

MEETING OF THE COUNTY COUNCIL**TUESDAY 21 MARCH 2023****QUESTIONS TO BE ASKED UNDER THE PROVISIONS
OF STANDING ORDER 10.1****MATT FURNISS, CABINET MEMBER FOR TRANSPORT, INFRASTRUCTURE
AND GROWTH****1. JONATHAN HULLEY (FOXHILLS, THORPE & VIRGINIA WATER) TO ASK:**

Can the Cabinet Member give this Council an update on progress towards the development of a new Minerals and Waste Local Plan for Surrey?

RESPONSE:

The Minerals and Waste Development Scheme was approved in May 2022. This envisaged that the Preferred Options consultation of the Minerals and Waste Local Plan would take place in June 2023, with the final adoption of the Plan at the end of 2024.

The outcome of the previous Issues and Options consultation (November 2021 to March 2022) has resulted in unanticipated additional work which will have an impact on the timescale for the production of the Plan.

There is also a need to accommodate the upcoming changes to National planning policy and guidance in the Levelling Up and Regeneration Bill and proposed changes to the National Planning Policy Framework (NPPF) and National Planning Practice Guidance. There are also new regulations made pursuant to the Environment Act 2021, and the outcome of Natural England's review of the Surrey Hills Area of Outstanding Natural Beauty (AONB) boundary to incorporate.

Fundamentally, the call for sites exercise undertaken as part of the Issues and Options public consultation has not identified sufficient suitable land for permanent and strategic waste management facilities to bridge the forecasted capacity gap in Surrey beyond 2035. A subsequent waste site identification and evaluation assessment undertaken by the Minerals and Waste Planning Authority has been unable to identify sufficient sites either. This shortage relates primarily to facilities required to manage the significant volumes of Construction, Demolition and Excavation (CD&E) waste forecast to arise over the plan-period (and beyond). Therefore, there will need to be further assessment work undertaken and another call for sites to address this shortfall, which was not anticipated when the original timescale was adopted.

The Minerals and Waste Policy Team will work with the Cabinet Member to agree a suitable amendment to the timescale and a corresponding variation to the Development Scheme. Whilst the delay to the programme is unfortunate, it is critical that the plan has a robust evidence base and stands up to scrutiny by the Planning Inspectorate.

CLARE CURRAN, CABINET MEMBER FOR EDUCATION AND LEARNING

2. COLIN CROSS (HORSLEYS) TO ASK:

Residents of Effingham are upset with the recent ruling on the planning appeal that permits the construction of 114 houses on a greenbelt area within the village. They are particularly puzzled by the justification for this decision based on the "necessity" for extra school spaces and the support for the growth of The Howard by Surrey County Council (SCC), under the pretext of "Very Special Circumstances".

The process of expanding a school must involve specific steps, including a review and vote by SCC. However, Effingham Parish Council (EPC) is not aware of any such process being conducted. As important stakeholders in the consultation process, the EPC and resident organizations should also have played a significant role.

- a) Therefore, I would like to inquire as to why SCC has officially endorsed the expansion when the required analysis and consultation have not been carried out, and when recent studies conducted for other purposes do not support it?
- b) Furthermore, I would like to understand if SCC plans to engage with local residents on the matter of expansion?

RESPONSE:

The Planning Inquiry ran for eleven days between 20 September to 7 October 2022. The decision of the inquiry on 28 November 2022 permitted the construction of 110 houses. The reasons for this are set out in the decision of the Planning Inspector. The previous public enquiry was held during May and June 2017, permission for the outline scheme was granted by the Secretary of State in March 2018.

The need for school places was only one small part of the [inspector's decision](#) (specifically paragraphs 38 to 47 of the decision report).

The process for expanding a school does involve specific steps, which requires an academy trust to: consult with interested parties, including parents, the public and the County Council; and to create a business case for expansion to the Department for Education (DfE). It does not include a vote by the County Council. The County Council does not have responsibility for decisions taken by academy schools and academy trusts. Decisions including expansions are a matter for the Secretary of State for Education, through the Regional Directors Office. This is set out in response to question b.

In response to the specific questions:

- a) In the statement to the planning enquiry, the County Council supported the rebuilding of The Howard of Effingham school as the proposals are met by the private sector and not through public funding. It is recognised that the existing school premises are not fit for the purpose of meeting modern educational and social needs. There are significant issues in the condition of the building and the replacement of the school would facilitate this. The expansion of places by two forms of entry, 300 11 to 16 pupil places per year group, provides additional places in the area to meet changing demographic need arising from new homes in the locality. The re-build will ensure that there is sufficient secondary education provision in the area.

Analysis reflects the need for additional secondary school places arising from strategic sites in the Guildford area, especially the Wisley Airfield development, of around 2,000 new homes. On this basis there are sufficient grounds to support a change in demography and the need for secondary places in the area into the next decade. The inspector considered evidence challenging a demographic need for expansion through the inquiry process.

- b) As an academy the rules for expansion mean that the Trust must follow the DfE guidance for [Making significant changes to an open academy \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/61222/making-significant-changes-to-an-open-academy.pdf). Within the guidelines, the Local Authority should be consulted about area pupil forecasts (pupil place planning) to ensure there is sufficient need. It is for the Trust to engage with residents and not the Council.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

3. JOHN BECKETT (EWELL) TO ASK:

Can the Cabinet Member explain to Members how data on potholes is collected and managed by Surrey County Council?

- a) Are the Potholes categorised and are the corresponding response times recorded by category? How quickly are potholes of different categories typically fixed?
- b) Are reports on repairs, including whether a repair was temporary or permanent, available for Councillors and Residents?
- c) Is data collected on the durability of the repairs?
- d) What is the average durability of temporary or permanent pothole repairs?
- e) Can Members and residents access the data that SCC collects on pothole repairs on its roads per division?
- f) What is the specific process for concrete-based roads as the deterioration mechanisms and urgency of repair is different to standard tarmac roads?

RESPONSE:

- a) All safety defects are categorized in accordance with our Highway Safety Inspection Policy and the corresponding Service Level Agreements for

response times. In summary, a safety defect categorized as a Priority 1 has a response time of 2 hours, Priority 2 has a response time of 5 days and Priority 3 has a response time of 20 days. The Policy documents are available on the following links.

