

SURREY COUNTY COUNCIL

TUESDAY 24 MAY 2022

**QUESTIONS TO BE ASKED UNDER THE PROVISIONS
OF STANDING ORDER 10.1**

NATALIE BRAMHALL, CABINET MEMBER FOR PROPERTY AND WASTE

1. NICK DARBY (THE DITTONS) TO ASK:

What assessment has taken place, and by whom, at Woodhatch Place to consider adjustments which are necessary to make the building and its facilities accessible to all, whether Staff or visitors, what adjustments are to take place, and in what timescale?

This should please also cover appropriate travel facilities, and access to rail/bus facilities including Reigate, Redhill, and Earlswood.

RESPONSE:

Improving and enhancing the user-experience for residents, and staff, when visiting Council offices is a key driver and focus of the Council's Agile Organisation Programme (AOP), now in Phase 3 with a three-year plan. The AOP team (comprising of officers from HR, Equality, Diversity & Inclusion, IT&D, Greener Futures and L&P) are working with the EDI network to continually improve the office space to be accessible for all. This includes holding onsite tours of Woodhatch with EDI network members as part of the ongoing commitment to make facilities at Woodhatch Place accessible for all. The AOP team welcomes the frank feedback from the EDI network, to fully understand their experience and any access challenges they identify, in order to implement changes which will make a positive difference.

Actions already underway include a revised design for Woodhatch Place for the Children's Service, resulting in a resident-centric entrance (via a private entrance to the side of the building, for a more "family-friendly" environment for children and their carers) as well as private meeting rooms and spaces.

From an accessibility perspective, the team is continually engaging with Services and upgrading facilities to ensure accessibility for all. Furthermore, to ensure compliancy with DDA guidelines, the Centre for Accessible Environments (CAE) carried out an independent audit of the main offices (September 2021) to ensure they are fully accessible. The CAE has also advised where additional improvements can be made (where the office structure allows), and again, liaison continues with EDI colleagues to implement recommendations within the next 12 months at

Woodhatch Place and (where appropriate) across the wider office estate as part of our Agile Office Estate strategy.

Many improvements have already been made over the last 12 months including: relocating two Blue Badge parking spaces closer to the main entrance at Woodhatch Place; installation of automated doors (with further upgrades to follow this year); and improvements to washroom areas.

With regards to the wider connectivity of our facilities for both staff and residents, Strategic Transport are actively reviewing public transport accessibility options and will be making recommendations over the coming weeks as to how to improve connecting Woodhatch Place with Reigate, Redhill and Earlswood. A shuttle service already operates between Woodhatch Place and the rail stations at Reigate and Redhill for staff.

DENISE TURNER-STEWART, CABINET MEMBER FOR EDUCATION AND LEARNING

2. LANCE SPENCER (GOLDSWORTH EAST AND HORSELL VILLAGE) TO ASK:

The arrival of Ukrainian refugees in Surrey will no doubt put additional strain on various Council services, however, one would have thought that gaining access to schooling for children, who have arrived traumatised by the terrible events in their own country, would be a straightforward process.

One example is of a mother and daughter who have travelled from near Mariupol to the UK having found a very willing host family. They have endured the traumas of the journey and the visa system but have been completely floored so far by the schools' admissions process.

The host resident in Horsell, Woking lives 200 yards from the local High School which has 1,200 students. The host family were told by Surrey County Council Schools Admissions Team that the student would need to apply directly to the school and was told by the school that she would need to apply to Surrey County Council Schools Admissions Team. Having done both she was advised that the local school had no availability, which in the circumstances seems unbelievable, and was then directed to a school over 3 miles away, which also had no availability. She was then referred to a school even further away, where she will need to get public transport to be able to attend. The Surrey County Council Schools Admissions Team said that as the student would probably go back to the Ukraine in 6 months, perhaps they should not bother with trying to find a school place.

I know this is not an isolated instance, so will the Cabinet Member please advise

1. How many school aged children have so far arrived in Surrey as refugees from the war in Ukraine?
2. How many have been placed in schools so far?
3. How many were able to be placed in the nearest suitable school?

4. What special arrangements have been made by Surrey County Council Schools Admissions Team to accommodate these traumatised children?

RESPONSE:

Tremendous effort is underway to welcome and support Ukrainian families arriving in Surrey. I am heartened by the ways in which our communities, our public services, voluntary groups and education settings have reached out to support families fleeing the horrendous war in Ukraine.

The data provided by the government confirms that, as of 19 May, there were 377 school aged children who had arrived in Surrey through the Homes for Ukraine scheme – 208 primary aged and 169 secondary-aged. We have no corresponding data from the government on those who are arriving on a Ukraine family visa.

