

Public Document Pack

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10 December 2018

Dear Member,

County Council - Friday, 14 December 2018

Please find enclosed the briefing notes for the new motions to be debated at the meeting of the County Council to be held on Friday, 14 December 2018.

Agenda No	Item
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6(b)	Motion on Gatwick Master Plan (Pages 3 - 4)
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Briefing note on factual background information attached (Note: there is a single briefing note for items 6(b) and (c)).

6(c)	Motion on Gatwick Master Plan (Pages 5 - 6)
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Briefing note on factual background information attached (Note: there is a single briefing note for items 6(b) and (c)).

6(d)	Motion on Women standing for Election (Pages 7 - 8)
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Briefing note on factual background information attached.

6(e)	Motion on Bus Services (Pages 9 - 12)
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Briefing note on factual background information attached.

6(f)	Motion on Post Offices (Pages 13 - 14)
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Briefing note on factual background information attached.

Yours sincerely

Tony Kershaw
Director of Law and Assurance

To all members of the County Council

County Council**14 December 2018****Items 6(b) and (c) Notices of Motion from Mr Acraman and Mrs Russell****Draft Gatwick Master Plan – Briefing Note****Briefing Note**

In January 2015, after a notice of motion debate, the County Council agreed that it is opposed to a new runway to expand Gatwick Airport because “the environmental damage is without question, whereas the economic benefit is unproven and may well be negative”. This was in response to the Airports Commission’s consultation on the shortlisted options for future airport capacity, which included a second runway at Gatwick and two options for a third runway at Heathrow.

The Airports National Policy Statement (NPS - June 2018) effectively grants outline planning permission for a north-west runway at Heathrow Airport. Alongside the publication of the NPS, the Government published a report on the future of UK aviation, ‘Aviation Strategy: making the best use of existing runways’ (June 2018), which sets out its policy support for airports (beyond Heathrow) “making best use of their existing runways”, subject to related economic and environmental considerations being considered.

In the light of revised aviation forecasts, the Government is preparing a National Aviation Strategy (NAS) that will address how to make best use of existing runways in the period to 2030 and, assuming that a third runway at Heathrow is delivered by 2030, it will also set out a long-term vision for the period to 2050. However, the NAS will not address the issue of new runways (as that was addressed by the Airports Commission). Consultation on the NAS is likely to commence through the publication of an Aviation Green Paper before the end of 2018. The NAS will then be finalised in 2019.

Against this background, Gatwick Airport Limited (GAL) consider that Gatwick will need to grow to meet future demand for air travel and to deliver global connections into the early 2030s. Accordingly, GAL are revising their non-statutory Gatwick Airport Master Plan, which sets out their vision about how the airport could develop and grow, balancing economic growth and environmental impact. The draft of the new Master Plan was published by GAL for comment on 18 October 2018 for 12 weeks until 10 January 2019. The full draft Master Plan is available on GAL’s website.

The new Master Plan, which will replace the current 2012 Master Plan, sets out the plan for the next five years together with three growth scenarios looking five to 15 years ahead to 2032. The scenarios, which could be taken forward separately or in combination, are:

- to increase throughput using the existing main runway;
- to bring the existing standby runway (also known as the emergency or northern runway) into routine use (for departing flights for smaller aircraft only) alongside the main runway; and
- to continue to safeguard land for an additional runway to the south (while not actively pursuing one at this stage given Government’s support for expansion at Heathrow).

GAL consider that their proposals are in line with the Government's policy support for making best use of existing runways and that they will deliver highly-productive, incremental new capacity with minimal environmental impact, to complement expansion schemes at other airports across the South East (including a third runway at Heathrow).

The draft Master Plan also contains environmental information as well as information on economic and employment strategies and community engagement strategies.

In early January 2019, the Cabinet Member for Highways and Infrastructure will be asked to approve the County Council's response to the consultation on the draft Master Plan.

Following consideration of the consultation responses and the Aviation Green Paper, the new Master Plan will be finalised by GAL in 2019. GAL will also update the Airport Surface Access Strategy alongside the new Master Plan.

No direct approvals or permissions would be required under the planning system to increase throughput using the existing main runway.

