3 (EM3) Local Enterprise Partnership (LEP) in the Borough of Woking.
2. The advertisement of all necessary TROs across the selected sites in the Borough of Woking, be authorised as and when required, in order to allow the bays to be introduced and agree that if no objections were maintained, the orders are made.
3. if there were unresolved objections, they would be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of the Woking Joint Committee and the appropriate Divisional county councillor, with the addition also of the project sponsor.

Reasons for decision

Due to the cancellation of previous Woking Joint Committee due to the COVID-19 pandemic. The Cabinet Member is asked to agree the recommendations and proposed sites to enable the progression of the Electric Vehicle Charging Point Trials as set out in the approved and funded EM3 LEP Business case.

Approval of the sites will allow the advertisement of the required Traffic Regulation Orders (TROs) to be consulted on. Responses received during the period of advertisement will be reported back to the Woking Joint Committee in November 2020 for final decision on which locations EV charging points bays can be installed as part of the EV Charging Points trials project.

(Decision taken by the Cabinet Member for Transport – 15 September 2020)

This page is intentionally left blank