Our data indicates that 160 school aged Ukrainian children have been offered places in schools between 29 March and 19 May 2022. The remaining children who have arrived are either awaiting a school offer or are in the process of applying. We rely on schools that manage their own admissions, for example academies, to let us know if they have offered a place to a child from Ukraine, and our advice to schools strongly encourages them to do so having regard to the National School Admissions Code.

Parents can apply for any school; we record (as DfE requires) which school a parent is offered in line with their preference. We will always aim to support children to be educated in their nearest suitable school, where that is a parent's preference. We do not record information in relation to placements at the nearest suitable school.

The Council has a strong record of supporting all children, including refugee children, who have experienced trauma. Our Educational Psychology service is providing additional support to schools to help meet the needs of children and young people who have been affected by prolonged and unpredictable stress, trauma and adversity. In addition, our REMA (Race, Equality and Minority Achievement Service) continues to provide vital culturally sensitive advice, support and interpretation services to schools, colleges and Early Years settings, working with pupils who are learning English as an Additional Language (EAL).

SINEAD MOONEY, CABINET MEMBER FOR ADULTS AND HEALTH

3. GEORGE POTTER (GUILDFORD EAST) TO ASK:

One of my residents is an unpaid carer for their father and is receiving respite care. The provider of the respite care has now written to them with a reproduction of a SCC press release which announces that **up to** 35 hours of free respite care a year will be made available to unpaid carers:

<https://news.surreycc.gov.uk/2022/04/04/surreys-unpaid-carers-to-be-better-supported-to-look-after-loved-ones/>

Would the Cabinet Member be able to answer:

- a) Whether this announcement means that there is now going to be a cap of 35 hours a year on the amount of free respite care available?
- b) Whether any cap on the amount of respite care available will be applied retrospectively towards those already receiving in excess of 35 hours a year of respite care?
- c) Whether this new policy will represent a net increase or a net reduction in the amount of free respite care being provided?
- d) Whether this new policy will be applied solely to new applications for respite care or whether it will also be applied to those already receiving respite care?

RESPONSE:

During the second half of 2021 Carers services were recommissioned and this included the re-procurement of replacement care to enable Carer Breaks. The specification was refreshed to reflect feedback from carers and other stakeholders received during the engagement on the draft Carers Strategy 2021-2024. It refocuses provision on prevention and early intervention and seeks to secure equity of access. A key change is that breaks will need to be viewed as a 'break' as opposed to part of a weekly routine. The outcome of the procurement was that contract for Carer Breaks was awarded to the incumbent provider.

With regard to the question on whether there is a cap on the hours of respite care: Carers who access the prevention and early intervention service will be able to take up to 35 hours of breaks. They will be able to use these flexibly. If it becomes apparent that a greater level of support on a longer-term basis is required then the provider will refer the carer for a statutory carer's assessment. The Carer will continue to receive support under the prevention and early intervention contract until the outcome of the assessment is known. If the assessment determines that further ongoing support is needed they will receive this and this would not be capped at 35 hours of breaks which only applies to the prevention and early intervention service.

There will not be any retrospectively applied cap and it is important to note that Carers who have had a carers assessment and who have been found to have eligible needs under the Care Act have previously been able to access support over and above these eligible needs.

In relation to overall capacity, the new approach still means carers would still have access to a greater amount of support, but that this would be provided differently and would not come from capacity within the prevention and early intervention service. This means that more Carers for whom low level, short term support will be sufficient to prevent a greater need, will be able to benefit from this support.

The new approach affects existing clients, some of whom have been received the free service for some years, as well as new ones but, to ease transition, current clients will be eligible for the 35 hours of care regardless of the duration of their relationship with the provider. The provider is currently reviewing the records of all its

current clients to identify those also in receipt of statutory support to give them early notice of the new arrangements.

By refocusing the service in this way, ensuring that Carers receive a level of support that aligns to their assessed need, Surrey is able to address the support needs of a larger number of carers. There will not be a standardised net increase or decrease of the amount of hours of respite available. The package for each carer will be tailored to their need – should a Carer not need the full 35 hours, the allocated care worker will become available to a new Carer sooner. The contract value has increased over and above inflation with the new financial year.

The provider has indicated that it will continue to take referrals to respond to assessed need - from practitioners and self-referrals from Carers who self-fund and/or have direct payments from Adult Social Care.

Essentially, this new approach will mean more carers will be able to take regular breaks if they need them.