At present, the existing standby runway is only used when the main runway is temporarily closed for maintenance or in emergencies. A 1979 legal agreement between the County Council and BAA, the owners of Gatwick at that time, precludes the simultaneous use of the standby and main runways. Although this agreement expires in August 2019, the routine use of the standby runway is also prevented under a 1979 planning permission.

If GAL decide to take forward a scheme to bring the standby runway into routine use, it would be a Nationally Significant Infrastructure Project (NSIP) and approval would need to be obtained from the Secretary of State through the Development Consent Order (DCO) process.

GAL are clear that further technical work is required if the scheme is taken forward as a NSIP. If a DCO application is made, the County Council would be a statutory consultee in that process and it would need to formally respond following submission and, as required, to appear at an examination to present its case (before the final decision is made by the Secretary of State).

In accordance with the national Aviation Policy Framework 2013, land to the south of the airport is safeguarded for an additional runway through the Crawley Borough and Horsham District local plans. Safeguarding prevents development that would add constraints or increase the costs or complexity of the development or operation of an additional runway. The need to safeguard land is likely to be addressed by the Aviation Green Paper, publication of which is due shortly. Even if the Government decides (when it finalises the NAS next year) that safeguarding should continue, the actual area to be safeguarded will be determined by the local planning authorities through the reviews of their local plans.

Lee Harris

Executive Director Economy, Infrastructure and Environment

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Lee Harris

Executive Director Economy, Infrastructure and Environment

County Council

14 December 2018

Item 6(d) Notice of Motion from Ms Flynn

Women standing for Election – Briefing Note

2018 not only marks the centenary of the Representation of the People Act, allowing some women to vote and stand for election, but also the first General Election on 14 December 1918 at which all men and some women could stand and vote. Both these and other important anniversaries of events that helped shape democracy in the UK (listed below) have been recognised and celebrated by this Council in a number of ways.

February 1918	Representation of the People Act 1918 given Royal Assent, allowed women over the age of 30 who met a property qualification to vote. The same act abolished property and other restrictions for men, and extended the vote to all men over the age of 21. Additionally, men in the armed forces could vote from the age of 19. The electorate increased from eight to 21 million.
November 1918	Parliament (Qualification of Women) Act allowed women to stand for election to the House of Commons.
December 1918	General Election (on 14 December) at which women could vote and stand for the first time. 8.5 million women were eligible to vote (40% of the total population of women in the UK). Out of 1,623 candidates, 17 were women. One woman, Constance Markievicz, was elected but did not take her seat. The first woman MP to take her seat was Nancy Astor in 1919.
July 1928	Representation of the People (Equal Franchise) Act, gave women the right to vote at age 21 on the same terms as men.
April 1958	Life Peerages Act 1958, allowed women to sit in the House of Lords.

At the Council meeting in February 2018 the Chairman and Group Leaders spoke about the significance of the Representation of the People Act in 1918 and members wore the suffragette rosette to mark this. In March the Suffragette Flag was welcomed to County Hall by a number of the female county councillors, and during Local Democracy Week in July, a [film](#) encouraging women to stand for election and a 'talking heads' [podcast](#) were launched on the Council's '[Be a Councillor](#)' website, highlighting the role played by women councillors. In June 2018 the Council debated a notice of motion regarding women's representation in local government, and agreed to ask the Member Development Group to actively look at ways to encourage women together with other under-represented groups wanting to become councillors in West Sussex.

In addition, members have been engaging with the West Sussex Youth Cabinet in a number of activities during 2018 aimed at promoting local democracy and engagement with all young people, and it is planned that this programme of activities will continue into the future.

Notable Female County Councillors

- **Mrs Ellen Chapman** (1857-1925) and **the Hon Evelyn Cecil** (1884-1947) were the first women elected to the County Council, in March 1919 (for seats in Worthing and Bognor respectively). Ellen Chapman was also the first female

mayor in the county (in Worthing, 1920), the first woman to serve on a town council in West Sussex, Worthing's first female alderman, the first female president of the Worthing Boy Scouts Association and the first woman magistrate in Worthing. She also founded the Worthing Women's Franchise Society, a branch of the National Union of Women's Suffrage Societies. Evelyn Cecil was married to an officer in the Grenadier Guards who was killed in action in 1914. She was also a Justice of the Peace, sitting as Magistrate on the Ixworth Bench.