[SCC Highway Safety Inspection Policy Dec 2018 \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/highways/safety-inspection-policy)

[Highways Safety Inspection Policy Annex A \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/highways/safety-inspection-policy-annex-a)

[SCC Hierarchy Definition Policy Dec 2018 \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/highways/scc-hierarchy-definition-policy)

- b) Information is available to Members and residents on our website showing where repairs have been reported and this is updated to show when repairs have been assessed and fixed. Officers can filter the data in our operational system to show whether repairs are temporary or permanent; however, the website does not currently show this information. The contract aim is to always fix the repair permanently at the first visit; however, this is not always possible, particularly when we have a peak in volumes. Typically, less than 10% of repairs carried out will be temporary repairs, but this may increase during peak periods.
- c) We have an Audit & Compliance Team who carry out quality audits on a monthly basis. This information is used at monthly performance meetings between Surrey County Council and our contractors to identify any issues with durability amongst other issues. If repairs are not to the required specification, the contractor will redo the work at their own cost.
- d) Temporary repairs should last 6 months, and permanent repairs are guaranteed for 2 years. If they fail during this time, they are repaired by the contractor at their own cost.
- e) As per the response to question b), Members and residents can use the information on our website to view pothole reports and their status on our website. A new highways IT system is being implemented in April 2023 and this system will enable us to provide more information on potholes and other highways activities to members and residents in the future. A specific area that we understand that is key to members is knowing what has happened and is planned on a divisional basis, and so this is an area that we have focused on improving within the new IT system.
- f) There is no specific process for concrete-based roads, and the Highway Safety Inspection Policy does not distinguish between tarmac and concrete roads. Historically, some concrete roads have had a thin layer of tarmac overlaid on the concrete; however, this can come off over time and patches of concrete show through. These patches are not usually classed as Safety Defects as they rarely meet the intervention level of 40mm. For a longer-term treatment, over the last 2 years we have delivered a programme of “fine milling” on concrete roads which removes the old tarmac layer, seals the joints and returns the roads back to their original concrete. Working with our contractor, we are reviewing what other maintenance treatments we can introduce in Surrey for concrete roads and in addition, we are also working

with research partners such as Surrey University to look at what future innovations may be possible for these roads.

MARISA HEATH, CABINET MEMBER FOR ENVIRONMENT

4. CATHERINE POWELL (FARNHAM NORTH) TO ASK:

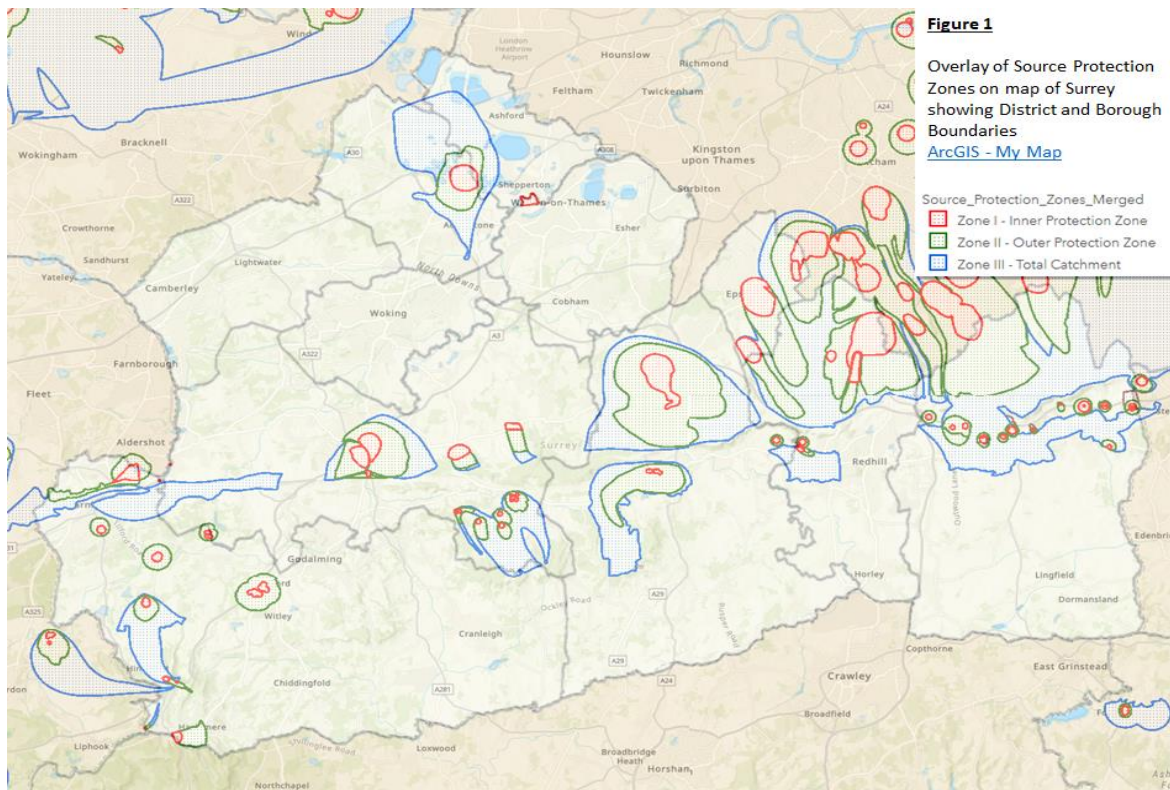
The strategies that Surrey employs in the next few years to increase the county’s resilience to climate change will create a legacy for future generations and there are many competing pressures around land use.

It is now accepted that climate change will increase the severity of weather events including heatwaves and more intense rainfall, both impacting on the natural water cycle, making flood plains increasingly important, both to manage flood water and to recharge aquifers.

Surrey and its neighbouring authorities are very dependent on groundwater, with Thames Water and other companies that supply Surrey residents, relying on aquifers for 30% to 50% of supply. There are very significant aquifers under large parts of Surrey that are critical for water supply provision - see map below.

- a) Does Surrey review the importance of flood plains in recharging any underlying aquifers as part of their flood risk assessments?

- b) If this kind of assessment is not being undertaken, could this be added to the Council’s resilience strategy, to ensure that flood plains are not lost to housing development resulting in limiting opportunities to recharge the water supply aquifers below?



RESPONSE:

- a) Surrey County Council does not specifically review recharging of aquifers via flood plains in our response to the major planning applications on which we are consulted. However, in reviewing applications for any new development in the county we always prioritise infiltration to ground, and therefore aquifer recharge, as the primary surface water discharge route. Only when infiltration is proven to be unfeasible are applicants allowed to pursue other discharge options. This indirectly prioritises aquifer recharge when technically feasible in all locations across Surrey.

The Environment Agency (EA) has Flood Plain and Aquifer Protection measures in place through existing planning legislation, policy and guidance. In considering the EA responses, the Local Planning Authorities make sure development meets the sequential tests to avoid flood plains where possible, and that source protection zones are safeguarded.