KEVIN DEANUS, CABINET MEMBER FOR COMMUNITY PROTECTION

4. ROBERT EVANS (STANWELL AND STANWELL MOOR) TO ASK:

The Surrey Police and Crime Commissioner has recently decided to cut 22 PCSOs from the county at the same time as hiring a 'communications officer.'

Does the Cabinet share these priorities and support the cuts to PCSO numbers?

RESPONSE:

This was a decision made by the Police and Crime Commissioner for Surrey and I am sure was based on a number of factors. However, I am not aware of the background and details of these and as such I am not able to comment on the justification for this decision or whether it was the correct one in the circumstances.

MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

5. DAVID LEWIS (COBHAM) TO ASK:

In light of the Secretary of State for Transport's decision to grant consent for plans to redesign and improve the M25 junction 10/A3 Wisley interchange, please would the Cabinet Member indicate what measures Surrey County Council will take, in conjunction with National Highways, to ensure that surrounding towns and villages such as Cobham and Oxshott are not adversely affected by increased levels of traffic during the construction period?

RESPONSE:

As part of the M25 Junction 10 A3 Wisley Interchange consent, there is a legal document, known as the Development Consent Order, that provides National Highways with the powers to construct the scheme.

This Development Consent Order document contains a number of legal requirements that National Highways have to comply with in the development and construction of the scheme.

One such requirement (Requirement 4), covers traffic management during construction. This states that no part of the authorised scheme can commence until a Traffic Management Plan has been submitted and approved by the Secretary of State following consultation with the Local Highway Authority, this being Surrey County Council.

The Traffic Management Plan sets out how National Highways intend to construct the scheme to mitigate impacts and set out diversion routes they plan to use. National Highways have been consulting with Surrey County Council's Traffic Manager and Streetworks Team on the draft Traffic Management Plan. As a result, Surrey County Council have been advising National Highways of local issues.

As part of the mitigation plans Surrey County Council's Traffic Manager and Streetworks Team are aware that National Highways are looking at night works and narrow running lanes to avoid road closures. Surrey County Council have discussed potential diversion routes with National Highways where they might be required. Whilst it could be likely that there will be congestion on surrounding roads at times, arising from the works, the measures will be designed to minimise this disruption as much as possible.

The Surrey County Council Streetworks Team can also look to plan other unrelated works around Cobham and Oxshott accordingly, to minimise disruption.

DENISE TURNER-STEWART, CABINET MEMBER FOR EDUCATION AND LEARNING

6. JONATHAN ESSEX (REDHILL EAST) TO ASK:

In what way will the new school special needs provision, already begun and due to be completed in the next few years, reduce the propensity for Surrey to pay for non-maintained and independent school (NMI) places for children with special needs and disability within Surrey and beyond Surrey.

Please provide the current forecast of the use of NMI places, including:

- a) the predicted reduction in placements outside of Surrey, and
- b) the likely impact on the Home to the School transport budget.

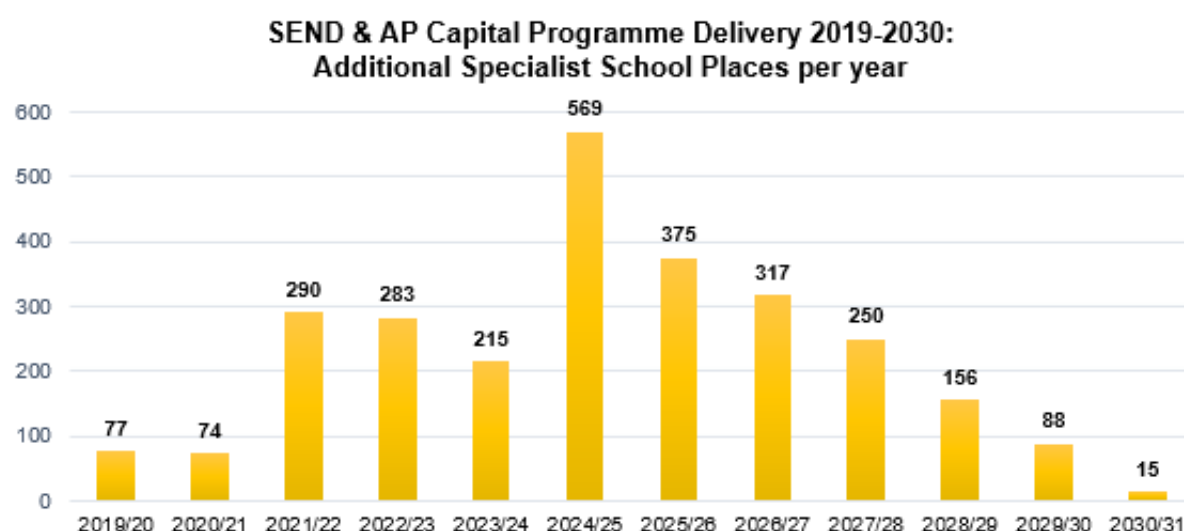
RESPONSE:

a) Between 2019 and 2021 Surrey’s Cabinet approved the strategy for four phases of the SEND Capital Programme with a combined capital investment of £139.6m to expand the local specialist estate at pace. This is to ensure local children and young people with Special Educational Needs and Disabilities (‘SEND’) that require a specialist school placement can have their educational needs met close to home, better connected to local communities and within state-maintained provision wherever possible.

The provision of new SEND places in Surrey provision is estimated to save c£30k on average per place based on the difference in cost with the NMI sector. This cost differential is based on NMI providers both in and out of county so the financial benefit from the core place is not expected to be significantly different. Based on current estimates the cost containment associated with the new provision being made available is as follows.

2022/23 £'m	2023/24 £'m	2024/25 £'m	2025/26 £'m	2026/27 £'m
8.3	6.6	8.3	10.5	9.7

As of September 2021, approx. 500 additional places have already been delivered and the programme is on track to deliver more than 280 new places for September 2022. The table below details the projected number of additional school places that are deliverable per year. However, it should be noted that this is subject to some variation as Phase 4 projects (approved in principle in January 2022) are developed.



b) As per the response to part a), the provision of places to reduce use of NMI provision is targeted at all NMI both in Surrey and out of county and not specifically targeted at only out of county provision. As a result, there are no specific financial targets linked to just reduced NMI usage in Home to School Transport. However, we do currently have 655 NMI SEND placements outside of Surrey.

The significant capital investment and the expansion of our specialist schools over time will significantly reduce our reliance on those places. Allowing provision to be delivered in Surrey and closer to pupils' homes and their families will reduce the need for long journeys and journey times and we can be sure it will reduce the unit cost of transport and reduce the number of vehicles required, but it is difficult to calculate a precise financial impact. It will of course have the greatest impact where pupils who are currently educated in out of county NMI's and access home to school transport move into the new Surrey spaces for example through key stage transfer over the coming years in years R, 3, 7 and 11.

NATALIE BRAMHALL, CABINET MEMBER FOR PROPERTY AND WASTE

7. CATHERINE BAART (EARLSWOOD AND REIGATE SOUTH) TO ASK:

With regard to the proposed relocation of Priory School to the grounds of Woodhatch Place, please explain whether costing of the options for:

- 1) refurbishment of the existing school building;
- 2) building the new school behind the existing historic building; and
- 3) building two smaller schools to two feeder infant schools;

form part of the Alternative Sites Assessment, or any other documents in the forthcoming planning application.

RESPONSE:

Costing of the options for 1) refurbishment of the existing school building, 2) building the new school behind the existing historic building, and 3) building two smaller schools to two feeder infant schools do not form part of the Alternative Sites Assessment, or any other documents in the forthcoming planning application. These options have not been explored by Surrey County Council for the following reasons:

- 1) **Refurbishment of the existing school building:** following review by the Department for Education it was concluded that refurbishment would not bring the building up to current standards for education provision today.
- 2) **Building the new school behind the existing historic building:** following review by the Department for Education and feedback from Reigate and Banstead planning department it was concluded that redevelopment within the site would not be feasible.
- 3) **Building two smaller schools to two feeder infant schools:** The Priority School Building Programme 2 (PSBP2) funding from DfE is only available for improving the current provision, and not changing the educational provision

across the area. The relocation project seeks to address the condition need identified. However, this does not preclude future reviews of education provision across the place planning area.

BECKY RUSH, DEPUTY LEADER AND CABINET MEMBER FOR FINANCE AND RESOURCES

**8. NICK DARBY (THE DITTONS) TO ASK:
(2nd Question)**

What discussion has taken place between Surrey County Council and Her Majesty's Revenue and Customs (HMRC) / other appropriate agencies to secure an increase in the 45p per mile travel allowance for those driving for business purposes, and with what result?

RESPONSE:

As it stands, despite the increasing fuel and other costs associated with the running of a car, we have not seen anything that may indicate that HMRC are reviewing the tax-free mileage rates.

The Council could approach HMRC to try to agree with them a higher rate, but would need evidence of costs incurred by the drivers to support their case. Our tax advisors have seen examples of applications made to pay fuel-only rates different to HMRC's Advisory rates, but no successful applications to change the Approved Mileage Allowance Payments. If the Council wishes to pay higher rates, it can – but, the excess will be taxable.

