

Public Document Pack

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29 September 2021

Dear Member,

**Communities, Highways and Environment Scrutiny Committee -
Thursday, 30 September 2021**

Please find enclosed the following documents for consideration at the meeting of the Communities, Highways and Environment Scrutiny Committee on Thursday, 30 September 2021 which were unavailable when the agenda was published.

- | Agenda No | Item |
|------------------|---|
| 3. | Managing Demand at Recycling Centres (Pages 3 - 10)

Presentation |
| 4. | Local Flood Risk Management Strategy (Pages 11 - 22)

Presentation |
| 6. | Highways Maintenance Contracts (Pages 23 - 42)

Presentation |

Yours sincerely

Tony Kershaw
Director of Law and Assurance

**To all members of the Communities, Highways and Environment Scrutiny
Committee**

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CHESC 30th September 2021

Recycling Centre Booking System Review

Context (1)

- Peak season congestion issues at several sites on an annual basis
- Particularly and regularly disruptive at Bognor, Crawley, Horsham and Littlehampton
- Queuing at Shoreham and Worthing can cause significant road network impacts
- Issues tend to occur early to mid morning – most popular time – at peak times queues can persist into the afternoon

Context (2)

- Concern over Winter 20/21 that end of covid restrictions would coincide with spring peak in demand
- Unusually high demand and disruption over new year period
- Observed success of booking systems in Hampshire, Kent and elsewhere introduced in 2020
- Decision to trial, with support of ECSC, from March 2021

Progress of Trial

- 29th March 2021 – Trial commenced at six (out of eleven) sites
- June 2021 - 1 visit per week limit replaced by up to 5 visits per month
- July 2021 – Independent user survey conducted
 - 75%: rated experience of using the booking system either excellent or good
 - 81%: said system was easy to use
 - 99%: strongly agreed or agreed queuing time had improved since the introduction of the booking system.

Impact and Reaction

Public

Exclusion of Illegal use

Local Businesses / Residents

Managing contingencies

Staff

Waste Volumes

Congestion

Environmental

Planned Improvements

- Same Day Booking
- More functionality of software as a management tool

Encroaching Development at Burgess Hill



Recommendation

That the Cabinet Member for Environment and Climate Change approves that:

1. a public consultation is undertaken in respect of making the pilot booking system permanent at the Bognor, Crawley, Horsham, Littlehampton, Shoreham and Worthing Recycling Centres and extending the booking system to include the Burgess Hill Recycling Centre.
2. the consultation responses and any proposals for a permanent booking system will be considered by [this Committee] prior to any further decision

Local Flood Risk Management Strategy 2021-26

Communities, Highways & Environment Scrutiny Committee

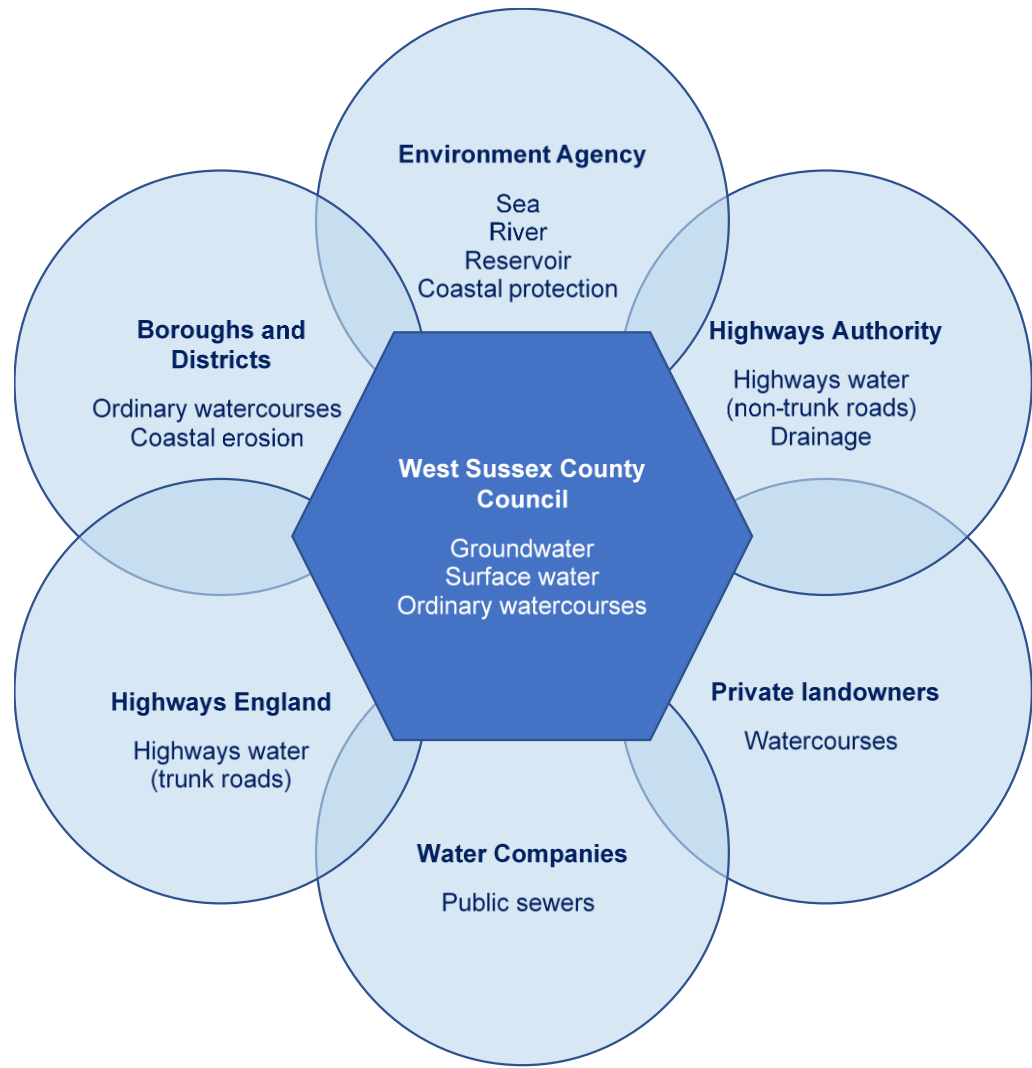
Kevin Macknay & Mat Jackson
30 September 2021