- b) The forthcoming Climate Change Adaptation Strategy has identified that water security is a long-term challenge that needs to be prioritised. We have identified that more robust partnership engagement between water companies, landowners, local authorities and other key partners is a priority and will be an area of work undertaken under the strategy.

District and Borough Local Plans and associated Strategic Flood Risk Assessments are already beginning to include assessments of Climate Change Impacts on future flood plain extent, and therefore safeguarding these areas through existing controls on development in Floodzone 3.

Water Companies manage overall water resources in their area through their Water Resources Management Plans. These set out how the Water Companies intend to secure long term water supply to their customers and to protect the environment. Water Companies will play a key role in helping us to deliver the ambitions of the Climate Change Adaptation Strategy and ensuring that we have water security in the future.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

5. ERNEST MALLETT MBE (WEST MOLESEY) TO ASK:

I understand that from April 2023, Surrey County Council (SCC) is discontinuing the Roads Parking Agency and the Highway Verge Maintenance Agency with the borough and district councils.

On the Roads Parking Agency, Elmbridge Borough Council is complaining that they will lose up to £400,000 a year, so the change must mean significant increase in highway funds for SCC.

On the Highway Verge Agency, Highways are stating that shrub beds, flower beds, hedge overhangs and roundabouts previously planted by sponsors will not continue to be planted if no longer sponsored.

Planters and summer railing/lamp-post flower baskets and Christmas lamp-post lights are not specifically mentioned.

Further, many verges will no longer be cut and general grass cutting of Highway owned areas will greatly decrease, again effectively producing additional income to the Highways budget.

You will be aware that most borough and district councils have provided and maintained the items listed above.

- a) In view of the increased income which the Highways Department, will now have the benefit of, plus given the amenity benefit of the items listed above, why is SCC not continuing the planting and provision of the items listed?
- b) What is the position on the items above which SCC has not so far mentioned in the communications sent out?
- c) Is it the case that the lack of shrub & flower planting will lower the environmental situation in shopping and community areas which is surely against SCC policies?

RESPONSE:

Under the parking agency agreements, Elmbridge Borough Council were permitted to retain 20% of any surplus after all their costs in running the service had been accounted for. In 2021/22 this was £13,871 and in 2020/21 it was £29,659. While it is accepted that there would have been some efficiencies or cross subsidies Elmbridge may have enjoyed by operating the on-street account on behalf of the County Council, we do not recognise the figure of £400,000 that has been suggested as their loss arising from the new arrangements. Some months ago, the Executive Director wrote to her peer at Elmbridge and I separately wrote to the Leader of Elmbridge to seek further clarification as to how this figure has been determined. We are awaiting a response. However, it is incorrect to assume that the County Council will simply benefit from a substantial unallocated injection of income brought about these changes.

All district and borough councils can continue to manage sponsored roundabouts, and this has been made clear in the communications. Some are choosing to do so. Planters and hanging baskets are a discretionary function traditionally undertaken by the district and borough councils, and there is specific provision in the Highway Act to enable them to do so. While these discretionary functions are not directly related to changes in the grass cutting arrangements, some district and borough councils are now choosing not to continue undertaking them. The County Council, as Highway Authority, has an obligation to ensure the network is maintained in a safe condition. Therefore, planters and other areas will be cut if there is any encroachment or safety issue (such as sightlines); however, we will not maintain beyond this level.

The environmental street scene is important, and where authorities such as Elmbridge Borough Council have chosen to stop maintaining their shopping and community areas, the County Council would very much encourage them to reconsider; however, it is the responsibility of and therefore a decision for the district and borough councils.

CLARE CURRAN, CABINET MEMBER FOR EDUCATION AND LEARNING

6. ROBERT KING (EGHAM) TO ASK:

Does the Cabinet Member believe Labour's policy of free school meals for all primary school children is something Surrey should adopt? And if the Government does not fund local authorities at present to provide this service, we could approach local businesses asking for a contribution to keep children's tummies full?

RESPONSE:

Surrey County Council services, particularly those aimed at children, are at the frontline in supporting families struggling very significantly as a result of the cost-of-living crisis. Even in Surrey, which has prosperous and affluent areas, there are many families who are dealing with increasing financial, social, health and wellbeing pressures as a result of rising food, housing and fuel prices.

For this reason, I recently wrote to both the Chancellor of the Exchequer and the Secretary of State for Education asking them to support our efforts to protect children and families from the cost-of-living crisis. This month's budget statement represented a good step in this direction, with extended relief for household energy bills and record investment to widen access to free childcare for working parents to cover one- and two-year-olds. Equally we welcome the extra £1 billion announced in the autumn statement for the household support fund, of which Surrey will receive £10.6 million. We will be allocating this extra funding to support families who are struggling financially.

I have asked the Government to look again at the issue of families on low incomes who do not meet the eligibility threshold for free school meals. These families too are struggling to buy food in the national context of the rising costs of running a home. The extension of the provision of free school meals to more children in need, both at primary and secondary school, will tangibly contribute to their wellbeing and educational outcomes.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

7. JONATHAN ESSEX (REDHILL EAST) TO ASK:

What is the maintenance backlog for pavements (as opposed to roads) that are the responsibility of Surrey County Council to maintain, and has (or will) Surrey's new Local Transport Plan changed the maintenance priority strategy of pavements?

RESPONSE:

The maintenance backlog for pavements that are the responsibility for Surrey County Council to maintain is approximately £200 million. The backlog is calculated by using condition data and costs of treatments to determine how much it would cost to return all of the asset to an “as new” condition. Not all of the backlog would need full reconstruction some would need lower cost treatments and these calculations are not an exact science. Similarly we would never in reality get to a point where all pavements were at as new condition at the same time, so “backlog” is just a tool to help understand the scale of the issues.

Officers are still considering changes that may need to be made to maintenance policies to align them to our ambitions and new travel hierarchy, set out in the recently adopted Surrey Transport Plan (Local Transport Plan LTP4). Changes being considered include whether we should expand our gritting service to include the de-icing of more pavements. We are also reviewing the Highway Asset Strategy which is used to determine condition outcomes and consequent budget requirements to align the Asset Strategy with the new travel hierarchy set out in the Local Transport Plan. The outcomes of these reviews will help us to determine the required level of investment for pavement maintenance moving forwards. We are planning to discuss recommendations from the review with the Cabinet Member and Highways Reference Group in the summer.

CLARE CURRAN, CABINET MEMBER FOR EDUCATION AND LEARNING

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

How much has Surrey County Council had to pay in compensation under their Complaints process in respect of special needs complaints, including alternative provision for non-school attendance? How many cases does this represent?