We are liaising across our council networks to see if there is appetite to lobby on a more joined up scale.

TIM OLIVER, LEADER OF THE COUNCIL

**9. ROBERT EVANS (STANWELL AND STANWELL MOOR) TO ASK:
(2nd Question)**

What communications has the Council had with the Home Office about the recent arrival of new asylum seekers in Surrey?

How does the Council co-ordinate with the work of the South East Strategic Partnership for Migration (SESPM)?

RESPONSE:

The Council receives letters, e-mails, and briefings from the Home Office and has Home Office attendees at regular County Council partnership meetings on asylum and immigration. These cover a variety of national schemes, including those in place for Afghans, Hong Kong (British Nationals Overseas), Ukrainians and asylum seekers. The most recent correspondence introduces a nationwide consultation on asylum dispersal arrangements across the country, to which we will respond, by the

deadline of 1 July 2022. As Chair of the County Council Network, the Leader has also joined recent briefings from Lord Harrington, Minister for Refugees.

The Council works in close partnership with the SESPM through regular e-mail contact, calls and SESPM attendance at regular County Council partnership meetings on asylum and immigration. Working in this way provides a conduit between the national and the local, setting the Surrey experience in context and enabling local co-ordination. Equally, this enables the impact of migration at the local level to inform regional and national policy and decision making.

In terms of co-ordination the Council works on a county-wide basis with SESPM on e.g. pledges of support, host and guest matches, allocations of resources, communications, training, problem solving; supporting Home Office/Council discussions on hotel procurement/management, wrap-around support for bridging hotels, allocation of area weighted funding, supporting procurement of specialist organisation and workshops.

The County Council are important contributors to SESPMs Surrey and Sussex Strategic Migration Group.

CLARE CURRAN, CABINET MEMBER FOR CHILDREN AND FAMILIES

10. JONATHAN ESSEX (REDHILL EAST) TO ASK: (2nd Question)

Please provide the comparative annual financial package of support given to foster parents within Surrey by Surrey County Council (for different ages and types of fostering) to that given by Hampshire, East Sussex, West Sussex and Kent to foster parents in those counties.

RESPONSE:

This information is not routinely held by the Council. As part of a wider review, we have recently undertaken of our Fostering service, we are currently undertaking a benchmarking process of our neighbouring authorities and competing IFA's (Independent Fostering Agency) to ensure we are competitive and fairly recompensing our carers financially. This review will also consider the current cost of living, the increased requests made of carers for taking children to/from school and to see their birth families and also the need for carers to receive a regular annual rise with inflation.

This work is being undertaken in collaboration with the Surrey Foster Carer's Association. The recommendation for a pay review was recognised as essential to ensure we remain competitive in terms of fostering payments and support. As part of that review the information in the spreadsheet below has been gathered via a desktop review of neighbouring councils' published fostering payments. In Surrey, all foster carers who have completed their pre-approval training will receive the child allowance and the Level 2 fee.

Local authorities all have varying ways of calculating their fostering payments and therefore caution should be taken in making direct comparisons between them. Some pay an 'all-inclusive' allowance and others, including Surrey, make a basic payment and foster carers then may receive additional payments for particular tasks or expenses, including mileage, and allowances for individual children for example to support festivals, holidays and birthday allowances, undertaking recruitment or support activity, or to meet the needs of a particular child etc. We don't have this additional information for all the LA's requested and therefore it is not possible to provide an annual allowance. The figures contained in the spreadsheet are therefore the minimum payable and in practice foster carers may receive more depending on their family circumstances and the needs of the child(ren).

LA	Age	Child Allowance	Levels	Fee	TOTAL
SURREY	0-10	£ 185.11	1	£ -	£ 185.11
			2	£ 101.94	£ 287.05
			3	£ 142.29	£ 327.40
	11-17	£ 279.90	1	£ -	£ 279.90
			2	£ 101.94	£ 381.84
			3	£ 142.29	£ 422.19
			Specialist	£ 520.00	£ 799.90
parent	£ 279.90	Parent & Child	£ 398.41	£ 863.42*	
W SUSSEX	0-4		1		£ 254.59
			2		£ 289.45
			3		£ 408.17
	5-10		1		£ 284.97
			2		£ 319.89
			3		£ 438.55
	11-15		1		£ 311.85
			2		£ 346.71
			3		£ 465.43
	16-17		1		£ 357.14
			2		£ 392.00
			3		£ 510.72
	parent & child				£ 1,090.95
HAMPSHIRE	0-4	£ 162.75	1	£ -	£ 162.75
			2	£ 110.11	£ 272.86
			3	£ 343.07	£ 505.82
	5-10	£ 185.36	1	£ -	£ 185.36
			2	£ 110.11	£ 295.47
			3	£ 343.07	£ 528.43
	11-15	£ 230.86	1	£ -	£ 230.86
			2	£ 110.11	£ 340.97
			3	£ 343.07	£ 573.93
	16+	£ 280.70	1	£ -	£ 280.70
			2	£ 110.11	£ 390.81
			3	£ 343.07	£ 623.77