Page 11

Local Flood Risk Management Strategy

- Flood and Water Management Act 2010 created a new statutory role for the County Council as 'Lead Local Flood Authority' (LLFA):
 - One of the statutory duties is to '*develop, maintain, apply and monitor*' a Local Flood Risk Management Strategy (LFRMS) for its area
- Current LFRMS (adopted in 2013) is being reviewed and updated to set out the County Council's strategic approach for the next five years (2021 to 2026):
 - Sets out how flooding is managed in West Sussex with focus on local flood risk from surface water, groundwater, and ordinary watercourses
 - Defines roles and responsibilities of the designated risk management bodies and riparian (private) owners

Roles and Responsibilities



Development of the LFRMS (1)

- Development has been overseen by a partnership of the Risk Management Authorities (RMA) in West Sussex:
 - WSCC, Environment Agency, Southern Water, Thames Water, districts and borough councils, and South Downs National Park Authority
- Since the previous strategy, there have not been county-wide flood events of the scale experienced in 2012 (although there have been some significant localised events)
- Learning since adoption of current Strategy in 2013:
 - development of Surface Water Management Plans; improved surface water flood mapping; Community Pathfinder Scheme; continued development of asset register; Culvert and Surface Water Management Policy; implementation of Operation Watershed

Development of the LFRMS (2)

- Significant improvements in available datasets and computational power has enabled more accurate mapping of number of properties at risk of surface water flooding
- Previous strategy was based on 1 in 200-year (0.5% AEP) storm event
- New strategy is based on 1 in 30-year (3.3% AEP), the 1 in 100-year (1% AEP), and 1 in 1,000-year (0.1% AEP) storm events
- Climate change allowances taken into consideration for any new development and any mitigation works identified during the life of the strategy
- 25 Priority Areas identified using the 'Risk of Flooding from Surface Water' mapping

Aims and Objectives of the LFRMS (1)

- Principal aims continues to be to oversee direct reduction in local flood risk for residents and to make communities more resilient to future flood risk.
- Local objectives, which reflects Government's strategic objectives, are:
 1. **Adaptation:** work with communities to implement adaptive approaches to enhance the natural and built environment
 2. **Resilience:** support communities to help them to become more resilient to future flood risk
 3. **Collaboration:** work with all Risk Management Authorities and stakeholders to achieve a consistent, co-ordinated and risk-based approach to flood risk management

Aims and Objectives of the LFRMS (2)

4. **Opportunities:** Seek opportunities (including funding and research and development) from existing and new sources to invest in making communities resilient to flooding
 5. **Evidence:** develop a strategic understanding of flood risk from all sources
 6. **Sustainability:** contribute positively to sustainable growth and support environmental net gain by influencing wider development, redevelopment and regeneration plans to deliver flood risk benefits
- Key actions have been identified to deliver the objectives. Delivery will require support from the other Risk Management Authorities:
 - Below is an example from the 'Action Plan' (Appendix I), which sets out how we intend to meet our objectives.

