

SURREY COUNTY COUNCIL**TUESDAY 18 JANUARY 2022 - INFORMAL****QUESTIONS TO BE ASKED UNDER THE PROVISIONS
OF STANDING ORDER 10.1****KEVIN DEANUS, CABINET MEMBER FOR COMMUNITY PROTECTION****1. ROBERT EVANS (STANWELL AND STANWELL MOOR) TO ASK:**

What are the most recent figures for the number of full time equivalent firefighters employed by the Surrey Fire and Rescue Service (SFRS)?

RESPONSE:

The Making Surrey Safer plan shows that the service needs as a minimum 16 fire appliances at night and 20 in the day. The service is at full establishment to crew these with 451.25 full time equivalent (FTE) firefighters (458 headcount) employed as at 17 December 2021. From 1 February 2022, when our newest recruits will have joined the service to begin their firefighter training, we will have a wholtime full time equivalent of 466.75 (474 headcount) taking us over establishment. This will enable the service to 'get ahead' of the leaver/retiree profile and in turn help provide a continuous level of fire engine availability. The service will also be able to mitigate the impact of future staff turn-over and end the historic issue of going under firefighter establishment whilst new recruits underwent training. This is a new approach that the service intends to continue with.

In the past ten years the landscape in which fire and rescue services operate has transformed. There has been a considerable reduction in the number of fires across the country (fire incidents have reduced by 45% nationally and 30% in Surrey over the past decade). There is also much greater emphasis on prevention and protection activities. The significant technological advances in the past decade have also enabled:

- improved safety equipment;
- more efficient working patterns, including the ability to pre-alert for incidents;
- the ability to respond dynamically to risk and incidents using live streamed data (rather than maintain old fashioned working practices like "station grounds"); and
- the reduction of crewing levels required per fire appliance in Surrey from 5 in 2010 to 4, with a consequent reduction in the number of response-based firefighters FTE required.

All of the above factors, as well as changes in culture and practice, allow for much more sophisticated workforce planning.

MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

2. JOHN O'REILLY (HERSHAM) TO ASK:

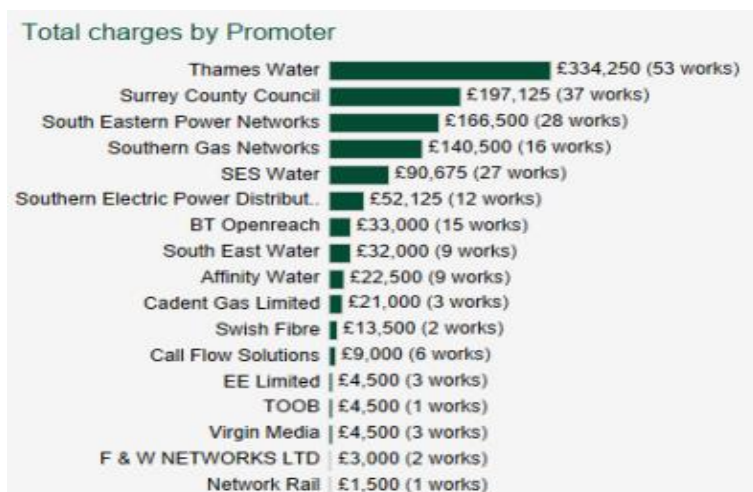
Will the Cabinet Member for Transport and Infrastructure provide an update on Surrey County Council's Lane Rental policy relating to income received and enforcement?

RESPONSE:

From a policy perspective, we are governed by legislation and Department for Transport (DfT) guidance documents. Costs incurred by the local authority in operating and evaluating (but not developing) a lane rental scheme may be met by the authority from the charge revenues they receive. The Regulations require that the surplus revenues, after deduction of running costs and costs of carrying out scheme evaluation, are applied by the local authority for purposes '*intended to reduce the disruption or other adverse effects arising as a result of street works*'. Surplus funds can be used for either capital or revenue projects.

Following DfT guidance the Council is developing a governance board made up of both Surrey officers and representatives of the different Statutory Undertaker Sectors; Gas, Water, Electricity and Telecommunications. This governance board will review project submissions for use of any surplus funds and decide whether the submission should be granted the surplus funds, and then monitor the delivery and success of the project. Surrey's inaugural Governance Board will take place in early February to agree the partnership working principles with the Statutory Undertaker Sector Representatives, with the first successful allocation of surplus funds going to bids at the next governance board meeting. To ensure transparency, the Regulations require authorities to keep and publish accounts of the revenues generated and how they have been spent. The Council will produce a detailed annual report on all aspects of the Lane Rental Scheme.