RESPONSE:

A total of **£182,342.76** has been paid since 1 April 2022. Complaint related financial remedies encompass complaints about both Additional Needs and Disabilities (SEND) and Education and Mainstream Education provision, these include cases of alternative provision and non-school attendance. **£115,625.20** of the £182,342.76 relates to remedies directed by the Local Government and Social Care Ombudsman (LGSCO) following their investigation into the complaint. **£66,717.56** of the £182,342.76 relates to remedies paid at the first and second stage of the local complaint process. Due to the complaint process timeframes the complaints and specifically the acknowledged errors or omissions that led to remedy payments will have occurred 12 to 18 months previously.

There have been 71 total cases of remedy payments, this in the context of 13,000 children with Education, Health and Care Plans in Surrey. In the majority (49) of the cases attracting a financial remedy, the remedy paid fell below £1,000. Some payments include an element of reimbursement of costs and provision incurred as well as financial remedies to recognise any resultant injustice for missed provision.

NATALIE BRAMHALL, CABINET MEMBER FOR PROPERTY AND WASTE

9. NICK DARBY (THE DITTONS) TO ASK:

On 22 February 2023, Members of the Planning and Regulatory Committee were presented with a summary of the Reigate Priory Junior School planning application, which was produced by Marengo Communications, a private specialist communication agency, and branded with Surrey County Council's logo.

What was the cost incurred by Surrey County Council in relation to the work of this communication agency, to cover this planning application?

RESPONSE:

The Council engaged Marengo Communications to work with officers on communications activity for the Reigate Priory Junior School planning application. Marengo Communications specialises in providing specific guidance and support to the property sector, with extensive experience in the education sector, and their services were engaged to support the in-house team. It is not uncommon for the Council to engage and contract professional and expert partners for specialist projects that will require a high level of resource, often due to high levels of public enquiries, member interest or technical detail.

The final cost to produce this piece of work was £2,500 which included project management time, copy writing (including amends) and design (including amends).

MARISA HEATH, CABINET MEMBER FOR ENVIRONMENT

10. FIONA DAVIDSON (GUILDFORD SOUTH-EAST) TO ASK:

Surrey County Council has advised that taking back responsibility for environmental maintenance will enable the greener futures agenda to be promoted by, for example, reducing the number of grass cuts on verges to increase plant and insect biodiversity, encourage wildlife and improve carbon absorption. Glyphosate weedkiller is widely acknowledged to be toxic to pollinators, especially honeybees.

- a) Given this commitment to the greener futures agenda will SCC continue to use glyphosate as a weedkiller?
- b) Can you please confirm where and in what circumstances glyphosate weedkiller will be used?
- c) How will pollinator activity be protected where glyphosate is used?

RESPONSE:

We fully appreciate the concern raised about the use of glyphosate and our objective is to reduce use of it as much as possible and eventually stop using it entirely. However, at this point the County Council currently has no other viable alternative to using it to manage weeds whilst alternative options are still being developed by the market. I can confirm that we have actively trialled other options, such as hot foam treatment, but the time taken and indeed, the amount of water needed for such an alternative makes this impractical for a huge area like the highway network.

To reduce use of glyphosate as much as possible we will be undertaking one weed spray per annum to manage weeds on the highway network. This is lower than historic levels and has been introduced as part of our commitment to minimising weedkiller use and supporting the greener future agenda.

Further, weed spraying is and will continue to be targeted and aided by modern technology to only be applied to highway channels where weed growth is identified. This helps to minimise any wider impact. Highway officers will continue to work with colleagues in the Greener Futures team to ensure any further practicable steps are taken to protect pollinator activity.

MATT FURNISS, CABINET MEMBER FOR TRANSPORT, INFRASTRUCTURE AND GROWTH

11. ROBERT EVANS OBE (STANWELL AND STANWELL MOOR) TO ASK:

Many of my residents, whilst sympathetic to the aims of the Ultra Low Emission Zone (ULEZ), are concerned about the possible impact on poorer households or people with older vehicles.

Has the Cabinet Member or any officer had any direct face-to-face meetings with the Mayor of London's office to discuss this?

RESPONSE:

The Cabinet Member provided a written response to the ULEZ consultation on the 29 July 2022. This set out 10 points of concern, namely:

1. More data/assessment should be provided on the impacts to Surrey and its residents.
2. The car scrappage scheme must be extended to Surrey residents.
3. The proposal to extend Zone 6 Oyster Card scheme.
4. The need to consider corridors to NHS facilities that are on the border/ consideration to residents that extensively use health facilities within London.
5. Additional and or extended active travel and public transport services must be included in addition to the scrappage scheme to provide suitable alternatives for Surrey residents and not used to offset shortfall in existing TfL funding.
6. Taxi exemption should be extended out to local Surrey taxi services.
7. Key worker exemption should be put in place for those who regularly travel over the border, e.g., nurses, carers, and teachers.
8. Consideration is needed for schools on the border that have pupils coming from both London and Surrey.
9. There is a need for clear signage and publicity around the proposed changes.
10. There is a need to provide additional information on the implementation programme, including when the Council will be informed of responses to representations included in this response, as well as a need to set out opportunities for further engagement to discuss mitigation measures, including campaigns and communications to Surrey residents on when the ULEZ is operational.

The Cabinet Member followed this formal consultation response with a letter to Transport for London on 31 January 2023. This letter stated that the Council had given Transport for London our views on their proposals back in July, but since then Transport for London had announced plans to expand ULEZ London-wide, and that it had done so whilst singularly failing to recognise any of our views and concerns, particularly the requested mitigation for residents and businesses in Surrey. The letter requested that Transport for London urgently consider our views and commence meaningful discussion on mitigation for our businesses and residents.

A virtual meeting with Transport for London, County Council officers and Elmbridge Borough Council officers was held on 21 February 2023. Our concerns on the impacts of a ULEZ expansion on Surrey residents and businesses were once again reiterated to Transport for London. The meeting resolution included the need for Transport for London to provide a written response to these concerns.

Transport for London has since provided a written response, which was received on 7 March 2023. This is being scrutinised and a response is being drafted.

The Council is committed to delivering a greener future, but it must be done in a practical and sustainable way. The impact of an expanded ULEZ on many Surrey residents and businesses will be significant, and we will not stand by and watch that happen with no mitigation offered.

