

**CABINET MEMBER DECISIONS****CABINET MEMBER FOR EDUCATION & LEARNING DECISIONS****Decision:****1. Consultation on Admission Arrangements for Community and Voluntary Controlled Schools for September 2024****(i) Details of decision**

That the Service Manager for School Admissions go out to statutory consultation on the proposed changes to admission arrangements for community and voluntary controlled schools for September 2024 including:-

- Southfield Park Primary School – extension of catchment area; change to the tie-breaker within catchment, and removal of ‘nearest school’
- Stamford Green Primary School – introduction of catchment area and removal of ‘nearest school’
- Beauclerc Infant School - reduction of Reception PAN from 40 to 30
- Farncombe Infant School - reduction of Reception PAN from 50 to 30
- St Ann’s Heath Junior School – reduction of Year 3 PAN from 90 to 60 and removal of Meadowcroft Infant School as a feeder school at Year 3

**(ii) Reasons for decision**

There is a statutory requirement to consult on admission arrangements every seven years, or sooner if there is a proposal to change any part of a school’s admission arrangements. The local authority is proposing some changes to the admission arrangements for community and voluntary controlled schools and, as such, there is a statutory duty to consult on these changes. The consultation will also seek views on the admission arrangements for which there is no proposal for change.

*(Cabinet Member for Education & Learning – 27 September 2022)*

**CABINET MEMBER FOR TRANSPORT, INFRASTRUCTURE & GROWTH DECISIONS****Decision:****2. Digital Connectivity Infrastructure Accelerator (5g) Mobile Access Agreement****(i) Details of decision**

1. That a non-exclusive open access agreement, in consultation with the Cabinet Member and Director, being signed between Surrey County Council and Freshwave Ltd, allowing Mobile Network Operators (MNOs) to install and operate small cell radio transmitter units (4G, 5G and/or future mobile technology frequencies) to an agreed list of SCC street furniture assets (e.g. lighting columns, illuminated signs, CCTV columns, traffic light columns) be approved.
2. That the use of the agreement for installation of small cell radio transmitter units (4G, 5G and/or future mobile technology frequencies) on bus shelters and/or

other infrastructure for the Districts and Boroughs who have expressed an interest in being part of the agreement be agreed.

## **(ii) Reasons for decision**

The Digital Connectivity Infrastructure Accelerator (5G) project aligns with both central government and Council policy to significantly improve mobile connectivity where people live, work and travel. The deployment of gigabit speed connectivity and 5G is limited by the infrastructure available to support installation of the equipment required by Mobile Network Operators (MNOs) to facilitate its roll out.

Improving 5G connectivity would significantly improve access to digital services for residents across a far greater extent of the county. This includes access to health and care services and would contribute to the levelling up and inclusivity ambitions of SCC's vision for 2030.

This proposal supports the Council's digital infrastructure objectives set out in the Council's Greener Futures Agenda, the Surrey Transport Plan 4 and the Surrey Infrastructure Plan.

*(Cabinet Member for Transport, Infrastructure & Growth – 27 September 2022)*

## **LEADER DECISIONS**

### **Decision:**

#### **3. Local and Joint Committee Executive Functions**

##### **(i) Details of decision**

1. That the transfer of the remaining Local and Joint Committee Executive Functions delegated by the Leader with effect from 11 October 2022 be agreed.
2. That the approval of changes to library opening hours are delegated to the Cabinet Member for Communities and Community Safety, or to officers where appropriate, with effect from 11 October 2022 be agreed.
3. That the executive functions previously delegated by the Leader to Local and Joint Committees relating to Community Safety and Youth Provision are incorporated within the general service delegations to officers, and advisory functions are removed, due to service, commissioning and policy changes, to bring the constitution into line with current practice, with effect from 11 October 2022 be agreed.
4. That the Director of Law and Governance, in consultation with the Leader of the Council, make the relevant changes to the Council's Constitution including to the Executive and Officer Scheme of delegation as set out within this report.
5. It was noted that a report will be put to full Council on 11 October 2022 recommending transferring the non-executive functions of Public Rights of Way (PROW), the ceasing of the Local Committees, and serving notice of Council's intention to withdraw from the Joint Committees.
6. That the Director of Law and Governance be requested to work in conjunction with Democratic Services officers from Guildford, Runnymede, Woking, and Spelthorne Borough Councils regarding the notice and in updating their respective constitutions.