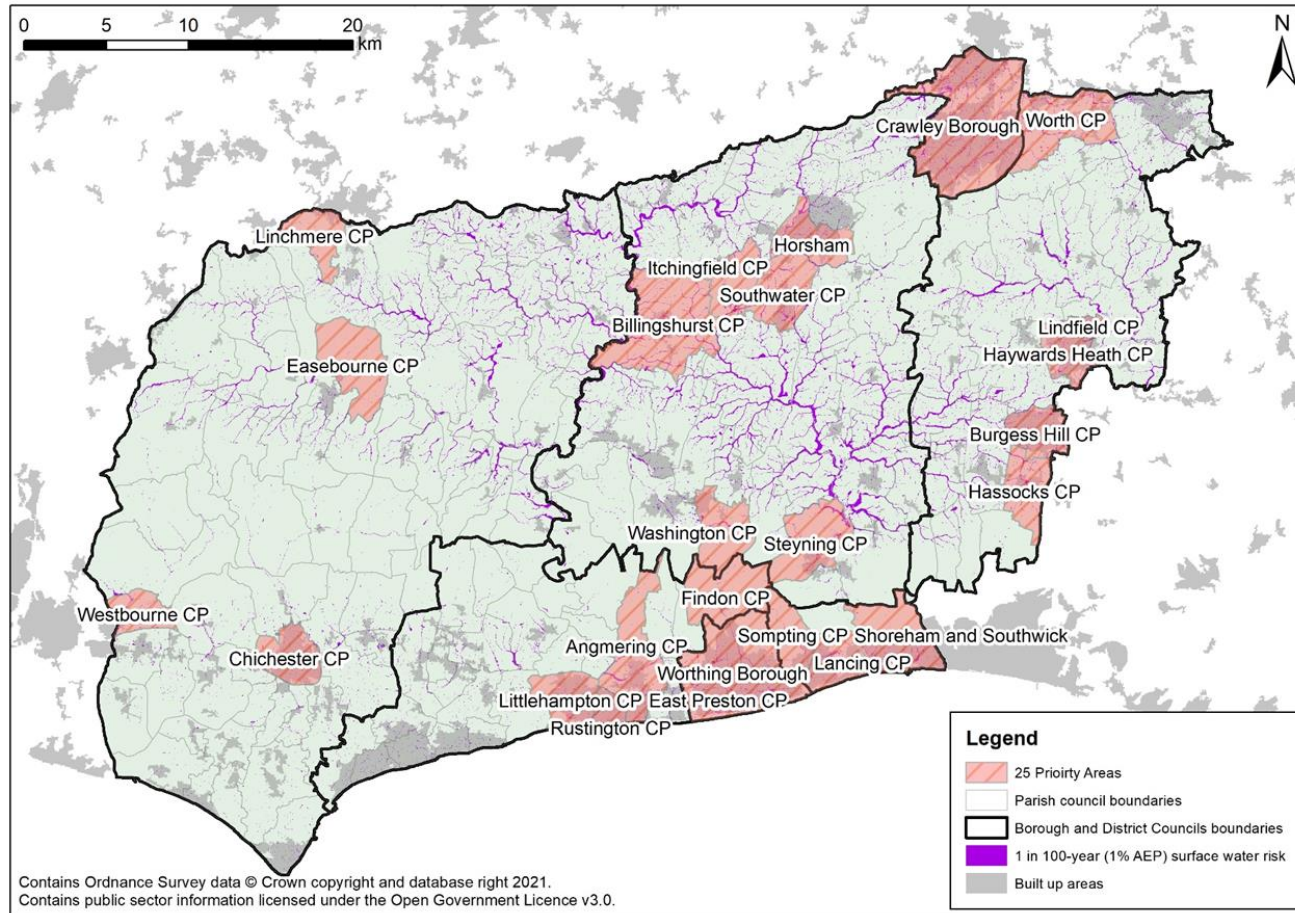
The Strategy Action Plan

Actions	Delivery Partner(s)	Other Partner(s)	Timescale	Funding source(s)
Partners:		Funding sources:		
B+Ds: Borough and Districts	B+Ds: Borough and Districts			
EA: Environment Agency	DWMP: Drainage and Wastewater Management Plan (Southern Water)			
SDPNA: South Downs National Park Authority	FDGiA: Flood Defence Grant in Aid			
SRF: Sussex Resilience Forum	LL: Local Levy			
TC/PC: Town Council / Parish Council	WaSC: Water and Sewerage Companies			
WaSC: Water and Sewerage Companies	WSCC: West Sussex County Council			
WSCC: West Sussex County Council				
Objective 1 – Adaptation: Work with communities to implement adaptive approaches to enhance the natural and built environment				
1A - Take the lead on improving the awareness and understanding of using natural processes to manage local flood risk in West Sussex	WSCC, EA	B+Ds, SDNPA, TC/PC, Local Flood Groups	Ongoing	WSCC
1B - Explore the feasibility and benefits of diverting rooftop drainage over the sea wall for waterfront developments	WSCC	WaSC	2021	WSCC, LL
1C - Continue to assess and identify the risk and work with highways and RMAs towards the overall improvement of surface water drainage risk across the county	WSCC	WaSC, B+Ds, SDNPA	Ongoing	WSCC
1D - Raise community awareness of local drainage assets and encourage communities to take a more proactive role in flood monitoring and maintenance work	WSCC	B+Ds, SDNPA, TC/PC, Local Flood Groups	Ongoing	WSCC, B&D

25 Priority Areas across West Sussex (1)

- Most at risk areas of flooding from surface water based on enhanced dataset:
 - Selection of the Priority Areas scrutinised by partner organisations
 - Parish Councils understand the selection process for the priority areas and are happy with the proposed approach to focus on 25 Priority Areas during the life of the strategy
- Main focus of Strategy will be addressing flood risk in the 25 Priority Areas:
 - Study five areas each year, starting with those most at risk of flooding