KENT	0-1	£	163.69	Std	£ 125.15	£ 288.84	
				Solo/Complex	£ 250.30	£ 413.99	
	2-4	£	169.08	Std	£ 125.15	£ 294.23	
				Solo/Complex	£ 250.30	£ 419.38	
	5-8	£	186.31	Std	£ 125.15	£ 311.46	
				Solo/Complex	£ 250.30	£ 436.61	
	9-10	£	186.31	Std	£ 237.71	£ 424.02	
				Solo/Complex	£ 475.42	£ 661.73	
	11-15	£	213.23	Std	£ 237.71	£ 450.94	
				Solo/Complex	£ 475.42	£ 688.65	
	16-17	£	248.77	Std	£ 237.71	£ 486.48	
				Solo/Complex	£ 475.42	£ 724.19	
	Parent & child	£	412.46	Std	£ 362.86	£ 775.32	
				Enhanced	£ 600.57	£ 1,013.03	
E SUSSEX**	0-4			new		£ 264.02	
				experienced		£ 284.02	
	5-10				new		£ 294.67
					experienced		£ 314.67
	11-17				new		£ 331.39
					experienced		£ 351.39
	parent & child				std		£ 804.38
					enhanced		£ 1,048.81

*Parent and child payments in Surrey is made up of a child allowance (£185.11) a parent allowance (£279.90) and a fee (£398.41) giving the total of £863.42.

**E Sussex website indicates they pay some enhancements on top of the allowances stated but it is not clear what the enhancements are or how they are applied. The figures stated are therefore the only amounts quoted on their website.

Note: Comparison data was taken from Council websites in a desktop search (May 2022).

MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

11. CATHERINE BAART (EARLSWOOD AND REIGATE SOUTH) TO ASK: (2nd Question)

To enforce pavement parking and school streets, as London is able to do, Surrey requires the necessary powers from central Government. Please explain what the current situation is for Surrey with regard to obtaining and exercising these powers.

RESPONSE:

We recognise the problems caused by antisocial pavement parking and try to tackle the problem either through enforcement where it is possible or the use of parking restrictions as part of our parking review process.

At present, the legal situation outside of London is that only the police can enforce pavement parking if it causes an obstruction. However, the district and borough parking enforcement teams can, and do, enforce pavement parking where there are already waiting restrictions (yellow lines) because these apply to the pavement as well as the road; however, in many cases they are not present.

Councils can make Traffic Regulation Orders (TRO) to ban pavement parking over a small or large area which we could then enforce ourselves, but under current legislation we would need to put up signs at regular intervals to indicate this restriction.

A blanket ban on pavement parking could also cause significant displacement problems in some residential areas as drivers would park wholly on the road leaving less space for emergency, public service and delivery vehicles to get through.

We think that changes are needed at a national level, and in 2019/20 the Government carried out a consultation concerning new laws that could reduce the problems caused by pavement parking. At the time, we responded positively to their consultation and fully support an option to introduce a new parking offence called 'unnecessary pavement obstruction' which could be enforced by our own enforcement officers without the need for a TRO. This would help us to manage this problem more effectively across the varied communities in Surrey in combination with our policies to help promote more sustainable modes of transport.

The outcome of the consultation and way forward has not yet been published by the Department for Transport (DfT) but we are hopeful that it may be this year.

In the meantime, there is more information about reporting parking problems and requesting new parking restrictions, as well as how we carry out parking reviews to reduce obstructive parking by following this link. [The parking review process - Surrey County Council \(surreycc.gov.uk\)](#)

Other obstructions on the pavement can be reported to either the police if it is dangerous, or to Surrey Highways via our web page below, and we will aim to investigate and deal with the problem as soon as possible.

[Report it online - Surrey County Council \(surreycc.gov.uk\)](#)

In terms of school streets, these may only be practicable if enforced using a traffic enforcement camera, and this equipment can currently only be used in London.