## **(ii) Reasons for decision**

The removal of executive decision making from Local Committee/Joint Committees will contribute directly to Council's Empowering Communities priority by helping Surrey County Council (SCC) withdraw from the committees as part of the process of introducing a new approach to engagement including a greater variety of engagement options. It will help clarify decision making channels and contribute towards improved opportunities for our residents to be involved in setting their own local priorities.

This is consistent with residents' expressed expectations and wishes to be more involved in what the Council is doing through more informal channels and simpler processes.

Residents locally will benefit from the introduction of the Council's new engagement model through the ability to draw on a range of engagement methods and tools, thereby widening local resident involvement and encouraging more open conversations.

This change is evidenced by research in the past year which has shown that far more residents have been able to communicate with the Council through a wider range of mechanisms than has been the case historically using traditional local and joint committee processes. For instance, in 2021/22, 11 online engagement sessions reached over 50,000 members of the public, whilst in comparison only 650 residents attended Local Committee/Joint Committees between 2019 and 2021.

The clarification of executive Community Safety, Youth Provision and advisory Local Committee/Joint Committee functions will also bring the constitution into line with current working practices, following recent service, commissioning and policy changes.

*(Leader of the Council – 27 September 2022)*

## **CABINET MEMBER FOR HIGHWAYS & COMMUNITY RESILIENCE**

### **Petitions:**

Three petitions were considered, and responses given:

#### **(i) Details of petition**

#### **4. PETITION 1 - HOLY TRINITY SCHOOL (WEST END) ROAD SAFETY**

"We the undersigned petition Surrey County Council to Increase the safety of the children that attend Holy trinity school in West end by reducing the danger caused by traffic along Benner Lane. This can be achieved by the following: Reducing the speed limit along Benner Lane from 30mph to 20mph. Installation of a pedestrian zebra crossing at the entrance to the school to allow safe crossing of the road. Installation of speed calming bumps along Benner Lane to slow traffic. Repurposing of the unrestricted bay parking outside the school into a school drop off zone.

Submitted by: Daniel Shevill

### **Cabinet Member Response:**

Many thanks to the petitioners for raising their concerns over road safety near Holy Trinity School. School road safety is a frequently expressed concern across the county. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy. This often causes slower vehicle speeds and congestion, worsens air quality, and can lead

to frustration from motorists and residents. This has been exacerbated at this site after the School Crossing Patrol left their role. Although there is budget available to pay for a replacement, despite the best efforts of the County Council and School it has not been possible to find a replacement.

The County Council has a policy which describes the process we use for investigating and responding to concerns about school road safety. Our aim is to reduce the risk of collisions and to make the road feel safer, to encourage more people to consider walking or cycling to and from school. The policy can be viewed via this link: [Road safety outside schools - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/road-safety-outside-schools)

This site has already been assessed by officers using the process set out in the Road Safety Outside Schools policy. This included a site visit involving highways and police road safety specialists alongside the Headteacher on 7 June 2022.

The resulting recommendations for highway improvements are summarised thus:

1. Implement a zebra crossing on a raised table at the existing informal crossing point.
2. Implement a lower 20 mph speed limit (which will probably require supporting traffic calming to be successful, depending on speed surveys).
3. Implement double yellow lines on the western side of Benner Lane between the existing School Keep Clear zig zags as far as across the junction with Great Barn Crescent. It is proposed that this will be implemented as part of the cyclical annual parking review for the Surrey Heath area.
4. Implement parking controls that would facilitate the use of the laybys outside the school as a drop off/pick up facility. At present it is not clear what the best way of achieving this might be. It is proposed that this will be implemented as part of the cyclical annual parking review for the Surrey Heath area.

Earlier this year the County Council confirmed a new £3million budget over the next three years for use in implementing highway schemes near schools to support more walking and cycling.