Thus far we have invoiced a total of £1,097,000 in Lane Rental charges. (see chart below for breakdown of charges by works promoter and volume of works). Costs of scheme operation and evaluation will be deducted from this figure before year end, but the scheme already has a year-end surplus to fund successful initial bids.



From an enforcement perspective, the Council's Streetworks Team will ensure that all Lane Rental charges will be levied correctly where applicable. In the first instance however, the team will always engage with works promoters with a view to establishing how Lane Rental charges might be avoided where possible, meaning the works create less disruption on Surrey's busiest roads at the busiest times. Streetworks officers will inspect works on site to ensure that dates, times and conditions of works granted a permit on lane rental streets are adhered to and appropriate enforcement action, or an increase in Lane Rental charges applied will be actioned if these inspections highlight any works not following the agreed dates/times/conditions of the permit for the works. Thus far additional charges have been applied to 33 sets of works, following a site inspection from a Surrey officer.

MARISA HEATH, CABINET MEMBER FOR ENVIRONMENT

3. JONATHAN HULLEY (FOXHILLS, THORPE & VIRGINIA WATER) TO ASK:

Would the Cabinet Member for Environment agree that providing carbon reduction literacy training for County Council officers, Councillors and Community Groups across Surrey, would further help raise awareness of and support for the County's Net Zero target by 2030? If so, what steps have already been taken and what future plans are in place in this regard?

RESPONSE:

Carbon Literacy Training is a useful tool to raise awareness and support for the Council's 2030 Net Zero target. Currently, an online training module is available to all Council officers and Members on Olive to provide a foundation level understanding of climate change in Surrey. Since that was launched in 2021, over 900 people have completed it. The Council also supported district and borough councils by making this module available to their officers and Members via Surrey Learning Pool.

The Climate Change team have been exploring options for further training which is interactive to empower staff and support embedding the Climate Change Delivery Plan in all decision-making processes, and this includes Carbon Literacy Training. Officers from the Climate Change team have spoken to the Carbon Literacy Trust, received the free toolkits for local authorities for Members, management and officers and are developing plans to pilot Carbon Literacy Training across the Council as part of the internal 'Green Champions Network'. The Carbon Literacy Trust is also currently developing a free toolkit for community leaders, which we will explore when it is available.

MARK NUTI, CABINET MEMBER FOR COMMUNITIES

4. TREFOR HOGG (CAMBERLEY EAST) TO ASK:

Community Hubs in Surrey make it easier for local residents to access health, wellbeing, educational and other resources they need in one place.

Will the Cabinet Member for Communities also consider making available information at these Community Hubs about how small and medium-sized local

businesses in Surrey are able to access the support they need to better harness renewable energy and reducing carbon emissions?

RESPONSE:

The Council is committed to developing modern libraries that are bright, inviting, flexible spaces. Operating as community hubs, we want our libraries to provide access to a range of valuable information and resources and to act as a gateway to events, activities and other public services through co-location and digital access.

The Council is using the Carnegie model that defines a modern library service as having four interconnected offers: Libraries as Social Hubs, Cultural Centres, Learning Hubs and Economic Enablers. This is illustrated in the diagram below:



As Economic Enablers and Learning Hubs, Libraries already provide information and support to support Surrey businesses on a range of topics. This includes free access to business information through specialist databases like COBRA database that contains all the information you need on researching markets and turning your idea into a business as well as free online learning and events to help you develop your business. Libraries also provide a range of general information and resources on climate change that can be utilised by all residents.

However, we recognise that there is more that can be done and, as anchors in the community, we will ensure that libraries play a key role in supporting the work to tackle climate change and reduce carbon emissions across the county.

Colleagues in the Library Service are starting to work closely with colleagues in Economic Development and the Greener Futures teams to support the Surrey

County Council Greener Futures Programme and Climate Change Delivery Plan. That will further strengthen the offer to businesses. This includes exploring how further information and resources can be made available through libraries and online as well as promoting key initiatives such as LoCase¹ and The Solar Accelerator grant² which are designed to help businesses reduce their emissions in the future:

- As part of the Council's support for small and medium-sized businesses (SMEs) located in Surrey, [LoCASE](#) grants of up to £10,000 are available, along with an environmental training scheme and events. The funding is available for businesses to implement energy efficiency measures, or business development for companies providing green services. The programme will run until April 2023.
- Also available to Surrey SMEs within the Coast to Capital LEP area of Surrey is a Community Solar Accelerator grant. Businesses can apply for up to £25,000 towards Solar PV arrays and electric vehicle charging points, this programme runs through to June 2023.

MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

5. TIM HALL (LEATHERHEAD AND FETCHAM EAST) TO ASK:

Robust enforcement of planning rules by the Council's planning enforcement team not only forces rogue developers to play by the planning rules, but effective enforcement also helps to protect Surrey's green open spaces and promotes our green agenda.

Can the Cabinet Member for Transport and Infrastructure update us on the recruiting of additional staff to the Council's planning enforcement team and other measures to enhance planning enforcement activity across the county?

RESPONSE:

The effective planning enforcement against unauthorised waste activities and the monitoring of developments that have been granted planning permission are both important for the protection of our environment and our residents. The number of unauthorised sites that the Planning Enforcement Team are investigating has increased significantly in 2020 and 2021. The pressure that this placed on the team has been recognised and, following an approved business case, the team has been recently restructured and expanded. The Council has successfully recruited a Senior Enforcement Officer and a Planning Development Monitoring Officer, both of whom have started with the Council in early January 2022. The additional staff resources will go some way to reducing the pressure on the team and to allow a more proactive approach. This will be kept under review and further resources allocated should this prove necessary, particularly in respect of Planning Appeals and Legal support.

Enforcement is carried out in accordance with the Council's Enforcement Protocol. This is currently being reviewed to make it clearer to residents and Members what the Council's approach is and what action is likely to be taken and when. Notwithstanding this, it is considered that fundamental changes to Planning and

Waste regulation are required at a national level, and this has been raised with Ministers by the Council previously.

CLARE CURRAN, CABINET MEMBER FOR CHILDREN AND FAMILIES

6. JEREMY WEBSTER (CATERHAM HILL) TO ASK:

In light of recent press reports about the shocking and tragic deaths of young children at the hands of their parents and carers, there has been a good deal of focus on the importance of homes being visited and children being seen by social workers.

Can the Cabinet Member for Children and Families assure Members that it is the practice of Surrey's social workers to visit children regularly?

RESPONSE:

Children are seen regularly by social workers from the point of being referred into Children Social Care (CSC).

The document 'Children Services Practice Standards November 2021' clearly outlines the practice expectations for visiting children. These practice standards reflect the statutory requirements set out in the national guidance: Working Together 2018 and Surrey's own policies and procedures.

Children who are supported via a Child in Need Plan (CiN Plan) will be seen by their allocated social worker at least once every four weeks (or more frequently if there is a greater need).

Children who are supported via a Child Protection Plan (CPP) will be seen by their allocated social worker at least every ten working days.

All staff working with children and families are governed by our practice standards that highlight the importance of seeing children in person, alone where appropriate, and gaining their perception on life at home. Performance is reviewed regularly by senior leaders and operational managers and any issues around children being visited within expected timeframes are addressed promptly.

NATALIE BRAMHALL, CABINET MEMBER FOR PROPERTY AND WASTE

7. WILL FORSTER (WOKING SOUTH) TO ASK:

- a) Please can the Council confirm how much it paid to purchase the Malvern Retail Park in 2017?
 - What is the latest valuation of this retail park?
 - Is it generating as much income as originally expected?

- b) Please can the Council also confirm how much it paid for the Debenhams site in Winchester?
 - What is the latest valuation of this asset?

- Is it generating as much income as originally expected?

RESPONSE:

- a) Halsey Garton Property Investments Ltd (HGPI) purchased Malvern Retail Park for £75m in 2017. The valuation undertaken in March 2021 valued the property at £35m, as recorded in the latest published accounts for HGPI. The current income is below the previous passing rent at purchase in 2017, which will not be disclosed due to commercial sensitivity. The rent has been reduced due to national weakening of the retail market, the effects of Covid-19 on tenants and the government moratorium on evictions for non-payment of rent. The park continues to have no voids and forecasts show the asset will continue to provide a net income to the Council, which is the primary function of the asset. We have no plans to sell the Retail Park to release capital gains or increase the book value.
- b) HGPI purchased the Debenhams in Winchester for £15.8m in 2017. The valuation as at March 2021 valued the property at £6.25m. The existing tenant Debenhams is in administration and therefore no income is currently being received. The cost to the Council is £nil as HGPI are continuing to service the debt liability in spite of £nil income from the tenancy agreement. Alternative options for the asset are advanced and will continue to be progressed once HGPI obtain possession. Revenue costs of holding the property will be incurred in the initial stages of possession prior to capital investment, however these are built into the budget of the company.

