

**COMMUNITIES, ENVIRONMENT AND HIGHWAYS SELECT COMMITTEE  
ACTIONS AND RECOMMENDATIONS TRACKER  
December 2021**

The actions and recommendations tracker allows Committee Members to monitor responses, actions and outcomes against their recommendations or requests for further actions. The tracker is updated following each meeting. Once an action has been completed, it will be shaded green to indicate that it will be removed from the tracker at the next meeting.

<b>KEY</b>			
	No Progress Reported	Action In Progress	Action Completed

Meeting	Item	Recommendations/ Actions	Update/ Response	Responsible Officer/ Member
<b>19 March 2021</b>	A New Rail Strategy For Surrey 2021 [Item 5]	A Member requested that paragraph 40 – Environmental Sustainability Implications –of the Cabinet report also reference the range of positive implications for climate change that the schemes and interventions brought forward by the Council in delivering the New Rail Strategy for Surrey would have. This was to further indicate how the New Railway Strategy supported other Council priority areas, such as achieving net carbon.	Noted.	Matt Furniss, Cabinet Member for Highways
		The Committee recommends that the Cabinet Member for Highways ensures that the Service identifies any small schemes in the county that could improve residents’ access to railway stations quickly and that a commitment to do so is included in the report to Cabinet on 30 March 2021.		Matt Furniss, Cabinet Member for Highways
	Surrey Climate Change Strategy [Item 6]	The Select Committee recommends that the newly appointed Committee reviews the final delivery plan before the Cabinet takes its decision on 29 June 2021.		Select Committee

	<p>Surrey Fire And Rescue Service Implementation Of Making Surrey Safer - Our Plan 2020 - 2023 [Item 7]</p>	<p>It is recommended that the Select Committee adopt the following points identified by the Working Group as the basis for future scrutiny of the SFRS:</p> <ul style="list-style-type: none"> <li>• Areas of ongoing improvement work that form part of the 'Making Surrey Safer' Plan such as improving workforce diversity and recruitment to on-call positions</li> <li>• Analysing comparative data showing the relative performance of SFRS with other suitable peer Fire and Rescue Authorities</li> <li>• Analysis of incidents where the first appliance to critical incidents exceeded 10 minutes</li> <li>• Analysis of satisfaction levels with the Service's communications</li> <li>• Qualitative evidence from frontline staff on changes to the SFRS</li> </ul>	<p>Noted.</p>	<p>Select Committee</p>
<p><b>16 September 2021</b></p>	<p>South Western Railway (SWR) consultation</p>	<p>The Select Committee recommends that the following key points are reflected in Surrey County Council's formal response to the South Western Railway (SWR) consultation:</p> <p>i. The Council challenges the rigour of the prediction of 60% pre-pandemic levels at peak periods in the proposed timetable. Should this prove too low, the prospect of the passenger overcrowding across the network (with health implications with continuing COVID) is alarming for Surrey residents.</p> <p>ii. Therefore, it is imperative that SWR develop a high level of flexibility to adjust the timetable at short notice in such circumstances.</p>	<p>Noted by the Service and incorporated.</p>	<p>Matt Furniss, Cabinet Member for Highways</p>

**16 September  
2021**

iii. The cuts to services run counter to the Council's emerging Local Transport Plan and its Climate Change Strategy, both of which actively seek to encourage people to use public transport at all times of the day.

iv. At individual level, the extensive peak and off-peak reductions affecting stations in Epsom and Ewell and Mole Valley will cause considerable inconvenience and act as a perverse disincentive to rail travel in favour of the car. The Council also asks whether liaison has taken place with Southern who also serves this route. The County Council would like the service to remain at pre pandemic level and abandon this change.

v. The Council welcomes the new rolling stock of ten car trains but notes that, despite this, peak hour seats in December 2022 will only be 86% of May 2019 levels. The Council would be disappointed if this results in even more passengers having to stand.

vi. The Council has strong reservations as this proposal runs contrary to Surrey County Council's Climate Change targets and sustainable travel policies. In addition, there are serious concerns about fewer trains on Sundays, which hampers the service's ability to support the leisure provision and reduces availability during the peak time.