 - Identify actions, which may include new physical infrastructure, but will also include supporting communities to adapt and become more resilient
 - Will inform development of capital programme and provide evidence for funding bids
 - Studies and delivery of actions will require support from partners

25 Priority Areas across West Sussex (2)



Implementation, Monitoring, and Review

- Detailed work programme for the next five years will be developed:
 - main focus will be on studying Priority Areas and delivering actions
 - work will be done in-house but may need external expertise
- Development of capital programme will result from work on Priority Areas and other identified priorities in the Strategy:
 - business cases to be developed on a project-by-project basis
- Operations Group (involving partners) will oversee delivery
- Monitoring will be on-going to check that the objectives and actions remain appropriate, taking account of any changing circumstances
- Formal review will take place in five years

Consultation

- Public consultation ran for six weeks from 16 August 2021 to today (30 September 2021):
 - Draft strategy promoted with Parish Councils and partner authorities, and advertised through the media and website
- Key issues raised during the consultation (to date):
 - Coastal flooding and coastal erosion; sea defences and sea level rise; development in floodplain, lack of Local Plans (controls on development in areas at risk of flooding); responsibility for sewage discharge and associated flood risk; cleansing of road gullies; and riparian responsibilities and enforcement
- No significant changes likely to be required as a result of the consultation

Highway Maintenance Suite of Contracts - Lot 1 – 6

Performance of contracts April 2020- April 2021

Matt Davey, Director of Highways, Transport and Planning



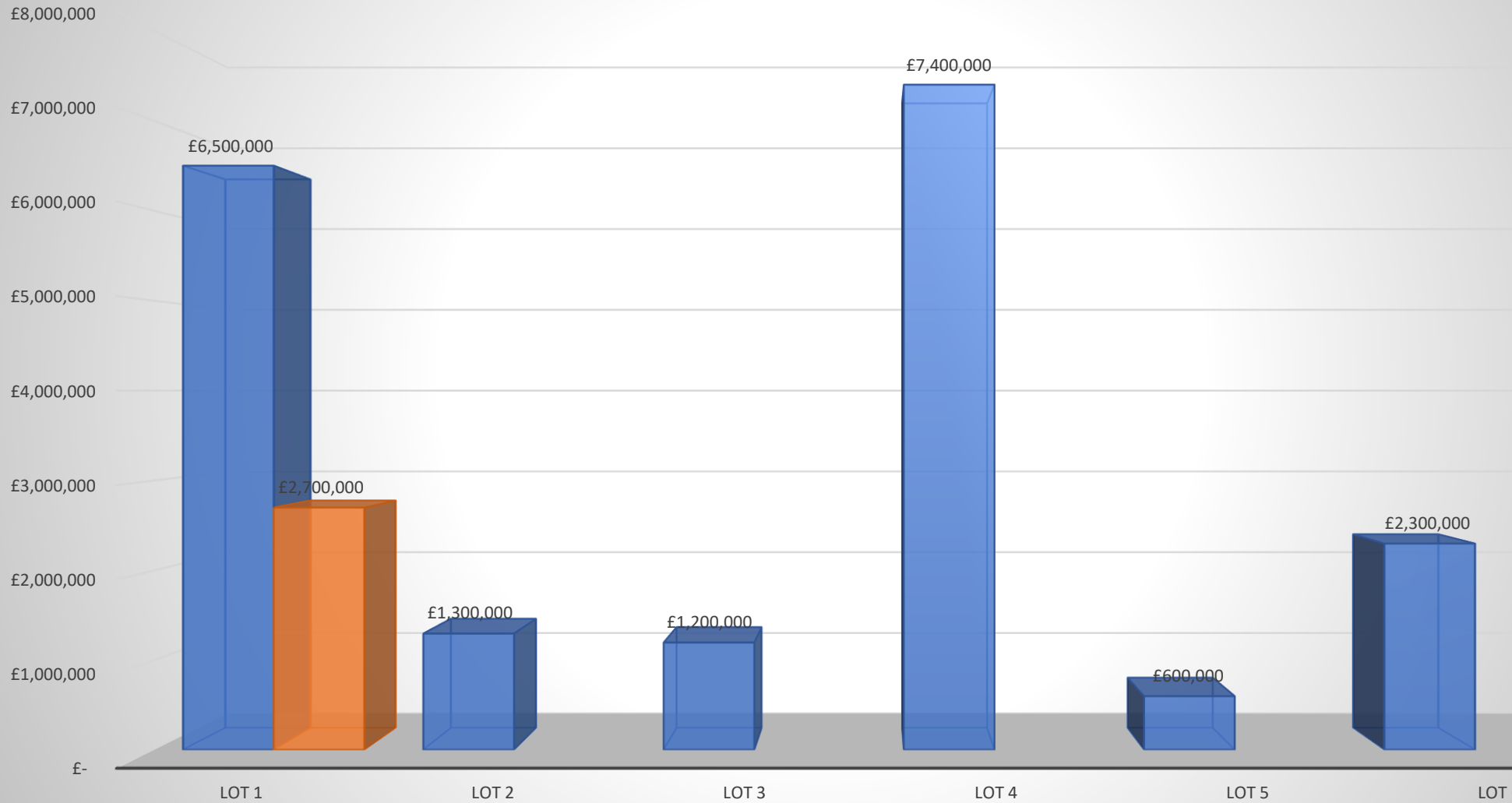
These Lots are single provider contract agreements servicing Highway Maintenance, Drainage Cleansing and Hedge Maintenance and Grass Cutting:

- Lot 1: Core Maintenance Services: **Balfour Beatty Living Places**
- Lot 2: Drainage Cleansing: **Drainline Southern Ltd**
- Lot 3: Hedge Maintenance and Grass Cutting: **Grasstex Ltd**

The Framework Agreement NEC 4 contract model consists for 3 Lots:

- Lot 4 - Carriageway & Footway Resurfacing
- Lot 5 - Carriageway Surface Dressing and Carriageway & Footway Treatments
- Lot 6 - Infrastructure Improvements - Planned Works

Outturn per Lot 2020-21



Safe and Well Managed: We will deliver a safe and well-managed infrastructure.

Customer Focused: We place our Customers experience at the forefront of everything we do, by providing safe and accessible networks.

Data Driven Decisions: We manage our Assets in an effective way utilising data to help inform our decision making.

Value for Money: We demonstrate Value for Money in our decision making, through our performance frameworks.

Collaborative Relationships: We will secure Collaborative relationships with our Suppliers, Customers and Stakeholders.

Resilient and Sustainable: We will deliver service levels and provide a resilient infrastructure network that is sustainable.

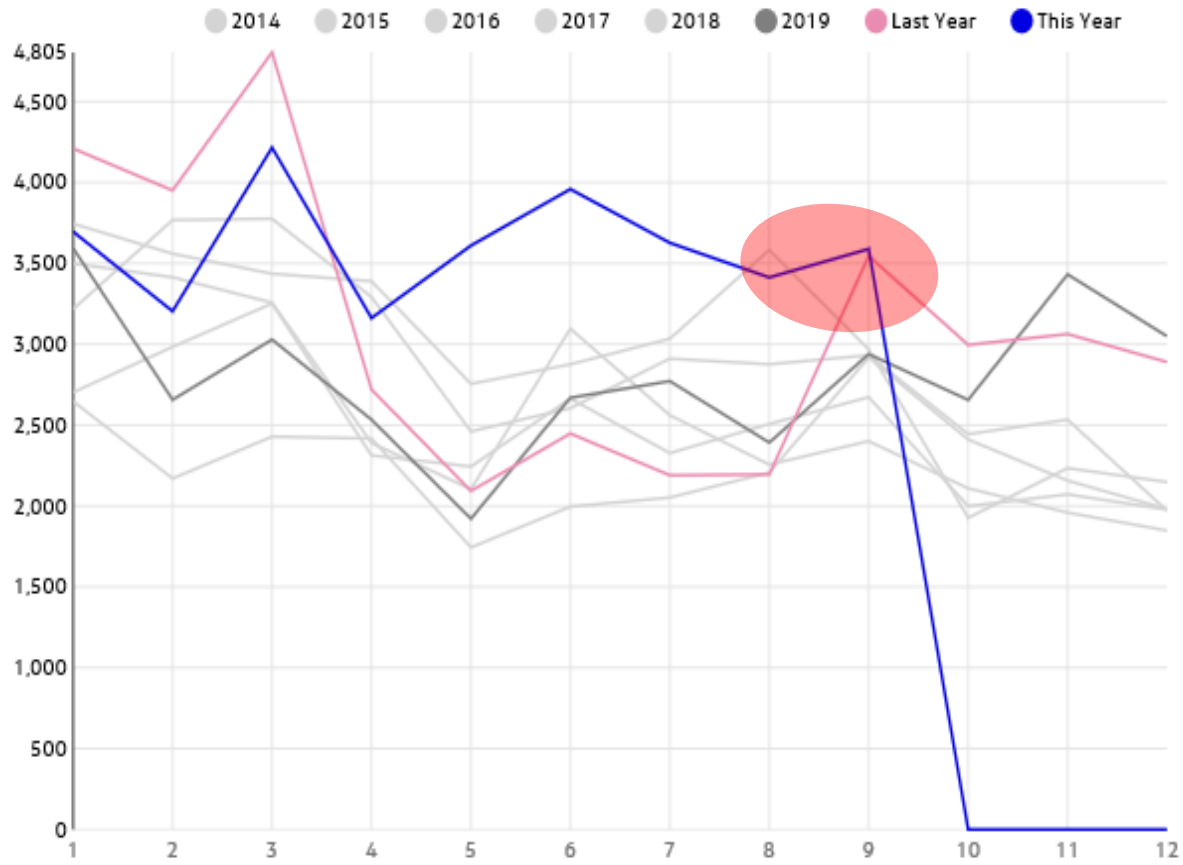
Lot 1



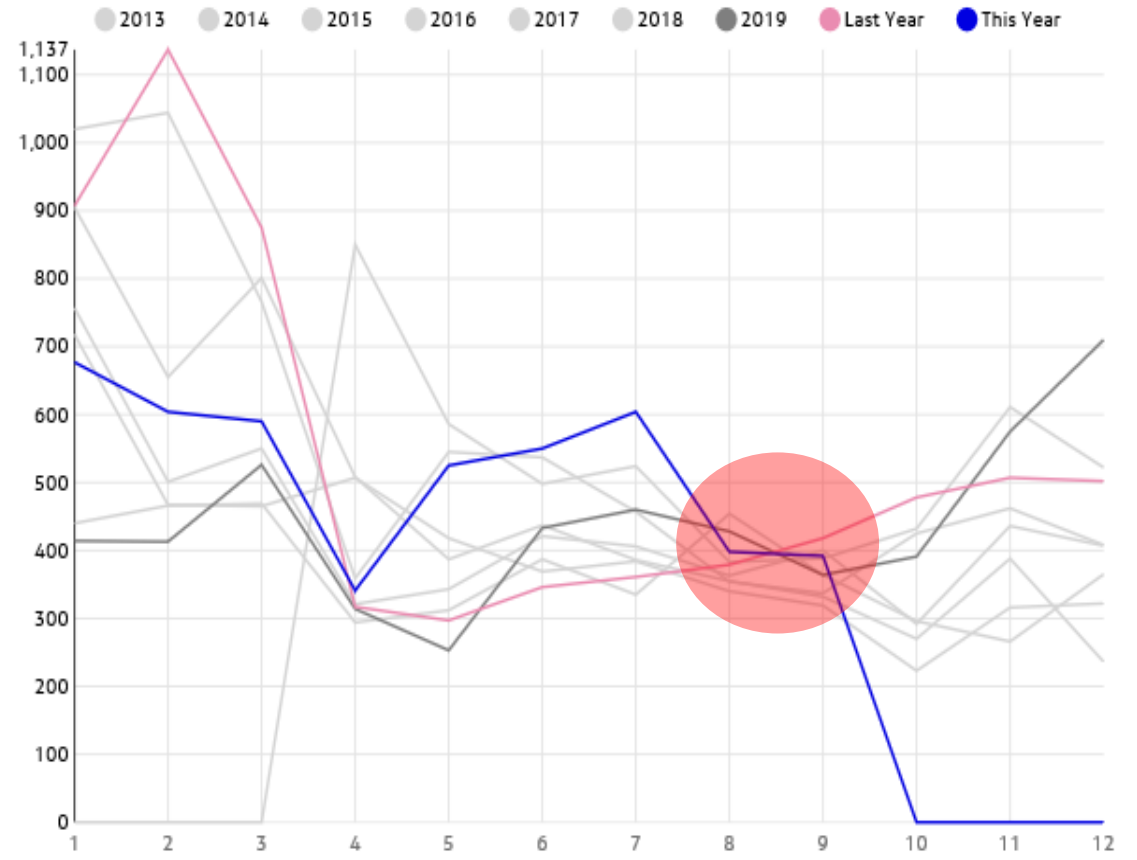
Reactive Works

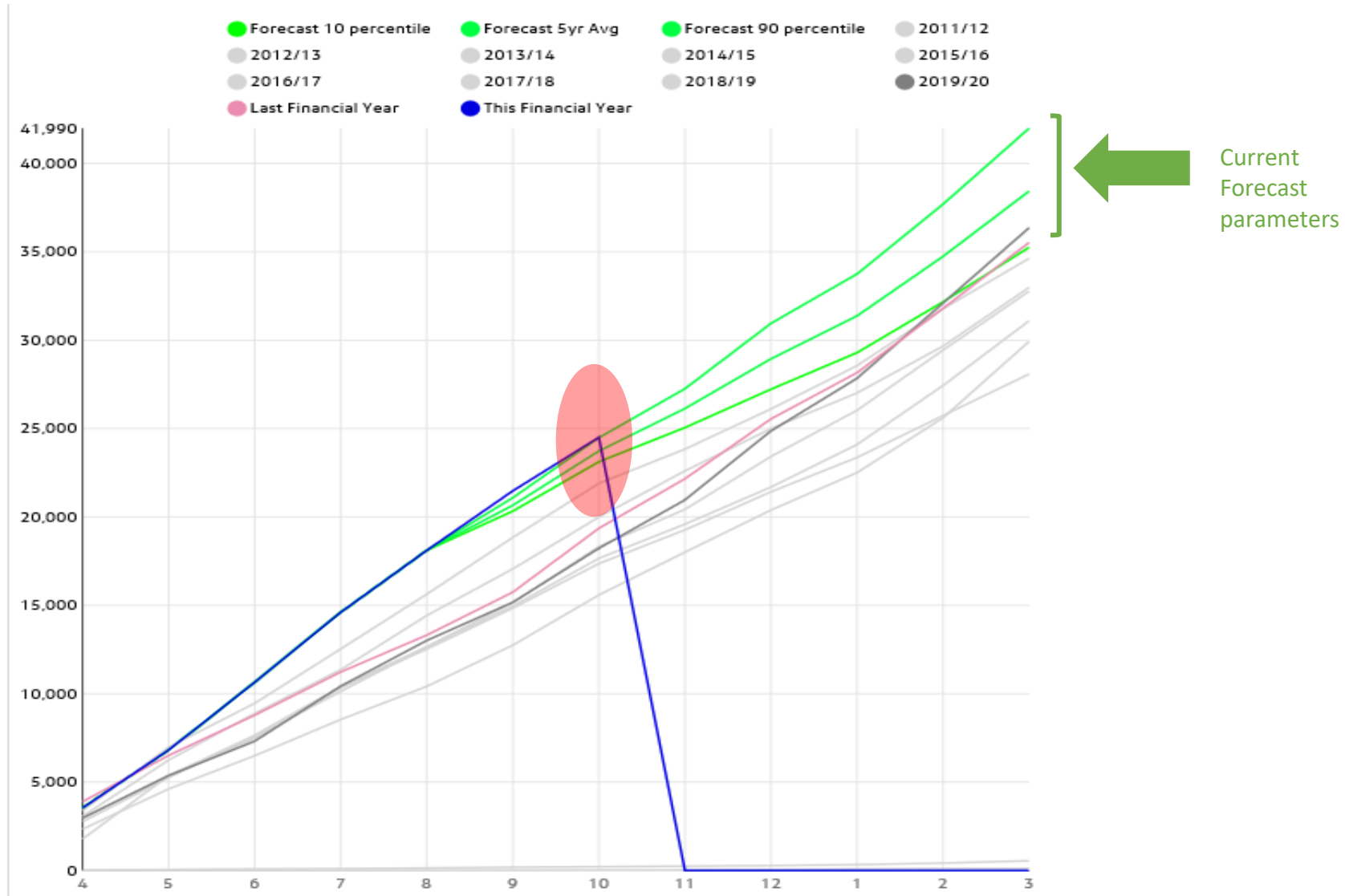


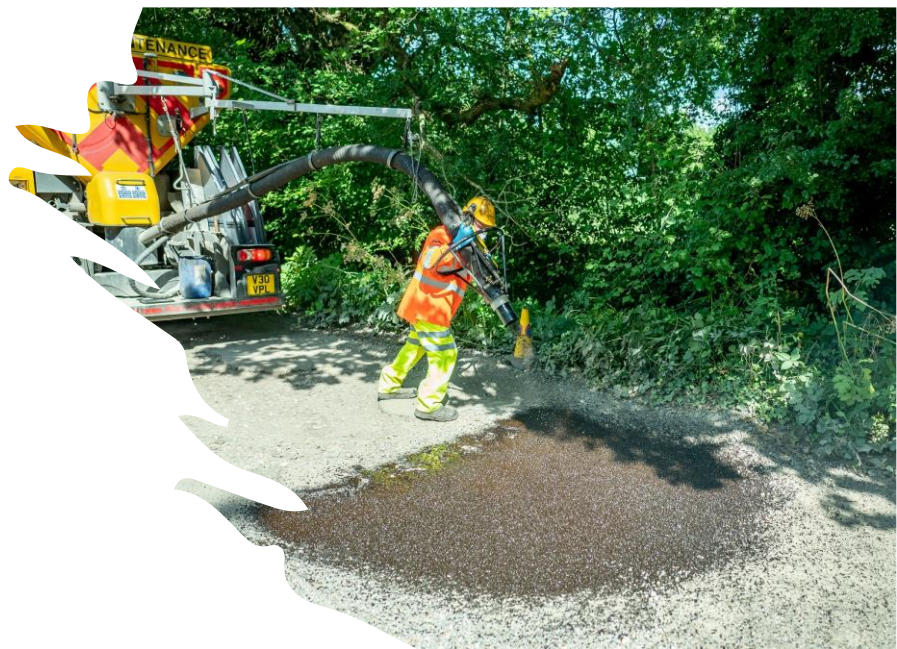
▼ Reactive Jobs Committed vs Month (29 Sep 2021 12:05)



▼ Reactive Jobs - Committed 2HR, 24HR and 5 DAY (29 Sep 2021 12:26)







Reactive works

Jet Patcher

Routine & Cyclical Maintenance works

- Trees
- Weeds
- Small scale improvements
- Winter Maintenance
- Signs & lines
- Hedges
- Fencing



