

Public Document Pack

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13 December 2019

Dear Member,

County Council - Tuesday, 17 December 2019

Please find enclosed the briefing notes for the motions to be referred at the meeting of the County Council to be held on Tuesday, 17 December 2019.

Agenda No	Item
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12(d)	Motion on Abuse of Members and Staff (Pages 3 - 4)
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Briefing note on factual background information attached.

12(e)	Motion on Support and Recognition for Veterans with Post-Traumatic Stress Disorder (Pages 5 - 6)
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Briefing note on factual background information attached.

12(f)	Motion on the A27 (Pages 7 - 8)
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Briefing note on factual background information attached.

12(g)	Motion on Quiet Lanes (Pages 9 - 10)
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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 - 17 December 2019

Item 12(d) - Notice of Motion by Mr Edwards

Abuse of Members and Staff – Briefing Note

The County Council has measures in place to ensure the safety of its staff. It issues corporate guidance on the management of risk from violence and aggression while at work. Training is given to staff who are most likely to come into contact with members of the public who may be aggressive or abusive. It is the responsibility of managers to ensure that staff receive adequate training and support, through undertaking risk assessments for a wide variety of scenarios. A lone-working guide is also made available to staff.

The County Council has an online accident/incident reporting system for staff and any instances of physical aggression, verbal abuse or threats (however received) by staff members connected with their work must be recorded. The County Council does not keep a separate register of people who have been aggressive or abusive to staff.

On induction, members of the County Council receive general guidance on social media good practice and receive links to the Local Government Association's guidance on member safety. Historically, members of the County Council have not experienced or reported many incidences of abuse or malicious communication. In recent years, there has been more national coverage of abuse against politicians. Members of Parliament now receive Police advice on personal safety.

The County Council has a policy of removing or limiting the points of contact available to members of the public who persistently misuse lines of communication – including those who do so maliciously. More serious instances will be reported to the Police.

Members' personal contact details are published on the County Council's website and within the Register of Interests. In any case where a member believes that they are at risk because of the publication of their address, the Director of Law and Assurance can be asked to withdraw their personal contact details from the public domain.

Tony Kershaw

Director of Law and Assurance

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County Council - 17 December 2019

Item 12(e) - Notice of Motion by Mr Edwards

Support and Recognition for Veterans with Post-Traumatic Stress Disorder – Briefing Note

Post-Traumatic Stress Disorder (PTSD) is defined by the NHS as 'an anxiety disorder caused by very stressful, frightening or distressing events.' Members of the Armed Forces can be exposed to events of this nature at any time during their service and the NHS describes common symptoms as 'reliving the traumatic event through nightmares and flashbacks, and may experience feelings of isolation, irritability and guilt. They may also have problems sleeping, such as insomnia and find concentrating difficult. These symptoms are often severe and persistent enough to have a significant impact on the person's day-to-day life.' It can be several years after the traumatic event occurred that the symptoms PTSD become apparent.

The local press in West Sussex have been campaigning for those who have taken their own lives as a result of PTSD to have their deaths registered as being as a result of active service. Coroners currently do not register this, so it is difficult to establish the number of cases with any certainty.

The National Memorial Arboretum in Staffordshire holds memorials to those who died in active service. Some of the memorials name individuals. The Sapper Support charity has recently established a statue at the Arboretum that is dedicated to those who have died as a result of PTSD as a result of events occurring while on active service.

The County Council's existing suicide prevention strategy is due to be revised in 2020 and there is ongoing funding for work with NHS Armed forces Healthcare through the Sussex Health and Care Partnership Suicide Prevention Programme.

In addition, the Military Champion chairs the West Sussex Civilian Military Partnership Board which brings together a number of partners from local government, armed forces, cadets and the voluntary sector. It has enabled closer working between these partners and the NHS are represented by Kate Parkin, Director – NHS Armed Forces Community, who works across all NHS Clinical Commissioning Groups in Sussex.

Tony Kershaw

Director of Law and Assurance

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County Council - 17 December 2019

Item 12(f) - Notice of Motion from Mr Montyn

A27 - Briefing Note

West Sussex Transport Plan

The approved West Sussex Transport Plan 2011-26 (WSTP) is the County Council's main policy on transport in West Sussex. The WSTP identifies improvements to the A27 trunk road and complementary public transport improvements to address the current bottlenecks at Chichester, Arundel and Worthing as the highest priority.

The WSTP states that improvements are needed to increase capacity, improve reliability and safety and to increase the competitiveness of local businesses and attract investment. One of the aims for Chichester in the WSTP is; "improvements to the junctions on the A27 at Chichester which reduce congestion, improve journey times for public and private transport and improve air quality".

Although this is the County Council's policy, decisions about the identification of priorities for the Strategic Road Network, including A27 at Chichester are made by the Government and published in the Roads Investment Strategy.

Highways England's 2016 Consultation on Options

In June 2013, the Government made a commitment in the Spending Review announcement to improve the A27 Chichester Bypass. Following this, the Government published the Roads Investment Strategy 2015-20 (RIS1) which committed to improving four junctions on the A27 Chichester Bypass in Roads Period 1 (2015-20).

In early 2016, Highways England began to notify local stakeholders that it intended to publish a set of options for A27 at Chichester including two 'off-line' routes to the north of the City. However, in March 2016 the County Council was notified of Highways England's decision to withdraw off-line routes because they could not be delivered with the available budget, nor did they meet the criteria set out in RIS1.

In July 2016, Highways England published five options for improving the existing A27 at Chichester for public consultation. However, none of options secured support from a majority of the consultation respondents and on 28 February 2017, the Secretary of State wrote to Highways England cancelling the scheme because of the lack of local consensus about how the A27 at Chichester should be improved.