- **Baroness Emmet** (1899-1980) was a member of the County Council from 1946-1967 and the first Chairman of the Children's Committee and also Chairman of the Child Guidance Committees.
- **Mrs Mary Lochner** was the first female Vice-Chairman of the Council, 1977-1981.
- **Mrs Amanda Clare** was the first female Leader of the Council, 1993-1997.
- **Mrs Margaret Johnson** was the first female Chairman of the County Council, 2001-2008.

Female Representation

A report published in 2017 by the [Commission on Women in Local Government](#) (a partnership between the Fawcett Society and the LGiU) found that just one in three local councillors is a woman, and the pace of change is slow, going up by just 5% since 1997. The report made a number of recommendations to drive change to the Government, political parties, and local councils.

West Sussex County Council

There were a total of 341 candidates for the 2017 County Council election. 232 of the candidates were male and 109 were female making almost a third of candidates female. Seven divisions (10%) had no female candidate. Council membership for the current and two previous administrations is set out below.

Year	Male	Female	Total
2017	47	23 (33%)	70
2013	51	20 (28%)	71
2009	52	19 (27%)	71

Four of the nine Cabinet members at the County Council are women (compared with a national average of 30%) and it has a female leader (17% nationally). The current percentage of female councillors in some near neighbouring county councils is: Buckinghamshire, 33%; East Sussex, 16%; Hampshire, 24%; Kent, 27%; and Surrey, 37%. None of these has a female leader.

Member Development Working Group – Promoting Local Democracy

The Member Development Group has set up a cross-party working group leading on a three-year programme of activities in the build-up to the 2021 local council elections. The aim of the programme is to promote local democracy and the current focus for the working group is on exploring the barriers facing all people standing for election and identifying any actions the Council and others can take to reduce these. It is exploring all aspects of diversity, as well as gender, and ways to address the diversity of all people standing for election.

Tony Kershaw

Director of Law and Assurance

County Council

14 December 2018

Item 6(e) Notice of Motion from Dr O’Kelly

Bus Services – Briefing Note

Background

The County Council can exercise its duty under the Transport Act 1985 to secure the provision of such public passenger transport services as it considers appropriate to meet any public transport requirements within the county which would not, in its view, be met apart from any action taken by it for that purpose.

This duty has to be exercised with mind to the affordability of funding such services as well as the impacts on its residents who may not have any suitable alternatives. In addition, the Council has to be mindful of the sustainability of the commercial bus network where some parts of services need support to ensure the wider network remains viable. Therefore, funding has to be prioritised.

Currently, approximately 85% of local bus services in West Sussex are operated on a fully-commercial basis by bus companies with the remaining 15% funded by the Council where it has chosen to contract socially necessary bus services where they are not commercially viable. In some cases this has been the funding of whole services and also part funding of wider commercial services to ensure they remain commercially viable.

The Council also provides financial grants for some local community transport schemes for residents unable to use conventional bus services or where they do not operate. In addition, the Council has duties to fund school transport for eligible children as well as make provision for the English National Concessionary Travel Scheme (Free off peak bus travel for older and disabled people).

The Council has developed relationships with the bus operators supporting the continued sustainability of all bus services that provide 27 million passenger journeys each year. The supported services and funding of school travel on local bus services where possible also helps sustain the commercial network.

Local bus services face two key challenges being increased congestion affecting commercial services mainly along the coast and in the towns in the north of the county (Crawley, Horsham and East Grinstead) and a lack of commercial viability for conventional bus services in rural areas.

The proposed Bus Strategy is needed to ensure the future approach to supporting bus and community transport aligns with the West Sussex Plan 2017-22 that sets out the direction and vision of the County Council and to respond to the Bus Services Act 2017.

Sustained financial pressure on Council funding means that part of overall Council wide savings need to come from financial support for the non-commercial bus network to help achieve a balanced budget in 2019/20.