However, this year, the DfT will allow highway authorities outside of London to apply for new powers to carry out Moving Traffic Enforcement (MTE). The Government sees these new powers as a key tool in reducing congestion and improving air quality, while promoting the attractiveness of active travel, e.g. by keeping vehicles out of cycle lanes. In addition, by keeping junctions clear the policy also aims to improve punctuality of bus services contributing to making sustainable travel a more attractive choice. Increasing compliance through targeted enforcement at problem locations, will also bring benefits to the experience of pedestrians including people

with sensory impairments, older people, children, those looking after children, as well as carers.

This means that traffic enforcement cameras could be used to enforce a variety of highway restrictions on Surrey roads thereby increasing the effectiveness of measures developed in the new Surrey Transport Plan (STP) aimed at improving safety, reducing congestion and upgrading infrastructure for buses, cycles and pedestrians.

School streets can help reduce traffic levels around schools thereby improving safety and increasing air quality, and from a practical perspective, can only be effectively enforced by camera. This type of scheme may be appropriate in some parts of Surrey as part of our new transport strategies, subject to a traffic order consultation required to create a school street and the associated use of an enforcement camera.

Effective consultation and engagement with residents and highway users will be a key aspect in the use of enforcement cameras.

We intend to apply for the new MTE powers during May 2022, a report setting out the detail of this process was agreed by the [Cabinet on the 27th March](#). If our application is successful, we may be granted MTE powers later this year.

SINEAD MOONEY, CABINET MEMBER FOR ADULTS AND HEALTH

**12. JONATHAN ESSEX (REDHILL EAST) TO ASK:
(3rd Question)**

The agreed 2022 Surrey County Council budget included additional funding of nearly £8m (1% of the proposed Council tax increase) to be invested in mental health, including accelerating a number of projects that will prevent people either falling into a chronic condition or will reduce pressure on the medicalised solutions delivered by our Mental Health Trust. However, no further details of how this was to be spent were made available prior to agreement of the budget. Please provide details of how the additional funding is planned to be spent over this financial year, and how allocation and impact of this additional spending will be scrutinised by the Council.

RESPONSE:

As set out in the Council's 2022/23 Final Budget report, 1% of the increase in Council Tax and the Adult Social Care precept will fund additional investment in mental health, equivalent to £7.9m. £1.4m is to fund additional investment in mental health services commissioned by Adult Social Care and Children, Families and Learning within the 2022/23 budget envelopes approved for those services. The remaining £6.5m will be used for transformation investment for interventions that enhance or safeguard supporting and protecting factors that help people avoid becoming acutely or chronically unwell. The investment will maintain or improve wellbeing and reduce the need for formal or acute treatment.

The intention was always to seek match funding from system partners and as referenced in the month 11 2021/22 budget monitoring report that was presented at Cabinet in April 2022, the Council has successfully secured match funding of £4m from Surrey Heartlands Clinical Commissioning Group. This means there is now a total of £10.5m to invest in transformational mental health services. Further opportunities for match funding are being pursued we hope to provide further updates at the earliest opportunity.

Work is underway to put in place appropriate governance to determine how the funding can be invested most effectively. The System Convenor for Mental Health, a joint role working across the health and social care system, is leading this alongside key system partners including from Surrey's Integrated Care Systems, Adult Social Care, Children, Families & Learning, Public Health services in the Council, Surrey & Borders NHS Trust and the voluntary sector. The outcome of this work will establish how organisations can bid for funds, a set of criteria for reviewing funding applications mapped to Surrey's health and wellbeing priorities and the decision-making process for approving the awarding of funding. A report will be brought to Cabinet so they can approve the decision-making process for making investment decisions.

MARISA HEATH, CABINET MEMBER FOR ENVIRONMENT

13. CATHERINE BAART (EARLSWOOD AND REIGATE SOUTH) TO ASK: (3rd Question)

Climate change is causing more outbursts of very heavy rain. This, combined with more paved over gardens and roads, leads to more surface water entering the drains. As this water then combines with the sewage water, greater volumes of water arrive at the sewage treatment works. However, water companies such as Thames Water have not invested in increased storage capacity, despite increased housing development, so their sewage treatment works cannot cope with the volumes of combined surface water and sewage arriving. As a result, it is released into our rivers.

None of Surrey's rivers are chemically uncontaminated, and there are indications that rivers are becoming breeding grounds for antibiotic resistant pathogens.

It also leads to the risk that flooding from rivers, as a result of heavy downpours, are more likely to be contaminated with sewage.

As the lead local flood authority, and given Strategic Objective 9 in Surrey's Minerals and Waste Plan, what is Surrey County Council doing to ensure Surrey's water environment is protected and improved?