	<p>Highway's New Term Maintenance Contract</p>	<p>While supporting the contents of the Report and the rigorous process leading to the award of the contract, the Committee recommends:</p> <ul style="list-style-type: none"> <li>i. Timely and robust details of the specific improvements Surrey residents will be expecting from this new contract, particularly regarding the reporting of and quality of work on potholes and other highways matters and the overriding importance of 'Right First Time'.</li> <li>ii. Early publication of the chosen contractor's commitment to "improve engagement with residents" and improve communication with them on planned works etc. and collaboration more generally. This should also involve elected Divisional members. The Reference Group of Councillors which has been involved throughout the contracting process can play a constructive role in helping shape these.</li> <li>iii. That a robust process remains in place for the transition phase and initiated for mobilisation period.</li> <li>iv. That unannounced and random spot checks on a regular basis be considered as part of an effective contractual management process; the contract is easy to understand with strong governance and monitoring provisions for dispute resolution mechanism and in an unlikely termination scenario from Surrey County Council's perspective.</li> <li>v. More publicity/communication be considered for social value activities and projects undertaken as part of the new partnership.</li> </ul>	<p>Noted by the Service and Cabinet Member.</p>	<p>Matt Furniss, Cabinet Member for Highways</p>
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	Buses Back Better	<p>Communities, Environment and Highways Select Committee support the County Council’s intention to produce a Bus Service Improvement Plan and the creation of an Enhanced Partnership Scheme, both of which are a National Bus Strategy requirement and commends the extensive range of ambitious initiatives contained in the Report, while also recommending that:</p> <ul style="list-style-type: none"> <li>i. Serious consideration be given to reducing bus fares (at least on some routes to begin with) as stipulated in the Government’s Policy document and in order to make bus travel for Surrey residents a more viable and better value option compared to driving a car.</li> <li>ii. Family discount and other concessions (U18s, U16s, etc.) bus fares be considered as part of the Bus Service Improvement Plan (BSIP).</li> <li>iii. Any app for passengers includes information on the location of the expected service and the next available bus on the map.</li> <li>iv. The scope, terms of reference etc. for the Partnership Governance Board and the Stakeholder Reference Group are rigorously defined and delineated to help ensure the credibility and effectiveness of the Enhanced Partnership.</li> <li>v. Actively pursue the process, wherever possible, to make all Surrey buses to run on non-fossil fuel.</li> <li>vi. Better communication, awareness and publicity campaign as part of the wider Greener Future piece.</li> </ul>	Recommendations noted by the Cabinet/Cabinet Member.	Matt Furniss, Cabinet Member for Highways
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	<p>Safety Cameras in Surrey</p>	<p>The Select Committee supports the proposed revisions and specifically endorses the creation of the “community concern” sites that may become eligible for cameras but cautions that:</p> <ul style="list-style-type: none"><li>i. Any unrealistic expectations among residents are not raised about new average speed cameras.</li><li>ii. In exploring alternative options before the use of cameras in “community concern” areas, these options themselves do not become a reason (costs etc.) resulting in no decision is ever reached.</li><li>iii. Members should be able to request, wherever appropriate, spot cameras for a community concern site using their respective divisional highways allocation and other sources without unnecessary constraints.</li><li>iv. A roadmap of the process and prioritisation of requests – existing and new – be put in place and communicated accordingly to all relevant stakeholders.</li></ul>	<p>Noted.</p>	<p>Matt Furniss, Cabinet Member for Highways</p>
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<p><b>15 December 2021</b></p>	<p>Scrutiny of 2022/23 Draft Budget and Medium-Term Financial Strategy to 2026/27</p>	<p>Recommendations:</p> <ol style="list-style-type: none"> <li>1. The Select Committee would like to seek assurances from the Cabinet that the final 2022/23 budget has adequate resources allocated to support the high priority action plans and intended outcomes in relation to:             <ol style="list-style-type: none"> <li>a) Climate Change and Greener Futures Delivery Plans;</li> <li>b) A shift to Local Transport Plan 4 and active travel; and</li> <li>c) Recommendations of the Greener Futures Reference Group previously presented to Cabinet.</li> </ol> </li> <li>2. Cabinet Member to provide evidence in the final budget to assure the committee that the additional capacity planned for the Planning Enforcement Team is adequate and realises additional revenue in terms of recovered costs.</li> <li>3. Asks Cabinet to seriously consider a parallel carbon budget (carbon impact of the total budget) in 2023/24 to be set alongside the financial budget so the carbon emission implications of decisions as well as the financial implications can be scrutinised</li> </ol>	<p>The recommendations are being compiled in a joint Select Committee report to the Cabinet on 18 January 2022 for their consideration.</p>	<p>Leigh Whitehouse, Deputy Chief Executive and Executive Director for Resources</p>
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		<p>Request for information:</p> <ul style="list-style-type: none"> <li>a) A briefing note specific to this Select Committee’s remit, following the finance settlement, be circulated to the Select Committee as soon as possible.</li> <li>b) A service response note about a review of budget efficiency in highways (i.e. resurfacing machine).</li> </ul>		
<p><b>15 December 2021</b></p>	<p>Economy and Growth: Programme for Growth (Including Levelling Up White Paper and County Deals)</p>	<p>Recommendations:</p> <ol style="list-style-type: none"> <li>1. Enhancement and alignment of the publicly available Key Performance Indicators (KPIs) by the service to better support the Surrey County Council’s strategic priority outcome of ‘Growing a sustainable economy from which everyone can benefit’ –some of the KPIs should have a shorter timescale to assess and monitor progress with a definition of what is meant by ‘sustainable growth’;</li> <li>2. A timely assessment of the implication for the economic growth and greener futures agendas should Surrey not be chosen for a pilot County Deal;</li> </ol>	<p>The recommendations have been sent to the Executive Director (Michael Coughlin) and will be presented to Cabinet.</p>	<p>Michael Coughlin, Executive Director - Partnerships, Prosperity &amp; Growth</p>