The HGPI portfolio is due to make a net contribution of £8.45m to the Council's revenue budget in 2021/22. The portfolio has made a further net contribution of £27.54m since the acquisition of the first asset in 2015/16.

MARISA HEATH, CABINET MEMBER FOR ENVIRONMENT

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

A healthy river system is one with a rich diversity of species and habitats all coexisting in clean water. As well as being somewhere we like to spend time, a healthy river can provide us with clean drinking water, flood retention and many more services important in our day-to-day lives.

Recently there have been stories of sewage overflow – in Surrey raw sewage flowed into Surrey's rivers for more than 19,800 hours last year. There were almost 1,900 reported raw sewage overflow spills from treatment plants in the county during 2020, prompting campaigners to call for change and improvements to the sewage network. The River Wey running through Guildford and Waverley is particularly bad and is listed in the top 23% of worst rivers in England.

Last week a further story emerged of tap water in parts of Kent and Surrey potentially being contaminated with E-coli after the bacteria was found at one of its treatment works. We know too that water companies have recently been authorised

to reduce the amount of chemicals in wastewater as a result of the ongoing HGV driver shortages. The right to sanitation is an element of "the right of everyone to an adequate standard of living for himself and his family" (Article 11 of the International Covenant on Economic, Social and Cultural Rights or ICESCR).

The UK considers that a right to sanitation entails achieving the outcome of providing a system for the treatment and disposal or re-use of human sewage and associated hygiene.

Can the Cabinet Member for Environment assure residents and Members that the responsible officers within Public Health and the Environment Agency have undertaken an assessment of the treatment works and water plants that supply Surrey to ensure that:

- a) E-coli is not detected in the local treatment works or in our rivers and that the testing regime has been reviewed to ensure this is robust.
- b) That there are sufficient chemicals in stock, or a plan has been developed to procure sufficient chemicals to ensure adequate purification of drinking water and sewage effluent.
- c) That any raw sewage overspill into rivers is being monitored and agreed in advance, and no unauthorised overspill is contaminating the local rivers.
- d) That the discharge permits from sewage treatment works are measuring effluent discharge in line with the Water Framework Directive classification system.

RESPONSE:

The responsibilities for this important question raised lie outside the remit of the Council, and as such the Cabinet Member for Environment has no readily available information on this matter. However, the below provides more information about the organisations with relevant responsibilities.

The Drinking Water Inspectorate (DWI) is the independent regulator of drinking water in England and Wales, ensuring that water companies supply safe drinking water that is acceptable to consumers and meets the standards set down in law. More information on the DWI including the standards for water testing is available here: www.dwi.gov.uk/.

The Environment Agency (EA) carries out water quality assessments of the main rivers and regulates discharge licenses. 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 to ensure that supplies of required chemicals are adequate to meet the requirements of the legislation and agreed limits from both the DWI and 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/ .

Private household supplies - usually a well, borehole or spring - are monitored by the District or Borough Councils' environmental health departments.

The following website: www.discoverwater.co.uk/ has good interactive data provision on the issues raised in this question.

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

9. PAUL FOLLOWS (GODALMING SOUTH, MILFORD & WITLEY) TO ASK:

The changes to NI payments from April 2022, are likely to cost Surrey County Council approximately £2.5 million per year.

Will central Government be refunding this amount to the Council, or does this additional cost have to come from increased Council Tax charges.

RESPONSE:

The increase to employers' National Insurance contributions will cost the Council c.£2.5m per year for directly employed staff, with a further indirect impact through supplier cost increases. The provisional Local Government Finance Settlement released on 16 December 2021 did not include specific, identifiable funding for the National Insurance increase, however £18.8m of additional Government funding was announced for the Council, including a £7.9m "services grant" to cover cost pressures across all local government services.

The National Insurance increase is ultimately intended to fund the cost of Government proposals to reform Adult Social Care. The delivery of these proposals, which include the introduction of a cap in the cost of care for individuals, a potentially significant impact on the cost of local authority care packages and a resource requirement to implement the changes, is a much more concerning issue in the medium term. It is currently far from clear that the funding for these changes will match the increased cost and this represents one of the main sources of uncertainty in our medium-term planning. The Government announced £2.8m of funding for 2022/23 to cover the early work to implement reform. This has been ringfenced to fund the changes required, rather than included as general funding in the budget.