To this end, this Council, as part of a coalition of five local authorities, launched a Judicial Review on 16 February 2023, challenging Transport for London and the Mayor of London's decision to expand ULEZ to outer London boroughs. This legal action is being taken forward by the London boroughs of Bexley, Bromley, Harrow and Hillingdon along with this Council following Transport for London's announcement in November 2022 that it would push on with proposals to expand the scheme in August 2023 despite strong opposition from across outer London and beyond, including concerns over how it is being delivered.

The coalition will challenge the expansion in the High Court on five grounds:

1. Failure to comply with relevant statutory requirements
2. Unlawful failure to consider expected compliance rates in outer London
3. The proposed scrappage scheme was not consulted upon
4. Failure to carry out any cost benefit analysis
5. Inadequate consultation and/or apparent predetermination arising from the conduct of the consultation.

MARISA HEATH, CABINET MEMBER FOR ENVIRONMENT

12. LIZ TOWNSEND (CRANLEIGH & EWHURST) TO ASK:

The reduction in the use of pesticides, particularly glyphosate, is of great interest to my residents, not only because of the possible carcinogenic impacts on human health, but also because of the negative impact on pollinators like our honeybees

and bumblebees. As Surrey County Council is taking back the grass cutting contract as from 1 April 2023 in my division.

Could the Cabinet Member please advise what named pesticides they intend to use for the removal of weeds; how many litres of pesticide they are intending to use annually, and in which year Surrey are aiming to eradicate the use of any harmful pesticides?

RESPONSE:

I can confirm that the County Council has trialled alternatives to glyphosate which unfortunately have not proven practical for the scale at which we operate. However, when we take back verge maintenance from April of this year, we intend to minimise the number of general weed spray treatments to just one per annum from 2023/24 onwards, which should result in a reduction in the previous 2500 to 3000 litres per annum used in recent years.

Glyphosate is currently the most effective and only viable weed control on the market for the purpose of highway verge maintenance, and whilst we strive to minimise the use of it, there is a balance that needs to be made between keeping the highway in safe condition and managing the costs and practicality of using alternatives. Weeds are not just unsightly but can damage the network.

However, I can reassure the Member that officers will continue to monitor developments in the industry, and when a viable alternative is developed, will reassess our use of glyphosate.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

13.HARRY BOPARAI (SUNBURY COMMON & ASHFORD COMMON) TO ASK:

As a new County Councillor, I was surprised and puzzled to learn that in spite of holding more than £150 million of reserves, the Council wants to offload some of its highways' responsibilities onto residents, through its Community Highways Volunteering Scheme.

Will the Cabinet Member please advise:

- a) How many groups/individuals have so far taken on any of the prescribed activities across the county and specifically in my division of Sunbury Common and Ashford Common?
- b) How much money has the scheme saved the Council to date and what is the expectation for future savings?
- c) At what point will the County Council step in to carry out this maintenance in locations where no groups/residents have volunteered to get involved?

RESPONSE:

Surrey Highways developed the Community Highways Volunteer scheme, launched in 2020, to support residents and community organisations to work together with the Council's highways team to enhance their local areas.

Both Surrey County Council and residents recognise the value of our environment and want to ensure that our communities are kept looking at their best. This scheme was not designed to offload responsibilities; on the contrary, it was instead developed to allow interested and willing volunteers to get involved in supporting local priorities. Our website has been updated to ensure there isn't any confusion.

The scheme was initially launched in partnership with the Merrow Residents Association who were already very active in their area, providing a framework and the necessary support, particularly with regards to safety, for those carrying out activity on and around the highway.

Whilst take up has not been as widespread as we would like, there has been interest shown by several parishes and residents associations across the county. I can confirm that there have been no approaches from the Sunbury Common & Ashford Common division.

I can confirm that this scheme is absolutely not intended to make savings, as Surrey Highways continues to carry out all its duties and responsibilities.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

14. MARK SUGDEN (HINCHLEY WOOD, CLAYGATE AND OXSHOTT) TO ASK:

I thank the Deputy Cabinet Member for Highways for his recent update to Members on the imminent, new on street parking arrangements due to commence on 1 April. In particular, I welcome that an Automatic Number Plate Recognition (ANPR) car is being fitted out, initially to help with school run parking enforcement.

Could the Cabinet Member advise:

- a) How the NSL recruitment drive for Civil Enforcement Officers (CEOs) is progressing?
- b) Whether one ANPR fitted car will suffice for the whole of Surrey?
- c) As the Government has not yet published the results of its 2020 pavement parking consultation, whether CEOs will have any authority to address obstruction of the footway where there are not any no waiting restrictions present?

RESPONSE:

NSL's recruitment process has been progressing well, there have been a good number of applicants for available positions so far and we should be well placed to hit the ground running. This process is progressing through the selection process, and the recruitment will continue until all available positions are filled.

Our new countywide enforcement contract initially specifies the provision of one ANPR camera vehicle to gauge its effectiveness. This is an improvement from the current position whereby to date, it has not been possible to arrange for the provision of a camera vehicle that could be used across the whole county. All enforcement resources, including camera vehicles, come at a cost so it is necessary to evaluate the associated cost/benefit analysis to continually assess the effectiveness of all such resources. Additional vehicles can be specified if they are found to be cost effective.

The Department for Transport (DfT) carried out a consultation about measures that could be introduced to prevent pavement parking outside of London. Further information is available in this link: [Managing pavement parking - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/managing-pavement-parking)

SCC supported Option 2 in the consultation, creating a civil enforcement offence of 'unnecessary obstruction of the pavement'. This would allow us to enforce serious instances of obstruction and to manage situations where pavement parking is an acceptable practice due to the space constraints of many residential roads.

However, the DfT have not published a response to the consultation yet or made any changes to national legislation in this area, and so CEOs are currently unable to enforce pavement parking in the absence of waiting restrictions. That said, we do carry out regular parking reviews that can sometimes assist in tackling this problem.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

15. JOHN BECKETT (EWELL) TO ASK: (2nd Question)

With Surrey County Council making the decision to pull on street parking and verge maintenance back in house having such wide-ranging impacts on the district and borough councils and residents, why has the Select Committee not been kept informed regarding the detail of the agreements with third parties, the details of what will and will not be provided and how these changes will be advised to residents? Currently different the district and borough councils have different levels of service regarding on street parking enforcement. Can you please confirm that you have looked at what best practice is across Surrey to ensure that the new contract with Marston Holdings Limited represents levelling up and not levelling down so that we are ensuring that none of our residents will be left behind.

I understand that this project is consistently developing and appreciate the updates from Cllr Jordan Beech and by the time this question is addressed at County Council some of these issues may have been answered.

- a) What are the Key Performance Indicators (KPIs) for the contract?
- b) Does the Cabinet Member think that a 5-day response time to issues raised by residents and Councillors is acceptable?