Lot 2

Drainline



Agenda Item 6



Lot 3

Grasstex





Frameworks



Lot 4 - Carriageway & Footway Resurfacing

Total schemes delivered - 155

Total out turn - £7.4m

Contractors used – Tarmac, Aggregate Industries, FM Conway, Associated Asphalt

Lot 5 - Carriageway Surface Dressing and Carriageway & Footway Treatments

Total schemes delivered - 28

Total out turn - £0.6m

Contractors used – Eurovia Infrastructure Limited

Lot 6 - Infrastructure Improvements - Planned Works

Total schemes delivered - 45

Total out turn - £2.3m

Contractors used – Landbuild

228 schemes

£10.3m

Lot 4 - Carriageway & Footway Resurfacing

Total schemes to be delivered - 145

Total out turn - £11.5m

Contractors used – Tarmac, Aggregate Industries, FM Conway

Lot 5 - Carriageway Surface Dressing and Carriageway & Footway Treatments

Total schemes delivered - 137

Total out turn - £4.2m

Contractors used – JPCS, Kier, Eurovia

Lot 6 - Infrastructure Improvements - Planned Works

Total schemes to be delivered - 104

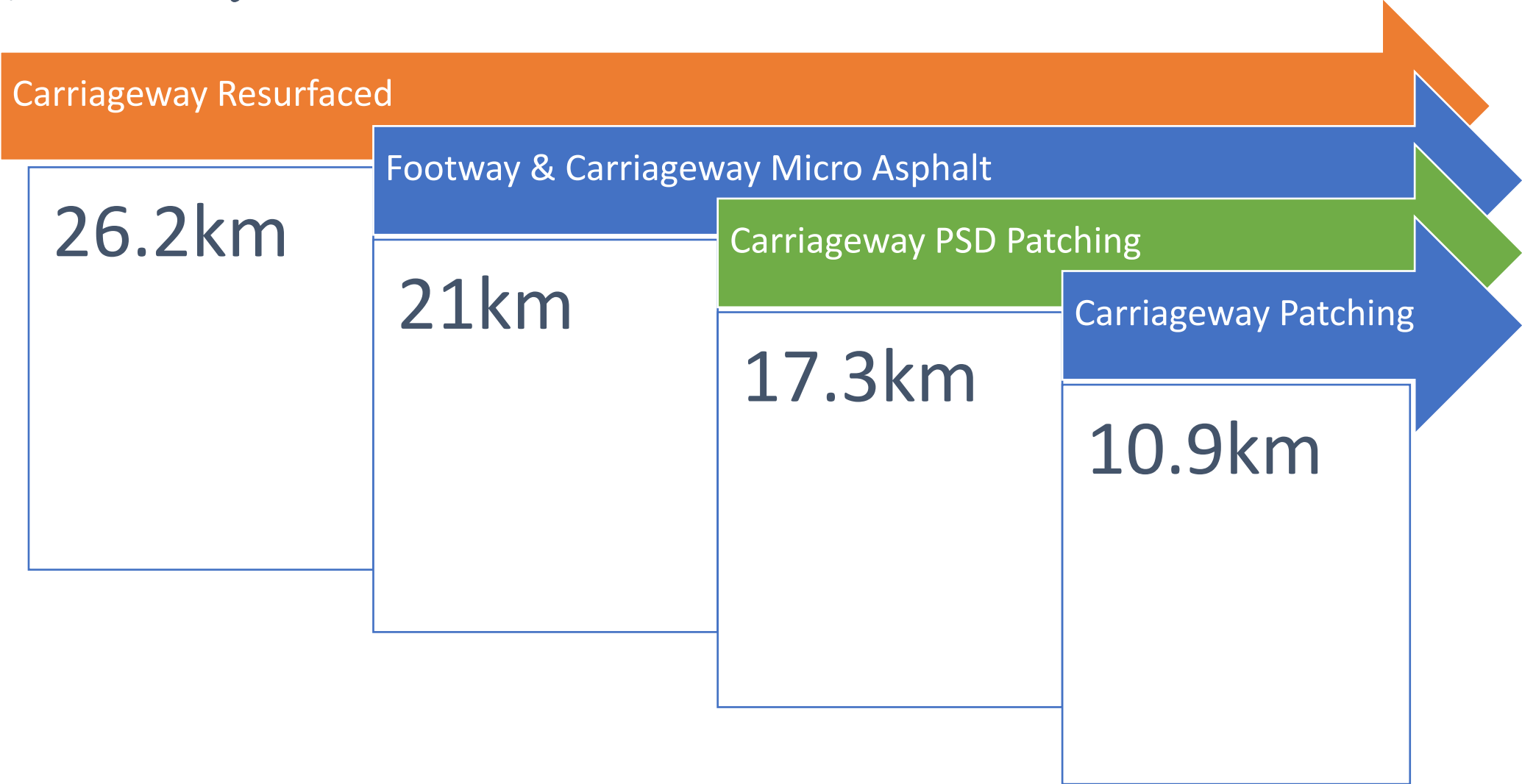
Total out turn - £5.3m

Contractors used – Landbuild

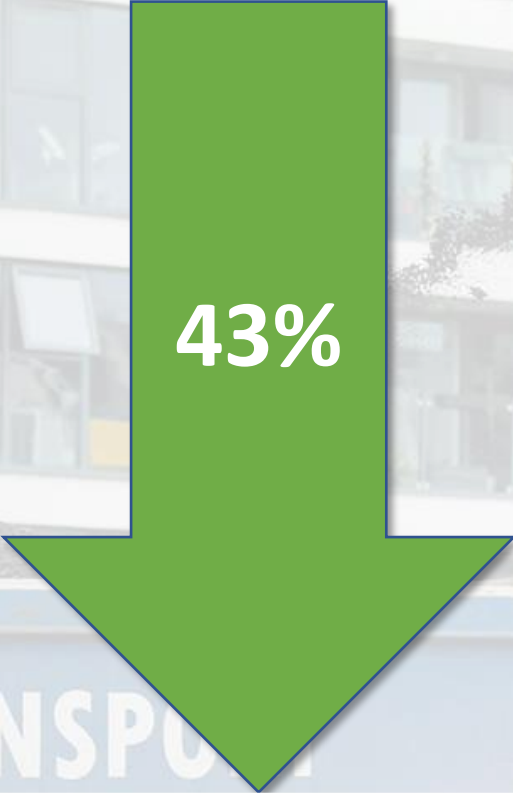
386 schemes
£21m

Lot 4 – Carriageway and footway delivery

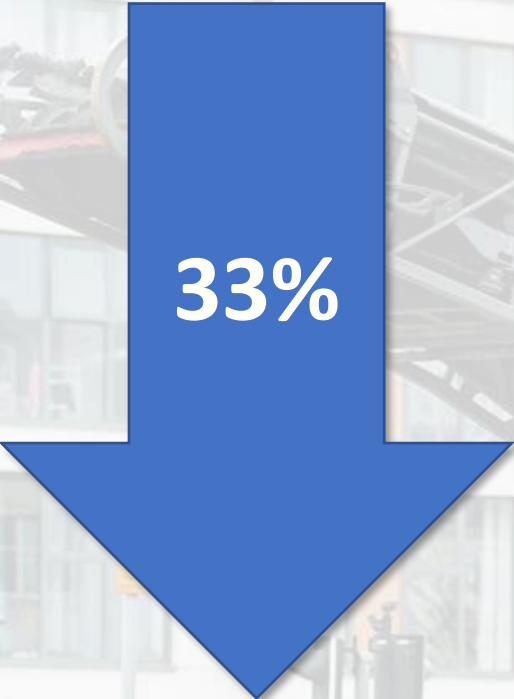
More for our money - Kilometres completed



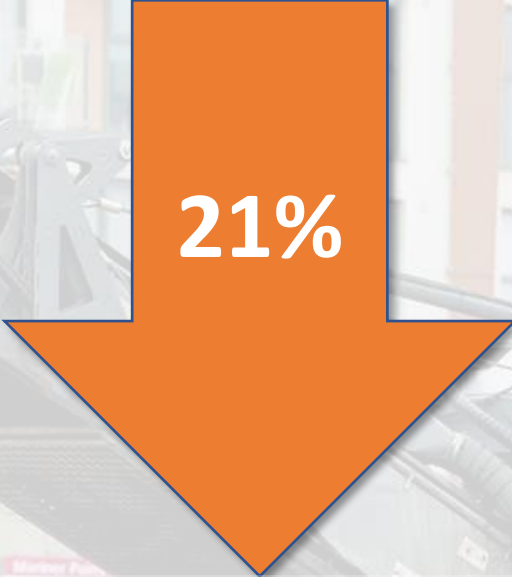
Driving cost down - Percentage reduction per metre squared