MARK NUTI, CABINET MEMBER FOR COMMUNITIES

10. JONATHAN ESSEX (REDHILL EAST) TO ASK:

Please can you provide a breakdown of the number of applications accepted, currently being processed and rejected by Your Fund Surrey up until the end of 2021 by financial value and topic area, and provide a summary of the reasons why those applications that have been rejected were considered outside of the Fund's criteria.

RESPONSE:

The Your Fund Surrey team pro-actively monitors and reports against applications which are made to the fund. A Your Fund Surrey (YFS) Monthly Update Report is published on the Members Portal.

This report covers all applications received detailing the applicant organisation, project information, funding amount requested and total project cost, alongside where in the process they are. There is a function on the spreadsheet which allows the users to filter the information according to Division, County Councillor and District and Borough. Also included in the report is a map of applications and key headline figures about how the fund is operating.

The reports have been shared monthly since June 2021, following the opening of the fund to applications in March 2021. The most recent report was published on 11 January 2022 detailing applications up until the end of December 2021.

Breakdown of Your Fund Surrey applications up to end of December 2021

	No. of applications	Estimated total cost of project	Value of funding requested
Total no. of applications to end Dec21 (Includes 9 duplicates)	218	£112,357,630	£86,979,422
No. of applications awarded funding	4	£819,548	£627,354*
No. of applications currently being processed	150	£124,527,115	94,854,857
No. of applications declined	64	£32,024,569	£23,519,900

*This figure includes contingency to be held by SCC, for release only upon an evidenced request.

Topic area

As part of the application process, applicants are asked to identify which of the Surrey's Community Vision 2030 aims the project lines-up with. The table below shows the number of applications aligning to each of the aims. When studying this information, it is important to note, that some projects select multiple aims.

Aims of Surrey's Community Vision 2030	Number of applications
Children and young people feel safe and confident	171
Everyone benefits from education, skills, and employment opportunities	98
Everyone lives healthy, active, and fulfilling lives	168
Everyone gets the health and social care support they need	66

Communities are welcoming and supportive	163
Residents live in clean, safe, and green communities	84
Journeys across the county are easier and safer	17
Everyone has a place they can call home	45
Businesses in Surrey thrive	48
Communities are well connected and grow sustainably	134

Summary of rejected applications

Applications are unsuccessful on the grounds of not being eligible to apply or not meeting the published criteria.

The majority of unsuccessful applications occur where the project does not make a positive difference to people's lives in the wider community, or when an application is not eligible due to requesting revenue funding, or funding less than £10,000.

Detailed guidance is published online to support applicants in meeting the requirements of the fund and unsuccessful applicants are provided with alternative funding streams to assist them in pursuing their project. To note, 8 of the 64 unsuccessful applications were withdrawn by the applicant.

MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

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

Cars and other obstructions on pavements are both dangerous and a huge inconvenience particularly for disabled people, parents with prams and elderly residents.

What measures can Surrey, working with the eleven boroughs and districts take to address this menace?

RESPONSE:

Surrey Highways and our parking enforcement partners at the district and borough councils recognise the problems caused by pavement parking, and we try to tackle the problem either through enforcement 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 DfT but we are hopeful that it maybe 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 \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/parking-reviews)

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 \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/transport/parking-reviews)

CLARE CURRAN, CABINET MEMBER FOR CHILDREN AND FAMILIES

12. WILL FORSTER (WOKING SOUTH) TO ASK: (2nd Question)

Please can the Council confirm what percentage of child protection cases in the last two years have received statutory visits?

In those cases where no visit took place, what alternative appropriate support was put in place?

RESPONSE:

Statutory visit timeframes require that when a child is supported via a Child Protection Plan (CPP) they are seen at least every ten working days by the allocated social worker. Where concerns are heightened frequency of visits may increase.

Other partners within the professional network who are part of the 'core group' may also visit within this period. There are occasions when families are not at home when visited, particularly when the visit is unannounced. In these circumstances the visit may fall outside the required timeframe. If this occurs it is our practice for the social

worker to then make urgent contact with the family to rearrange the child protection visit at the earliest opportunity. There are no circumstances where an alternative to seeing children subject to child protection processes is acceptable and it is the expectation that if this occurs our escalation process is used to involve managers and where necessary our legal services.