Build A Better A27 Initiative

In response to the Secretary of State's announcement, the County Council convened a community meeting to try to build consensus and develop a way forward through the Build A Better A27 (BABA27) initiative. The BABA27 community group established themes and key requirements to inform a set of 'success criteria' for the A27 Chichester scheme. Discussions between the County Council, Chichester District Council, the MP for Chichester and local community representatives continued to take place.

In June 2018 following the conclusion of this work, the Cabinet Member for Highways and Infrastructure wrote to Highways England requesting the inclusion of the A27 Chichester scheme in the Roads Investment Strategy 2020-25 (RIS2). The letter stated that the 'mitigated northern route' is the County Council's preferred option but that the 'full southern route' should also be developed as a reasonable alternative.

Both conceptual options sought to address local stakeholders' concerns about the options previously identified by Highways England. The approach sought to address concerns about a lack of community consensus, deliverability and policy fit of these options. However, in January 2019, Highways England concluded its review of the two conceptual options by stating that the two options are not buildable or likely to provide value for money.

Member Briefings

In August 2019, officers briefed members of the Chichester County Local Committee on Highways England's assessment of the two conceptual options. On 22 August 2019, the Leader and Cabinet Member for Highways and Infrastructure wrote to Highways England requesting that the A27 Chichester scheme be included in RIS2 with sufficient scope and flexibility with regard to funding to; (a) explore and consult the public on a range of alternative, effective and buildable options; (b) provide a high standard of environmental mitigation; and (c) ensure that the option-sifting and appraisal process takes account of wider value for money factors.

In October 2019, Highways England wrote to the County Council highlighting the need to await the publication of RIS2. This correspondence has been shared with members of the Chichester County Local Committee and further updates will be provided following the publication of RIS2.

Roads Investment Strategy 2020-25

Highways England and the Government have been preparing the Roads Investment Strategy 2020-25 (RIS2) which was expected to be published in late 2019, following the Government's Spending Review. It is understood that publication of RIS2 has been delayed by the calling of a General Election.

Local Plan Mitigation

If Highways England does not deliver a major scheme for A27 at Chichester as part of RIS2, the 'fallback' position is that improvements to the junctions on the A27 Chichester Bypass will be delivered to mitigate the impacts of development in the Chichester and Arun Local Plans. As the improvements are developer-funded, they are being delivered incrementally as development comes forward. However, they are only expected to mitigate the impacts of development rather than to improve conditions overall.

Matt Davey

Director of Highways, Transport and Planning

County Council - 17 December 2019

Item 12(g) - Notice of Motion from Mrs Dennis

Quiet Lanes - Briefing Note

How are Quiet Lanes Introduced?

The Transport Act 2000 gave Local authorities the ability to designate country lanes as 'Quiet Lanes'. During 2006, the Department for Transport (DfT) described the process for introducing Quiet Lanes (and Home Zones) in circular 02/2006. Quiet Lanes are defined as minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of Quiet Lanes is to maintain the character of minor rural roads by seeking to contain rising traffic growth that is widespread in rural areas.

There are three key elements to a Quiet Lanes scheme:

- community involvement to encourage a change in user behaviour;
- area-wide direction signing to discourage through traffic; and
- Quiet Lane entry and exit signs to remind drivers that they are entering or leaving a Quiet Lane, a place where they may expect people to be using the whole of the road space for a range of activities.

What are the Requirements for Quiet Lane Designation?

Quiet Lanes must be rural in character (though not necessarily in a rural area), carry less than 1,000 vehicles per day and the 85th percentile traffic speed should be less than 35mph. Narrow, single-track roads are the most suitable to be designated as Quiet Lanes. Community involvement is essential to help to define what lanes should be considered and to encourage a change in behaviour of road users.

Once potential Quiet Lanes schemes have been identified and developed with the community, formal consultation akin to that required to introduce a Traffic Regulation Order is necessary. Designation as a Quiet Lane does not bring about any enforceable restrictions nor does designation prohibit use by any types of vehicle or regulate their speed.

A nationally prescribed Quiet Lanes sign is placed at the entry into a Quiet Lane as shown below. At the exit, a similar sign is required with the Quiet Lanes emblem is crossed out.



Specific DfT authorisation is required to allow these signs to be combined with other restrictions such as speed limits and HGV restrictions. Fingerpost destinations can be revised to discourage through traffic. Hedges, verges, walls and wayside trees can be sensitively managed to improve the landscape, retain local character and make travel easier for cyclists, walkers and horse riders.

What can be achieved through designation?

Quiet Lanes were introduced as demonstration projects during 2000 to 2010, notably in Kent, Essex and Norfolk. The results at the time are typical of what might be achieved through introducing Quiet Lanes now:

- A potential reduction in traffic flows of up to 10% albeit achieving higher levels is dependent on successful public engagement.
- Vehicle speeds may fall by around 1mph.
- Limited evidence to suggest a clear pattern in numbers of pedestrians, cyclists and horse-riders using quiet lanes – much of which is weather dependent.
- Typically there is local support for Quiet Lanes with around 30% thinking that they have a positive impact.

Potential use in West Sussex

In the right location and with the backing of the local community, Quiet Lanes may be of benefit although their outcomes suggest that they would be unlikely to hold a priority for County Council capital funding in comparison to other competing demands. It is possible however for partners to promote schemes using s106 or other funding. Costs of each scheme would be dependent on scale and might be expected to be approximately £10,000 to £20,000 for a basic scheme including entry/exit signs, fingerposts and formal advertisements. Highways, Transport and Planning would need to develop a procedure that could be shared with our partners such that they could successfully develop quiet lanes schemes to the point where the County Council would complete formal advertisement and process for designation. Such support would be dependent on agreed priorities locally.

Matt Davey

Director of Highways, Transport and Planning