Unfortunately, this budget is already committed towards delivering schemes near schools that have been assessed over several previous years. However, the potential recommendations are being considered for future funding from the Countywide programme of Integrated Transport Schemes. There are several factors that will be taken into account as part of this consideration including the number of personal injury accidents, improving health, the environment and delivering good value for money. Schemes will also need to have the support and be nominated by the Local Divisional Member whose decision will be informed by the level of local support. In this case the local Divisional Member Cllr Rebecca Jennings-Evans has nominated this as a priority scheme to be assessed and considered for inclusion in the 2023/24 Countywide Integrated Transport programme. This programme is still being determined and the schemes that will be progressed for funding will be confirmed by the Cabinet Member later this year.

In addition to the highway improvements described above there were also recommendations made at the site visit for consideration by the school themselves:

6. Create a school travel plan using the national online portal Modeshift STARS. This is an action plan that the school will implement to support more walking and cycling for school journeys. The County Council's Safer Travel Team can provide advice and training on creating a school travel plan. More information can be found here: [About our road safety and sustainable travel options for schools - Surrey County Council \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/road-safety-and-sustainable-travel-options-for-schools)

7. Implement a walking bus from Tringham Hall
8. In the meantime, continue advertising for a replacement School Crossing patrol

**(ii) Details of petition:**

**5. PETITION 2 - NEW PARKING CHARGES SURROUNDING THE GREAT PARK**

We the undersigned petition Surrey County Council to Aim for the council to re-evaluate or dissolve the new charges put in place in the following locations. Englefield Green, - Bagshot Road, TW20 0RS - A30 Crossroads, junction with St Judes Road and Bakenham Lane, TW20 0BP Windsor Great Park, - Blays Lane, from crossing point at the back of Ilex Close to Wick Road, TW20 0PB - Wick Road, parking bay by cul-de-sac, TW20 0HJ. - Wick Road entire length, from A30 to Wick Lane, TW20 0HJ - Wick Lane entire length, from Wick Road to Bishopsgate Road, TW20 0HT - Bishopsgate Road, TW20 0XU - Crimp Hill, TW20 0YB Virginia Water, - A30 London Road junction with A329 Blacknest Road, GU25 4NY - A30 London Road entrance to ACS International School, TW20 0AQ These are a series of places where parking has previously been free and accessible for all. These charges are now being put in place to discourage the selected few from parking on grass verges, but its stopping families, locals and other members outside of the community from visiting.

Wishing for the council to discuss, re-evaluate and potentially revoke the extremely steep parking charges that have now been put in place around the local area. These charges are for spaces that have previously been free and accessible for all. After asking online, it seems that no one is happy about the new charges being implemented and have been asked to raise these concerns with local representatives. I understand not everyone has the time or energy to email their local representative individually, so this petition is a quick and easy way for people to express and back their views and disagreement with the new charges put in place. With enough signatures it should express the upset to the committee when they meet to discuss these kinds of issues, with hope that the appropriate action be taken to evaluate the situation.

As well as the charge, there are also a variety of other issues raised from charging for these spaces. From the sign postage put up in the new spaces, not only are visitors being charged for the spaces, the council is now requesting cars be parked parallel, not at the head on angle it currently is. This is limiting the amount of people that can drive to explore the local area and the Great parks. Mothers and fathers are already expressing concern on how this stops them from taking their children to activities like scouts or football, and mothers are questioning how they will be able to afford to take their children to the Great park in summer like they have for years. These are just a few of many reasons as to why the council should revoke or re-evaluate the parking charges they are trying to put in place.

Submitted by: Mia Cockayne

**Cabinet Member Response:**

Thank you for contacting us about the new parking management scheme recently introduced along the A30 in Virginia Water and some of the peripheral roads around Windsor Great Park and Englefield Green.

Since the Covid pandemic, Windsor Great Park and Virginia Water have experienced significantly higher visitor numbers and it has been necessary to introduce parking restrictions to help maintain access and road safety in the area. Roads such as the A30, Bishopsgate Road, Blacknest Road, Christchurch Road, Crimp Hill, Ridgemean Road, Wick Road, Wick Lane, and Woodside Way have all experienced frequent obstructive parking

caused by high visitor numbers, particularly in fine weather. Visitor vehicles overflow from the Crown Estate car parks within the park or choose to avoid paying to use them and park on the surrounding highway.