- c) Please can you advise when full details of the new regime will be made available to Members and the district and borough councils?

RESPONSE:

As the Member will be aware, the district and borough councils each managed parking differently, and indeed it is one of the objectives of the new contract to improve overall performance and consistency countywide. Officers have asked the district and borough councils to identify and share any specific enforcement problem areas in their districts, so they can be built into our new enforcement operational plans.

The Communities, Environment & Highways Select Committee considered the new approach at their informal meeting in September 2022, and it is expected that the Select Committee will be involved in scrutinising the contract performance once it is operational.

The key KPIs relate to:

- Providing sufficient enforcement staff to achieve the enforcement levels required
- Meeting response times against enforcement requests
- Completing activities in agreed timescales (e.g. permit request/renewals and PCN processing)
- Minimising complaints and errors (particularly associated with issuing and processing PCNs)
- Minimising downtime of software/back office systems and camera equipment.

The new Parking Enforcement Team will monitor these KPIs as well as contract expenditure/income at regular meetings with the new supplier, providing reports as needed.

Responses to Member enquires (submitted via the dedicated email) are dealt within a target response time of 10 working days. Our new Service Level Agreement for general public enquires within the Environment, Transport and Infrastructure (ETI) directorate is being reduced from 28 days to 15 working days from this Spring. Enquires relating to penalty charge notices are considered according to national guidelines, the details of which can be found [here](#).

On-street parking is a County Council function and will now be managed by the County Council. While communication with the district and borough councils is key, any information they need in terms of process will be available via our website. The Parking and Traffic Enforcement Team are providing a Member Development Session on the operation of the new arrangements to all County Council Members on 27 March. Further updates and communication will also be provided to Members once the contract has gone live via but not limited to pre-existing means such as the bi-weekly communications email sent to all district and borough councils,

the monthly Members communication from Councillor Beech, the ETI newsletter, etc.

To date, communications around these contracts have gone out via the Council website, several articles and social media including posts on Nextdoor. A toolkit was also provided to district and borough councils and communications were sent out to the town and parish councils on 6 March 2023.

NATALIE BRAMHALL, CABINET MEMBER FOR PROPERTY AND WASTE

16. CATHERINE POWELL (FARNHAM NORTH) TO ASK: (2nd Question)

It is good news that the Gasifier at the Eco Park has been declared as operating at its full capacity and that SCC has agreed that SUEZ will continue to operate the Gasifier, which has a capacity of 55,000 tonnes per year of general waste for an additional 5 years.

The Surrey Environmental Partnership report for the year 2020-2021 shows that 212,651 tonnes of Surrey's waste were turned into energy with 66.2% being processed in the UK and the remainder treated outside the UK.

The capacity that the Gasifier represents is clearly important to Surrey's ability to treat its waste within Surrey.

Given the lead time to design, construct and commission any facility that might replace the Gasifier is longer than 5 years, what contingency arrangements are Surrey considering, particularly given the relatively short period that the Gasifier has been operating and the uncertainties around its reliability?

RESPONSE:

As noted in your question, Surrey County Council currently sends over 200,000 tonnes of material to energy from waste facilities each year.

Officers are currently in the process of procuring 150,000 tonnes per year of energy from waste capacity from October 2024 for a term of up to 15 years and the contracts will have flexibility in terms of the maximum and minimum tonnages that can be delivered to the offtake providers. It is expected that this waste will continue to be treated in a number of different energy from waste facilities in the South East of England as is the case currently but the exact locations will be set out in the successful contract bids.

In the event that further capacity was needed in the future, we would either procure this from the market or use the flexibility to absorb it within our existing contracts.

There are no plans to build further energy from waste capacity within Surrey.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

17. ROBERT KING (EGHAM) TO ASK: (2nd Question)

Can the Cabinet Member set out how we are getting value for money with our present Highways contractor and if any cost analysis between other local authorities has been done recently to see if an in-house service or alternate contractor could be cheaper when repaving our roads?

RESPONSE:

Prior to tendering the Highways Term Maintenance Contract, the Council undertook extensive research and benchmarking both with other Local Authorities and inputs from the provider market on a variety of different delivery models including the option of an in-house function. The overwhelming evidence directed us to the contract model selected which was presented to and approved by Cabinet in October 2020. Whilst there are examples of Council's operating in house delivery teams, many of these are by District and Borough councils delivering Grounds Maintenance in parks and recreational areas and are often on a relatively small scale compared to the delivery of the range of Highways Maintenance services.

The tender carried out in 2021 allowed us to carry out a market test covering both the way services are delivered and to compare the costs between potential providers. Having completed a complex and extensive tender in the very recent past we can have a reasonable level of confidence in the value for money at the present time. We do, however, closely monitor work being delivered to ensure quality standards are being met as expected along with accuracy of invoicing and payments.

Comparisons of costs with other Local Authorities can be difficult as service standards or specifications are often different between organisations. The cost analysis undertaken in 2021 as part of the procurement process between potential suppliers provides a degree of assurance as different Contractors were evaluated against the same set of requirements and specifications. Further cost analysis will take place as part of the new contract arrangements, for example, the contract includes a provision to undertake an annual Value for Money review with pricing and benchmarking reviews in the fourth year, which is repeated at regular intervals over the life of the contract.

The governance model includes a wide range of scrutiny and oversight from officers overseeing work on a day-to-day basis and monthly performance reviews to a Strategic Board attended by the Executive Director and Cabinet Members.

MARK NUTI, CABINET MEMBER FOR ADULTS AND HEALTH

18. JONATHAN ESSEX (REDHILL EAST) TO ASK:

(2nd Question)

- a) For new residential adult social care placements, does Surrey County Council ensure that the Care Quality Commission (CQC) inspection rating for homes is Good or Outstanding, as is the case for Surrey County Council's new children's home placements, rated by Ofsted?
- b) How many residential care placements does Surrey County Council have currently? Please give a breakdown of this number by the latest CQC inspection ratings for the homes they are in.
- c) How does Surrey County Council assess the quality of placements for homes where the last CQC inspections was longer than 18 months ago or where the management of the residential care home has changed?

RESPONSE:

- a) I would like to thank the Member for considering the quality of care provided by the provider market to our residents.

I can confirm that placements are normally suspended where a service is rated as Inadequate. If a new placement is needed in a home that has been rated as 'Requires Improvement', then the Brokerage team or placing social worker checks the Quality Assurance Risk Log and liaise with the relevant Area Quality Assurance Manager with regard to the status of the service and suitability for the placement.