		<ol style="list-style-type: none"><li>3. A more explicit focus on how the County's ambitious Economic Growth Strategy is an integral component of its equally ambitious Climate Change ambitions (the economic growth is consistent with climate change, greener futures and net zero ambitions of the Council);</li><li>4. Identification, awareness and reporting of who is responsible for delivery and monitoring (Paragraph 29 of the report) the impact of the performance;</li><li>5. A further report to the Communities, Environment and Highways Select Committee to include updates on:<ol style="list-style-type: none"><li>a. Detailed information following the publication of the Levelling Up White Paper;</li><li>b. LEP review and future course of action;</li><li>c. Specific information and clarity about the delivery and monitoring aspects, including publicly available key performance indicators to assess and monitor progress;</li><li>d. How the Council holds economic ambitions and priority objectives and climate change ambitions and priority objectives in balance, to ensure a sustainable economy for Surrey.</li><li>e. Feedback and lessons about the highways/regeneration pilots (e.g. Horley, Staines, Farnham etc.)</li></ol></li></ol>		
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<p><b>15 December 2021</b></p>	<p>Surrey Public Mortuary</p>	<p>Recommendations:</p> <ol style="list-style-type: none"> <li>1. Appreciates the progress that has been made in developing the business case, especially the partnership with the Surrey NHS hospital trusts and the University of Surrey;</li> <li>2. Work in partnership with appropriate local educational institutes to encourage participation, involvement and take up in this discipline;</li> <li>3. Supports the adoption of Option 4;</li> </ol>	<p>The recommendations have been sent to the Executive Director (Steve Owen-Hughes) for information and response.</p>	<p>Steve Owen-Hughes, Director – Communities, Protection &amp; Emergencies</p>
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