RESPONSE:

The responsibilities for overall management of river water quality lie outside the remit of Surrey County Council (SCC), although obviously we must have regard to the water environment in the delivery of all our activities and regulations. The Environment Agency (EA) carries out water quality assessments of the waterbodies

across England including its rivers and regulates discharge licenses of wastewater to those waterbodies. It works closely with water companies to ensure that they are closely monitoring and reporting back on their discharge activity. Water quality measurements are regularly carried out within the EA sampling regime and the data published, with chemical or biological results above the thresholds of the discharge permits investigated. Sampling data is available here:

<https://environment.data.gov.uk/water-quality/view/landing>. Individual Water Companies would each have their own business continuity arrangements and licenses to ensure that they stay within the agreed discharge limits from the EA. A simple tool to help residents find the water companies for each area is available here www.dwi.gov.uk/consumers/find-your-local-water-company/. The www.discoverwater.co.uk/ website has good interactive data provision on the issues raised in this question.

As Lead Local Flood Authority (LLFA), we are statutory consultees regarding surface water to the planning process for major development in Surrey. The National Planning Practice Guidance and non-statutory technical standards for sustainable drainage systems (SuDS) provide the framework for our responses to consultations. It is essential that SuDS are properly planned at the onset of planning for development. Developers and their design teams need to take into account different factors including the layout of the site, topography and geology when planning and positioning the different SuDS elements for the whole scheme. The fundamental principle in the LLFA response is that development will not increase flood risk and should seek to reduce it where possible, and this is done by ensuring that runoff from additional hardstanding is captured, managed and released at a rate at or below that from before the development.

Although a significant amount of emphasis is placed on managing water quantity, increasingly across Surrey, developers are being pushed to integrate sustainable drainage systems for the management of water quantity and water quality. Surrey's 2050 Place Ambition Strategy highlights good growth which (amongst other things): 'builds resilience to the impacts of climate change and flooding'. A new Surrey Street Design Guide is currently being developed which includes a significant amount of emphasis on the use of sustainable drainage systems providing guidance around achieving the four pillars of SuDS, managing water quantity, quality and providing amenity and biodiversity value. In addition to this, a Homeowners guide to SuDS and flooding is being developed in order to guide homeowners away from excessive hardening of surfaces and towards greening and recovering permeable landscapes to reduce flood risk.

SCC has no specific remit for water quality monitoring; however, individual teams and officers do work closely with the EA on local issues and particularly with the catchment partnerships. The catchment partnerships are multiagency groups designed to help waterbodies achieve good status under the Water Framework Directive. The [River Basin Management Plans](#) (RBMP) are overarching strategic plans for improving the quality of our rivers, habitats and environment within the Thames Basin. These plans are currently under review and will be published in Autumn 2022. They are being updated to include current science and evolving legislation around climate and environment change. Under the requirements of the Water Framework Directive, all SCC activities are required to have regard to water

quality impacts; each department within Surrey County Council would assess the areas of potential pollution which fall under their responsibility. For example, within Environment, Transport and Infrastructure we are working with catchment partnerships and the water companies to carry out an assessment to model the levels of pollution which might result from runoff from Surrey highways. This is a key step in trying to prioritise and mitigate pollution from this source. Day to day, the use of sustainable drainage systems within Surrey highways and other Council developments helps improve water quality, as well as reducing flood risk and improving amenity and biodiversity.

The RBMPs are embedding more of the infrastructure and flood risk reduction projects that can benefit the state of our rivers. These include the [Drainage and Waste Water Management Plans](#) (DWMPs) and the recent Government consultation on [Storm Overflow Discharge Reduction Plan](#). The [Surrey Local Flood Risk Management Strategy](#) will play an important contribution to enhancing and improving the quality of our rivers and environment through flood risk reduction. Working together with partners including the Environment Agency, Water Utility Companies, Districts and Boroughs and communities, SCC is looking at a broad approach to flood risk reduction with the added benefits of improving water quality, habitats and the environment.

Climate Change is creating additional risks with regards to flooding in Surrey and SCC is embarking on the development of a Climate Change Adaptation Strategy which will be a partner to the overall Climate Change Strategy for the County. The Climate Change Adaptation Strategy will aim to support more detailed risk analysis in relation to climate change impacts, and develop plans, policies and prioritise implementation. The nature of climate change and impacts mean that multiple partners will be required to support a more resilient society. Local Authorities will be key partners, and SCC is developing support for LAs in order to enhance their own adaptation planning as well.

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