As a result, we have subsequently developed and implemented a series of restrictions to manage parking on the highway network around the park. This includes the introduction of parking charges into the parking areas along the A30/Blays Lane and Bishops Gate Road. In addition, we altered the layout of the parking bays from echelon to parallel in two of these locations to help traffic and pedestrians pass and negotiate these areas more safely. Double yellow lines have been introduced elsewhere to prevent parking in unsuitable areas, including replacing the poorly understood clearway on the A30.

The purpose of parking charges in transportation terms, is that they discourage visitors from driving around the local highway network looking for free parking, which adds to congestion and pollution. By having charges that are slightly higher (or at the same level) on the highway, visitors are encouraged to go straight to a car park which is generally more convenient.

Our original proposals were to implement parking charges between 9am and 6.30pm every day, however, as a consequence of the consultation process, the restrictions were reduced to 11am-5pm. This was to allow free parking for local residents (for dog walking, exercising etc) in the morning and evenings which seemed to be most popular.

We will monitor and review the effectiveness of the new restrictions over the coming months, particularly the impact on local businesses, however the initial feedback is that parking and traffic management in the area is much better controlled following the introduction of the restrictions with cars and other road users being able to pass more easily and with less congestion in the area.

### **(iii) Details of petition**

## **6. PETITION 3 - MAKE THAMES STREET SAFER AND PRESERVE OUR HERITAGE**

1. install a speed camera on Thames Street
2. smooth the on/off ramps of the speed bumps (not remove them) to reduce reverberation and harm to the heritage buildings in the street

Thames Street runs through the Conservation Area and has over thirty 18th and 19th century Grade II listed buildings, many of which are homes. Even with speed bumps many vehicles go through the street well above the 20mph speed limit:

- The narrowness of the pavement and road make this a serious accident waiting to happen.
- Buses (11 plus tonnes) and occasional heavier vehicles cause substantial shuddering of the heritage buildings:
- this shuddering is significantly worse when their speed approaches and exceeds 20 mph
- a bus which gets slowed by 2 mph on a steep ramp causes similar reverberations to an average car running into a brick wall at 30 mph
- over 90 buses go down Thames Street each day.

- The speed bump ramps are too steep and do not comply with TfL's recommendations for buses.

The existing 7.5 tonnes vehicle weight limit already recognises the impact which heavy vehicles have along Thames Street. The buses are exempt, which we fully support, as they serve a vital service to the community.

The speed camera will ensure tight adherence to the speed limit making it a safer place for residents and pedestrians and this, along with the smoothing of the speed bumps, will preserve the heritage of the buildings.

Submitted by: Patrick Leaney

### **Cabinet Member Response:**

Many thanks for raising your concerns over speeding and road safety on Thames Street Lower Sunbury. I very much sympathise with the concerns being raised. Excess speeds increase the risk of road collisions and make the consequences worse. Higher speeds also make places less pleasant to live in by increasing noise and air pollution and making walking and cycling less attractive.

To tackle this Surrey County Council works closely with Surrey Police to create local speed management plans for each District or Borough. This means that whenever there are concerns over speeding, we will measure the speeds using a speed detection radar box which is a black box mounted on street furniture without anyone really knowing what it is or what it is for. This will collect data for at least a week. This data is combined with data on the collisions resulting in personal injury recorded by the police to ascertain the extent and nature of the speeding and road safety problem at each site.

Each site is then discussed with the police to determine which sites need the most attention, and then depending on the nature of the problem and the physical characteristics of the site the most appropriate intervention is agreed.

Interventions could include permanent speed cameras (including average speed cameras) at the worst sites where traffic calming is infeasible, traffic calming, police enforcement (either by hand-held laser or camera van), vehicle activated signs or community speed watch. Where the level of speeding is not that great then the location is unlikely to be prioritised for intervention. Therefore, this site will be added to the list of sites requiring a speed survey, and then the data will be discussed with the police.

This stretch of Thames Street between French Street and Halliford Road, approximately 1km long, already has a total of 13 raised table traffic calming features, and these have been in situ for over 20 years. This is one of the most traffic calmed stretches of road in Surrey. The County Council's policy on speed cameras (agreed by Cabinet in September 2021) states that speed cameras will only be considered at locations where traffic calming is infeasible. This is because traffic calming (if feasible) will always provide a more cost-effective long-term solution compared to speed cameras because speed cameras will require ongoing maintenance and processing of offences and court time to prosecute motorists enduringly. In comparison traffic calming will largely solve the problem without the need to issue penalties to motorists ad-infinitum. Therefore, we do not have any plans to introduce permanent speed cameras on this stretch. Instead, if the speed surveys highlight a particular problem, perhaps at certain times of the day, then this will be raised with the police in case they are able to provide this stretch with additional targeted attention.