- b) I can confirm that at present, the Council has 2,329 residential placements, and a further 1,554 nursing care placements, totalling 3,883 placements altogether.

Breaking this down by CQC rating and being able to report on this in an automated way is something that Adult Social Care are presently working on as part of a recently revised mandatory data set which we will be submitting to the Department of Health and Social Care (DHSC).

Until we have fully tested and rolled out this new system, we are unfortunately unable to provide an accurate and reliable breakdown of this number by the CQC inspection ratings at short notice.

I would be happy to provide this as a written response, given further time to allow officers to carry the necessary data validation checks.

- c) The Quality Assurance Manager or officer will normally visit a home when there is a change in management, to introduce themselves and meet the manager, and the Quality Assurance Team and Commissioning colleagues will maintain ongoing relationships with the providers and services in their respective areas. This is done through routine monitoring visits, contract management, and monitoring mechanisms such as regular meetings and assessments of Key Performance Indicators.

The Council is currently implementing a new care market management system which will enable us to build on our exiting approach and roll out an even more comprehensive and structured approach to market oversight. This will consist of regular quality assessments for each service including the period of time since the last CQC inspection, which will be one of multiple risk metrics tracked by the system.

CLARE CURRAN, CABINET MEMBER FOR EDUCATION AND LEARNING

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

In light of the Planning and Regulatory Committee's recent decision to reject the proposed relocation of Reigate Priory Junior School to the grounds of Woodhatch Place, can the Cabinet Member please share what the Council is doing now to consider alternatives at other locations:

- a) redevelopment/new build at the existing Reigate Priory Junior School site;
- b) consideration of two smaller sites north and south of Cockshot Hill, which may be federated to Dovers Green Infants School and Holmesdale Infant School;
- c) other options.

Can the Cabinet Member clarify to what extent they are having discussions with the Department for Education about the redeployment of Government funding to underpin these alternatives?

RESPONSE:

Following the Planning and Regulatory Committee decision we are considering the feedback and will be issuing communications on our next steps at the earliest opportunity.

- a) Due to the age, setting and various heritage designations of the existing building, it is not viable to undertake the works required to bring the site up to the required size and standards. To ensure the future sustainability of the school, it must be relocated.
- b) The decision to relocate Reigate Priory was the result of the Department for Education (DfE) condition review, identified through the Priority School Building Programme 2 (PSBP2). The PSBP2 funding from DfE is only available for improving the current provision, and not changing the educational provision across the area.
- c) There are currently no other identified viable options to relocate Reigate Priory Junior School.

At the heart of the relocation proposal is the desire to provide the best possible education and start in life for local children. Following the Planning and Regulatory Committee's decision to refer the planning application back to officers, we are considering the views recorded and will issue a further update in due course.

TIM OLIVER, LEADER OF THE COUNCIL

20. ROBERT EVANS OBE (STANWELL AND STANWELL MOOR) TO ASK: (2nd Question)

The Government has recently announced that an additional £842 million is to be allocated to councils to enable support to be given to vulnerable households in face of the current cost of living crisis; especially to help those families struggling with food and energy costs.

How much of this fund is Surrey likely to receive and how will it be distributed?

RESPONSE:

The Household Support Fund is an important part of our wider ongoing work supporting residents facing increasing cost of living pressures. This includes working closely with partners to understand areas of need and identify shared opportunities, targeting communications so that communities are aware of the support available to them, and opening a network of Warm Hubs where people can drop in, get warm, and meet others, as well as access free energy-efficiency advice.

Surrey will be receiving an allocation of £10.6m relating to the Household Support Fund. We intend that this will be distributed in a similar way to previous rounds which takes a comprehensive, multi-partner approach that spreads the offer far and wide to reach as many residents in need as possible. This includes:

- Vouchers to children on Free School Meals during all school holidays
- Support through Early Year settings to families in need
- Support to children in care and care leavers
- Payments to families supporting Children with Complex Needs
- Support through open access mechanisms like the Surrey Crisis Fund
- Top ups to foodbanks who are supporting residents with food and fuel
- Utilising the strength of our specialist charities to reach deeper into communities and support those communities that may not otherwise access support, ensuring No one is Left Behind, for example Surrey Coalition of Disabled People, Surrey Minority Ethnic Forum, Action for Carers, Stripey Stork amongst others
- We will continue to respond to what data is telling us and focus our resources accordingly, e.g. a focus on disabled people and carers.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

21. LIZ TOWNSEND (CRANLEIGH & EWHURST) TO ASK: (2nd Question)

I note that the Council is not proposing to collect any of the grass cuttings following mowing but is planning to spread them 'evenly across the surface' even though, it is widely acknowledged that the removal of grass cuttings plays a major role in promoting and maintaining species-rich vegetation and biodiversity on verges. I am

therefore very pleased that trials of vehicles that can both cut and collect grass are already taking place:

Could the Cabinet Member please advise when they are intending to bring in a cut and collect process, what trials are currently taking place and where, and what they will be doing to ensure that the scattered grass cuttings do not get dispersed all over the roads and pavement and clog up the drains?

RESPONSE:

Any cuttings dispersed on the footways or roads after mowing will be blown back onto the verge. This has been standard practise in Surrey for many years and is also the standard approach of many highway authorities across the country. We acknowledge and understand there are some advantages to removing grass cuttings; however, there is also a need to consider and manage the additional financial and carbon costs associated with raking up, loading, transporting and disposing of grass cuttings should such an approach be taken.

That said, trials of vehicles that can both cut and collect grass are ongoing and being monitored in other areas such as West Sussex. Officers will continue to monitor these trials; however, there is no intention to introduce a cut and collect service for highway verges at this time.

KEVIN DEANUS, CABINET MEMBER FOR HIGHWAYS AND COMMUNITY RESILIENCE

**22. JOHN BECKETT (EWELL) TO ASK:
(3rd Question)**

With the change to the parking arrangements, from the first of April, will Surrey County Council be sending a representative to share and learn from best practices at the PATROL forum. The PATROL forum is currently attended by many of the district and borough councils who are now losing this responsibility. How will the outcome be shared with Members?

RESPONSE:

The Cabinet Member for Transport, Infrastructure and Growth previously was the Council's representative on the PATROL Committee. Following the change in portfolio responsibilities, the representative will now be the portfolio holder, and or, the Deputy portfolio holder for Highways. The district and borough councils should be able to remain members of PATROL as they carry out Civil Parking Enforcement within their own off-street car parks.

Information about PATROL can be obtained directly from the forum's [website linked here](#). Relevant information from PATROL will also be included in reports to Members about parking enforcement activity.