Carriageway
Patching



Carriageway
Resurfacing



Carriageway
Micro asphalt



Increased value
for money

Improved
quality

Increased
productivity

Direct
relationship
with contractors

No fee on fee

Upskilling staff

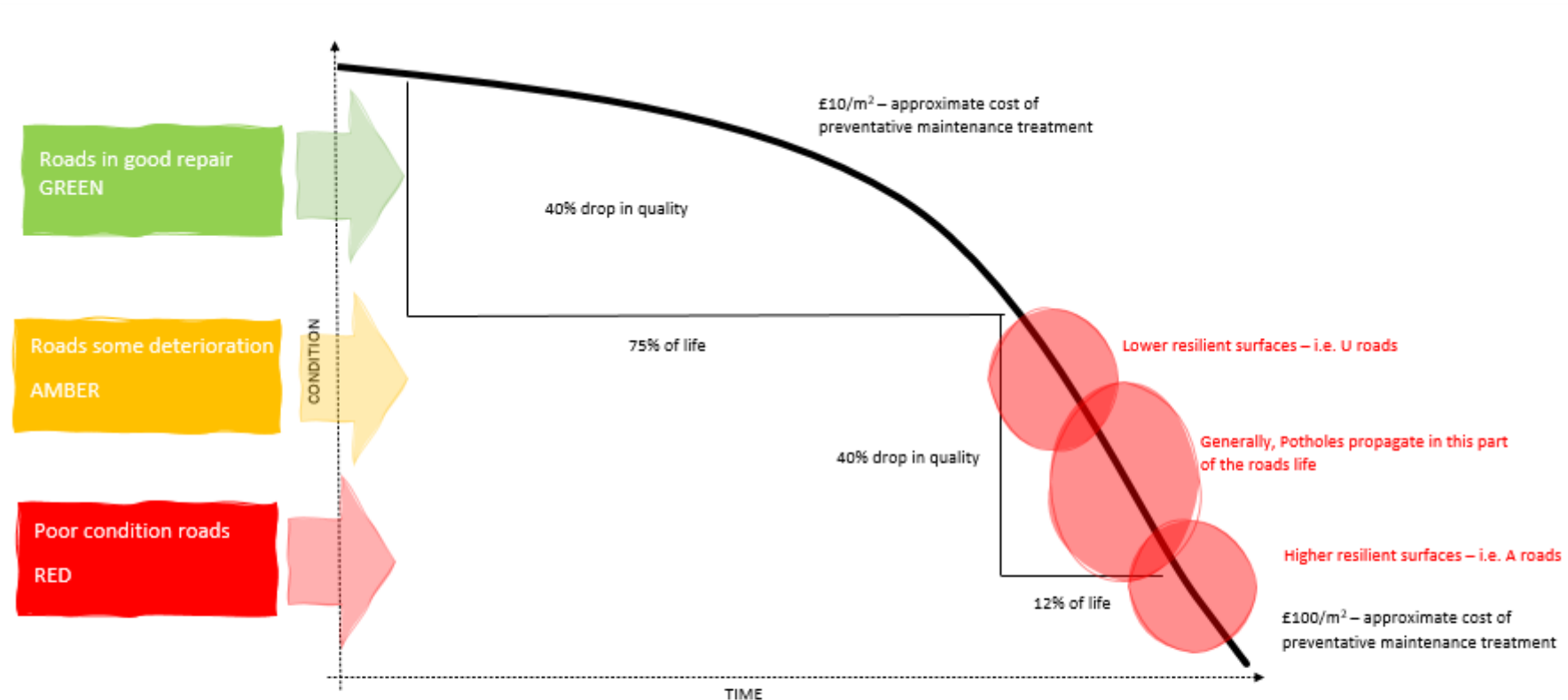
Commercial
involvement

Industry
knowledge and
development

Innovation

Ownership and
accountability





Example of highway asset lifecycle deterioration

See a typical highway asset deterioration curve which shows the benefits of a preventative approach against the higher cost of a worst first approach.

A 'worst first' approach – maintenance treatments in 'RED' condition are ten times the cost of treatment in 'AMBER' condition where preventative treatments can be carried out.

Objectives

	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6
<p>Safe and Well Managed: We will deliver a safe and well-managed infrastructure.</p>	Risk based Highway Inspection Manual introduced, new 24hour response. High defect volumes have impacted delivery	4 year optimised gully emptying programme based on risk. Better reporting mechanisms and collaboration.	Enhanced collaboration and operational management for cyclical programmes. Quick turnaround times for reactive safety work	Improved back office processes ensure better managed highway. Further work to do and impact dependant largely of level of funding.	Improved back office processes ensure better managed highway. Further work to do and impact dependant largely of level of funding.	Improved back office processes ensure better managed highway.
<p>Customer Focused: We place our Customers experience at the forefront of everything we do, by providing safe and accessible networks.</p>	Communication is improving, but can be better. Area of development in future years. Dependant on resource levels	Improved service has provided improved perception of service from customers	Improved service has provided improved perception of service from customers	Communications is improving, but can be better. Area of development in future years. Dependant on resource levels	Communications is improving, but can be better. Area of development in future years. Dependant on resource levels	Communications is improving, but can be better. Area of development in future years. Dependant on resource levels
<p>Data Driven Decisions: We manage our Assets in an effective way utilising data to help inform our decision making.</p>	Improved use of business data to inform decision using key asset management principles. Enabling timely and informed decision making	Improved data management and better asset data, Continuous improvement	Improved data management and better asset data, Continuous improvement	Improved identification and evaluation processes in place. Improved data driven asset management understanding by service and contractor	Improved identification and evaluation processes in place. Improved data driven asset management understanding by service and contractor	Improved use of business data to inform decision using key asset management principles. Enabling timely and informed decision making
<p>Value for Money: We demonstrate Value for Money in our decision making, through our performance frameworks.</p>	Lump sum activities and benchmarking shows prices offer VfM	Current VfM as expectations and contract model	Current VfM as expectations and contract model	Current M ² rates significantly improved compared to last TMC rates.	Current M ² rates significantly improved compared to last TMC rates.	Current scheme costs significantly improved compared to last TMC rates.
<p>Collaborative Relationships: We will secure Collaborative relationships with our Suppliers, Customers and Stakeholders.</p>	Direct working partnership with delivery partner increasing quality & new ways of working opportunities explored	Direct working partnership with delivery partner increasing delivery VfM and quality.	Direct working partnership with delivery partner increasing delivery VfM and quality	Direct working partnership with delivery partner increasing delivery VfM and quality, New ways of working opportunities increased	Direct working partnership with delivery partner increasing delivery VfM and quality, New ways of working opportunities increased	Direct working partnership with delivery partner increasing delivery VfM and quality, New ways of working opportunities increased
<p>Resilient and Sustainable: We will deliver service levels and provide a resilient infrastructure network that is sustainable.</p>	Most service is delivered as per expectations and contract model. Winter Service delivered despite covid 19 and significant number of gritting runs. Reactive service requires improvement to increase resilience.	Service is delivered as per expectations and contract model	Service is delivered as per expectations and contract model	Better understand of industry standards and asset management opportunities. Example new materials, Operating methods...	Better understand of industry standards and asset management opportunities. Example new materials, Operating methods...	Better understand of industry standards and asset management opportunities. Example new materials, Operating methods...

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