From initial inspection of the raised road tables there does not appear to be any aspect that is non-compliant with national guidance. For example, the steepness of the ramps (with an approximate 1 in 20 gradient) complies with national guidance for bus routes. Reducing the steepness of the ramps could be problematical and costly because it could result in increased speeds and may also require the repositioning of the adjacent drainage gullies at the bottom of some of the ramps. Therefore, we do not have any plans to change the design of the raised road tables.

Nonetheless I sympathise with the concerns over the noise and vibration and note that this has been highlighted as being associated with buses (with a weight restriction deterring other larger vehicles). Therefore, officers have raised this concern with the bus companies to ask them to remind drivers of the need to respect the 20mph speed limit and to take extra care in travelling over the raised road tables. It is expected that the bus companies will have records on the speeds of their vehicles and so will be able to monitor and provide suitable advice to their drivers accordingly.

*(Cabinet Member for Highways & Community Resilience – 27 September 2022)*

## **COMMITTEES-IN-COMMON SUB-COMMITTEE DECISIONS 21 SEPTEMBER 2022**

### **Decision:**

#### **7. SURREY ALL AGE MENTAL HEALTH INVESTMENT FUND ARRANGEMENTS**

### **Resolved:**

- 1) That decision making about the deployment of and budget accountability for Mental Health Investment Fund (MHIF) monies be delegated to the Joint Executive for Public Service Reform, in line with delegation levels.
- 2) That the proposed process, to define the criteria, and governance for managing the Mental Health Investment Fund be agreed.
- 3) That the role of the Member Advisory Panel in helping to shape the MHIF and defining the funding thresholds and timing of funding rounds be noted.
- 4) That an annual review mechanism is developed to allow for public scrutiny of the activity, delivery, and performance of the fund, for example via an annual report to the Committee in Common.
- 5) That the MHIF programme governance and accountability reporting to the system Mental Health Delivery Board.
- 6) That £100K be allocated from MHIF to establish a core MHIF team to manage the delivery of the fund as well as other set up costs.

### **Reasons for Decision:**

In January 2022 Surrey County Council announced as part of the county's No One Left Behind agenda, £6.5m of transformation investment focused on Early Intervention and Prevention mental health interventions in Surrey. This transformation investment by the Council was designed to attract match funding from partners, and indeed in March 2022 Surrey Heartlands ICB confirmed a non-recurrent contribution of £4m bringing the total available for new investment to £10.5m. This funding has been combined into a Mental Health Investment Fund (MHIF), further details of which are set out in this paper. The new MHIF is a Surrey wide resource, to enable the delivery of the outcomes in Priority Two of the Health and Wellbeing Strategy. This priority area is focused on prevention, removing barriers, and supporting people to become proactive in improving their emotional

health and wellbeing. The new MHIF will be used for new, and or existing, non-statutory services which can help support local neighbourhood and place-based delivery, in collaboration with our community assets across Surrey.

## **8. SURREY ICB – LDA KEYWORKING SERVICE**

### **Resolved:**

The Surrey-wide Commissioning Committees approved the use of NHSE funds to mobilise and deliver the Surrey ICS keyworking service and endorse the decision made by the ICS Executive and Commissioners Collaborative to host the service alongside the Children with Disability team through a Memorandum of Understanding between Surrey County Council and SABP.

### **Reason for Decision:**

Keyworking is part of the NHS Long Term Plan for 23/24 and is currently being mobilised nationally by all the remaining ICS's which did not take part in the delivery pilot or Wave 2 roll-out. Surrey ICS has already begun implementing its service mobilisation plan which has included working with Surrey County Council to recruit and train keyworker posts within its MOU with SABP. Approving service mobilisation would allow mobilisation activities to continue until the planned service Go-Live in January 2023. Keyworking will then have the security of full-service funding until the end of FY 23/24 to provide the expected positive impacts for children and young people across Surrey.

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