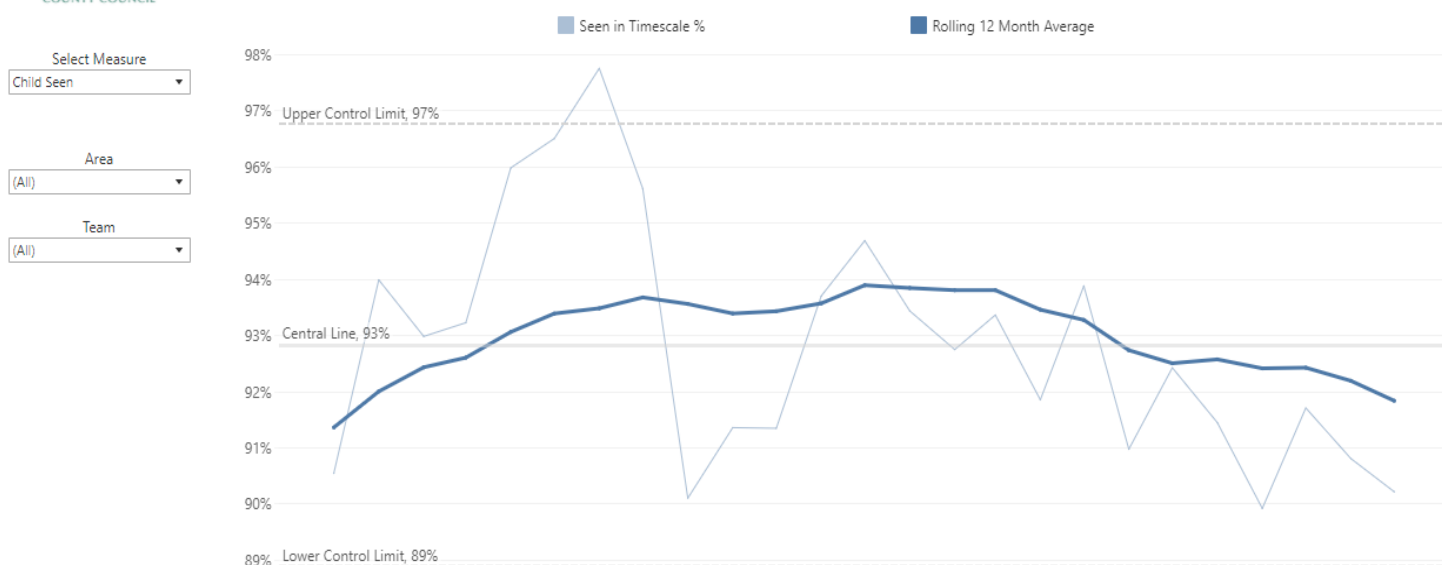
The table below provides the proportion of children subject of a Child Protection Plan (CPP) on the last day of each month who are up to date with their statutory visits.

This shows that at any point in time at least 90% are up to date with their visits.



Children Subject of a Child Protection Plan - Statutory Visits

A statistical process control chart showing the proportion of children who were the subject of a child protection plan seen within the last 10 working days.



	Dec 19	Jan 20	Feb 20	Mar 20	Apr 20	May 20	Jun 20	Jul 20	Aug 20	Sep 20	Oct 20	Nov 20	Dec 20	Jan 21	Feb 21	Mar 21	Apr 21	May 21	Jun 21	Jul 21	Aug 21	Sep 21	Oct 21	Nov 21	Dec 21
Number of Children Subject of CPP	634	648	669	693	696	714	711	728	757	763	785	793	827	837	854	903	932	914	974	989	1,028	1,001	1,000	1,000	1,021
Seen in Timescale	574	609	622	646	668	689	695	696	682	697	717	743	783	782	792	843	856	858	886	914	940	900	917	908	921
Seen in Timescale %	91%	94%	93%	93%	96%	96%	98%	96%	90%	91%	91%	94%	95%	93%	93%	93%	92%	94%	91%	92%	91%	90%	92%	91%	90%
Rolling 12 Month Average	91%	92%	92%	93%	93%	93%	93%	94%	94%	93%	93%	94%	94%	94%	94%	94%	93%	93%	93%	92%	93%	92%	92%	92%	92%

MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

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

Please can you indicate the total number of schemes listed on the Integrated Transport Scheme (ITS) lists for all of the boroughs and districts of Surrey and provide a brief analysis of how these requests breakdown in terms of different types of scheme.