Financial Support for the Non-Commercial Bus Network

An Executive Task and Finish Group (TFG) looked into how best to approach any reductions in financial support. This work included meeting with and considering the views of bus operators, considering alternative funding options and taking account of the many comments from the public from a Bus User Survey.

The Survey was used as an Impact Assessment giving the TFG an understanding of the use of existing surveys and the impact on users if they were to be changed. In recognising that all services play a valuable role, the approach was to determine which categories of services were of greatest benefit to residents of West Sussex. These services comprise:

- Those routes which carry people that we have a legal duty to transport e.g. eligible school children
- Those routes which serve isolated rural communities
- Those routes where there are no alternatives
- Those routes which help to maintain access to key services such as hospitals, shopping and work at appropriate times of day.

Each supported service/part service was scored against a set of weightings applied to criteria used in a previous review in 2011/12 including:

- Cost per passenger
- Journey purpose
- Patronage trends
- Funding/resource alternatives
- Alternative travel choices
- Interchange points on route
- Contribution to land policy
- Frequency reduction possibility
- Overall contribution to financial saving

In addition, based on area served and passenger types/numbers each service was scored against the following priorities in the West Sussex Plan:

- Best start in life
- A prosperous place
- A strong, safe and sustainable place
- Independence in later life

On that basis, and reviewing the comments made by bus users, city/town/parish councils and South Downs National Park the TFG considered all bus services for reduced financial support. A set of proposed changes were passed to the Cabinet Member for Highways and Infrastructure as a part of a single decision in December 2018. This was to allow the affected bus operators the time to deregister or change registration of the services through the Traffic Commissioner that takes up to three months before coming into effect.

Revenue consequences of proposed changes

Public Transport Support Gross Expenditure Budget	Current Year 2018/19 £m	Year 2 2019/20 £m	Year 3 2020/21 £m	Year 4 2021/22 £m
Revenue budget	2.570	2.570	2.269	2.269
Effect of TFG recommendations	0	-0.301	0	0
Remaining budget	2.570	2.269	2.269	2.269

In the review the Cabinet Member and the TFG recognised the challenge of trying to sustain existing services where possible. Difficult choices had to be made but with all of the data on use and impacts from the survey taken into account. Where a service could be in danger of withdrawal the opportunity was explored to still operating a reduced service only where residents would have enough time to complete their visits to shops, medical appointments and other activities. In some cases proposals included a withdrawal if the service was being used by such a small number that the cost per passenger was extremely high. In such cases officers would work with local communities to seek alternatives such as car sharing, shared taxis or community car schemes.

In some cases the TFG proposed to retain support for part services to continue to ensure the commerciality of the rest of the local bus network that could fail if funding was withdrawn.

It is recognised that any change to financial support could affect many people who rely on affected bus services. The complicated nature of bus services means that any funding reductions may bring risks which may be summarised as follows:

- Increased car use leading to congestion, increased highways maintenance costs and significant harm to the sustainable transport agenda.
- Increased social isolation, particularly rural communities and for older people. This can lead to increased demand on other services such as Community Transport.
- Increase demand on other County Council resources such as Adults' Services.
- Increased costs to the Council's Home to School Transport (this was taken into account by the TFG in its review).
- Reduced support to the local economy and employment.
- Greater and disproportionate impact on lower income groups.
- Potential impact on the viability of smaller bus operators.
- Increased risk of under capacity on remaining services i.e. the buses will be full and passengers may be unable to board.
- The effect on the changing shape of day care in the county.

Lee Harris

Executive Director Economy, Infrastructure and Environment

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County Council

14 December 2018

Item 6(f) Notice of Motion from Mrs Mullins

Post Offices – Briefing Note

The Post Office is a private company which is able to change its arrangements at branches.

The Post Office consults on service provision when it is planning to change the location of a Post Office.

There have been recent consultations in Chichester, Crawley, Haywards Heath and Worthing to relocate Post Offices within those towns, which ensures a continued post office presence in these places which is important for our town centres and residents.

Lee Harris

Executive Director Economy, Infrastructure and Environment

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