MATT FURNISS, CABINET MEMBER FOR TRANSPORT, INFRASTRUCTURE AND GROWTH

**23. ROBERT KING (EGHAM) TO ASK:
(3rd Question)**

Does the Cabinet Member agree with me that the Number 8 bus service from Heathrow to Slough calling at Egham, Egham Hythe and Englefield Green is now hitting airport workers and residents coming back from trips or work as the last service to leave Heathrow is 19.20. Will he approach the operator with me to get a return to late night services to support shift workers and customers to shift out of their cars and get back to the bus?

RESPONSE:

First Berkshire reduced the early and late journeys on their commercial service (route 8) in October 2022. First Berkshire did so as they considered these journeys were no longer commercially sustainable.

However, since that time, Carlone service 442 operating daily between Staines, Stanwell and Heathrow has been enhanced with funding from Heathrow Airport Limited. Route 442 now provides more journeys in the early morning and late evening to and from Englefield Green and Heathrow, thus providing an alternative to those journeys previously operated by First Berkshire's route 8.

In the morning, service 442 now offers four journeys between 03.15 and 04.45, whereas previously there were three journeys between 02.56 and 04.56.

In the evening, there are four journeys back to Englefield Green from Heathrow between 20.20 and 23.20, whereas previously there were two journeys at 20.15 and 21.05.

The 442 replacement journeys are more frequent, have later journeys from Heathrow and are more reliable. Patronage is growing on route 442 at these times, whereas there were no signs of growth on route 8. In fact, discussions are already taking place on possible further timetable improvements in the summer to cater for the extra demand.

As part of the funding from Heathrow Airport Limited, the route 442 accepts First Berkshire return tickets between common points i.e. Heathrow to Staines, Egham and Englefield Green. It also accepts First Berkshire's monthly tickets between journeys that start or finish between Englefield Green and Thorpe Road, Sainsbury's.

In summary, on the basis that service 442 offers more journey opportunities in the morning and evening, I would contend that residents and airport workers actually have more bus-based travel options rather than an overall reduction now than previously.

Local bus services are vital in supporting residents to access essential services, such as employment, education and training, health care and essential food shopping, whilst helping the economy of Surrey to thrive and ensure no one is left behind. Buses are also key to our work in encouraging residents to travel more sustainably, helping to reduce carbon emissions. However, common with many economic sectors, bus services have been impacted by the Covid pandemic, which has resulted in lower levels of patronage and changed travel patterns. In response, the Council has been working hard with the bus industry to build back bus patronage. The Council is committed to supporting local bus services and has increased revenue support for service delivery by more than £2.1 million in recent years, alongside a capital investment of £49 million to improve operational performance and service quality.

SINEAD MOONEY, CABINET MEMBER FOR CHILDREN AND FAMILIES

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

Surrey has recently decided to increase provision of children's homes in Surrey to at least 80% in line with its sufficiency policy (for Surrey's children in Surrey County Council's care to be looked after in Surrey) and to reduce the exorbitant prices paid for children placed in many of the homes run by the private sector. The Welsh Government has recently consulted on stopping the placement of children in for-profit children's homes for current and new providers by 2027.

[\(https://www.communitycare.co.uk/2022/08/22/welsh-government-consulting-eliminating-profit-making-provision-children-in-care/\)](https://www.communitycare.co.uk/2022/08/22/welsh-government-consulting-eliminating-profit-making-provision-children-in-care/).

Will the Cabinet Member also consider such a shift to support the development of not-for-profit children's homes in Surrey?

RESPONSE:

Surrey County Council is committed to creating Surrey homes for Surrey children, in line with its sufficiency strategy, and Cabinet was pleased to strengthen its commitment to this in November 2023 by endorsing the longer-term ambition that every looked after child has a choice to remain in Surrey, where this is appropriate to their needs.

We believe that this means working towards enabling 80% of looked after children to live in Surrey. Whilst some progress is being made, we acknowledge there is more to do to get close to reaching this ambitious level, and for children's homes in particular - with currently around 35% of these placements for children made in Surrey. This is why the Cabinet has allocated a further £18 million of capital to establish an additional 24 beds in children's homes in the county, on top of three Surrey County Council homes already in development - two of which are planned to become operational in 2023.

Whilst these SCC-owned homes will be central to our strategy, the current level of growth needed in the county means we will also need to work in partnership with high-quality third sector and private providers to create a similar level of new

provision funded by capital external to the council. In doing this, we will target providers who share SCC's values and commitment to enable the best possible outcomes for our looked after children, including appropriate not-for-profit providers. We also need to be mindful of the challenging national context we are operating within, which was reconfirmed in government's new *Stable Homes, Built on Love: Implementation Strategy and Consultation* (published in February). The shortage of provision nationally but particularly in areas like Surrey, alongside the varied and diverse needs of Surrey's children, means that we need continue to work with a range of different providers to find the best homes we can for our looked after children.

MARISA HEATH, CABINET MEMBER FOR ENVIRONMENT / NATALIE BRAMHALL, CABINET MEMBER FOR PROPERTY AND WASTE

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

How does the Council determine the carbon cost of the items in its Capital Programme? How is the minimum carbon cost route established, for example by comparing the carbon cost of demolition and new build with refurbishment of existing buildings?

RESPONSE:

Surrey County Council is developing a sustainability policy across all capital building projects for approval by Cabinet in the next four to six months. The initial focus will be SCCs own capital buildings projects with the intention of extending to Surrey infrastructure projects by the end of the year. The policy will set out specific targets to limit operational carbon emissions in line with industry best practice. Carbon emissions will be calculated at each stage of the project following industry standard methodologies to inform design decisions.

Currently, operational energy and carbon emissions are calculated and assessed on all capital building projects. The carbon emissions and their costs are calculated and then qualitatively evaluated on all greener futures retrofit projects as part of value for money appraisals. Potential carbon emissions are an increasing influence on decision making associated with capital projects but have to be balanced with other considerations such as benefit to the service, value for money, future proofing and programme constraints.

Surrey County Council's policy and approach to embodied carbon (carbon from production of building materials e.g. steel and concrete) and the merits of new build versus refurbishment will be reviewed as part of the process for developing the new sustainability policy for capital projects. It should be noted that when a building is demolished up to 90% of materials may be recycled.

It is recognised that with major infrastructure projects, embodied carbon, is the main source of emissions. However, addressing embodied carbon could result in a significant increase in costs which will need to be considered as part of the decision-making process. Major projects such as the River Thames Scheme will be used to

form a body of knowledge through evaluating embodied carbon as part of the design process which will then be used to inform future capital investment.