RESPONSE:

In 2021/22 the Local and Joint Committee have been allocated £7m of capital, £0.608m revenue, access to developer contributions and parking surplus

funds. These budgets are used for a range of works, not just ITS. Each of the eleven committees reports how they allocate their funding at their meetings, the details of which are available on the Council's website. In addition to ITS works commissioned by the Local and Joint Committees, there are further works promoted by the Active Travel programme, road safety team, major projects and those which complement new developments.

For 2021/22 the design & build programme for the Local and Joint Committees has the following total number of ITS schemes. These vary from speed limit changes to pedestrian crossings. Further details are in the publicly accessible Committee reports.

Elmbridge 12
Epsom & Ewell 5
Guildford 20
Mole Valley 4
Reigate & Banstead 9
Runnymede 7
Spelthorne 6
Surrey Heath 7
Tandridge 3
Waverley 8
Woking 5

Each Committee has agreed a number of schemes over the years and this was in part why the Cabinet increased capital funding by £4m to £7m from 2020/21, to help Local / Joint Committees prioritise their most important schemes. Not all schemes on historic Committee ITS lists are still their priority, for a variety of reasons.

To undertake the analysis as requested in the question is complex. To ensure the Member for Redhill East gets the information in the manner he requires, Highway Officers would be happy to meet and explain the information that is available.

DENISE TURNER-STEWART, CABINET MEMBER FOR EDUCATION AND LEARNING

14. WILL FORSTER (WOKING SOUTH) TO ASK: (3rd Question)

Does the Council have an accurate figure, or at least an estimate, of the number of 'ghost children' in Surrey who no longer attend school due to the Covid pandemic?

Does the Council support the suggestion by Chief Inspector of Ofsted, Amanda Spielman, that a register should be set up of children not attending school?

RESPONSE:

The importance of children attending school, for their learning and development and as a protective safeguarding factor, is well understood. I am pleased with the way

that this Council, working with school leaders, health colleagues and the wider Surrey parent community, has supported children - and particularly vulnerable children - to attend school throughout the pandemic. If you have not read it already, I would commend to you an excellent update to the Children, Families, Lifelong Learning and Culture Select Committee in October 2021 on the impacts of Covid-19 on education and how we have responded.

The Council has up to date and accurate information regarding children who are missing education or are being educated otherwise than at school, including electively home educated (EHE) children. Generally, Surrey has a very low number of children who are missing education entirely (those who are not a school roll and are not receiving any education provision); this may be for medical reasons or awaiting a placement in school through Admissions. This figure is usually less than 50 children, which is less than 0.05 % of the school population of 155,000. We have not seen increases in these numbers during the pandemic.

We currently have 1,535 young people who are EHE, this cohort increased during the pandemic although the rate of increase is now slowing. Our team of Inclusion Officers are proactive at working with schools to follow up cases where parents have indicated they wish to EHE and deregister their child from school. Before a child is removed from the school roll, the school and the Inclusion Officer will discuss with parents why they want to take this step and to explain to them their responsibilities as a parent who EHE. We offer parents a comprehensive welcome pack with information and guidance, and follow up with regular monitoring visits at home.

The Council takes seriously its responsibility to ensure young people regularly attend school and we are very aware of the anxiety of parents in relation to Covid-19. The Council has in place a strategy group chaired by the Director of Quality and Performance, which is attended by a wide range of partners including school leaders, parent representative groups, the voluntary sector and public health, which has encouraged attendance and monitored absence. The group commissioned a leaflet to encourage parents to send their children to school during the pandemic. They provided on-line information for parents and young people who were anxious about Covid and school attendance. As a result, school attendance in Surrey during the lockdowns was above the national average.

The Council's response to the Department for Education (DfE) consultation on EHE made it very clear that we support a requirement for children who are electively home educated to be registered with their local authority due to our safeguarding responsibilities. To this end, the Chair of the Surrey Safeguarding Children's Partnership wrote to the Minister for Children and Families to call for the strengthening of checks to ensure parents were accountable for EHE and the requirement for parents to work with the Council.

MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

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

- a) Please can you provide details of the standard for pavement surfacing required as part of the new Highway Contract.
- b) Please can you confirm how individual pavement defects and longer stretches of pavement that are not up to standard are prioritised to ensure safe use of pavements by pedestrians and those on a mobility scooter.

RESPONSE:

- a) All road and pavement surfacing is carried out to national technical specifications, codes of practice and methodology; to confirm, this will be no different in the new Highway Contract. With regards to checking the quality of the work undertaken by the contractor to ensure that those specifications are met, we carry out technical testing by our Materials Laboratory, and will have a robust contractual governance process. This will include “Key Performance Indicators” to measure quality and performance.
- b) Our strategy for managing defect hazards is based on asset management best practice, and we adopt a risk-based approach to all activities as recommended in CIHT's UKRLG [Well-managed Highways Infrastructure: A Code of Practice \(Oct 2016\)](#).

Individual pavement defects such as potholes and trip hazards are repaired throughout the year as they come to our attention and meet our [safety standards](#). Highway Safety Inspections are carried out at frequencies based on pavement hierarchy taking account of criteria in terms of their usage being in proximity of schools, care homes and other local amenities. Residents can report pavement defects to us either on the '[report it](#)' tab on our website or by telephoning our contact centre. These reported defects are also checked and prioritised in accordance with the [Safety Defect Matrix](#) and those that meet the intervention criteria are fixed in accordance with response times.

Longer stretches of pavement are recorded and assessed by the Asset Programme team with proposed schemes being prioritised for inclusion on our highway maintenance investment programme known as [Horizon](#). Proposed schemes are identified from nationally recognised condition surveys which assess functionality and serviceability. All pavements on the planned maintenance programme are prioritised in accordance with our [cabinet approved process](#). This process takes account of criteria including condition; network priority; risk; value for money and network management.

Councillors may also use their local allocation budgets to promote maintenance works to address issues on pavements.

MATT FURNISS, CABINET MEMBER FOR TRANSPORT AND INFRASTRUCTURE

**16. WILL FORSTER (WOKING SOUTH) TO ASK:
(4th Question)**

Follow up on Schools streets pilot

In October 2020 the Council passed a motion proposed by the Liberal Democrat Group, in which the Council agreed to implement an initial Schools Streets pilot in Bullers Road, Farnham. (Will Forster)

- a) What progress has been made on implementing this pilot scheme?
- b) How many schools in Surrey have now achieved Eco Schools accreditation as part of the Schools Air Quality Programme?
- c) At the time of the motion 104 Surrey schools were registered on Modeshift STARS portal and 41 had an accredited travel plan. What are the current numbers one year on?

RESPONSE:

- a) Members will recall that while the Council has the power to introduce School Streets, outside of London councils do not yet have the power to enforce them. In recent months, the Department for Transport (DfT) have opened an application process for local authorities to apply for the powers to enforce moving traffic offences for the first time - which would include being able to enforce point closures and school streets. Officers are working on Surrey's application for these powers using the process set out by the Department for Transport, and it is expected that this will be submitted this Spring. It is unclear as to how long the DfT will take in approving applications. If successful, the Council will then need to set up a back office to administer the processing of fines.
- b) Currently, there are 58 schools in Surrey with the highest "Green Flag" Eco School award. This means that the Council is in the top 10 local authorities for the number of schools with an award in the UK. In this current academic year, we are working with an additional 10 schools on achieving a Green Flag Status through a dedicated Eco School Engagement officer to assist schools with this process. The Council will also be hosting a schools Eco Summit on 16 and 23 March where teachers can attend presentations and workshops on topics such as transport, waste and energy to help with their Eco Schools awards.

The Air Quality Programme was initially funded by a DEFRA grant in 2018 which helped the council to develop air quality resources for 60 schools. This consisted of an air quality theatre production, classroom workshops and

classroom materials. In 2019/20 the county council collaborated with six Districts and Boroughs who provided further funding to reach an additional 30 schools.

- c) It is hoped that by the end of March 2022, the Council's Safer Travel team will have achieved a total of 75 schools with accredited [Modeshift STARS](#) travel plans. This will include one with a gold award and five with silver awards. There has been an increase in the resources and training that is being offered to our schools, including online training support and enhanced webpages to support them through the travel plan process. The team are planning to develop short "how to" videos and publish case studies in collaboration with key schools who have demonstrated a reduction in car use, so that they are able to share this with other schools. The team will also be introducing a new pedestrian training course that will work similarly to our Bikeability training offer in the coming months. Members can email: schooltravelplans@surreycc.gov.uk to find out about their local schools.