

Public Document Pack

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3 January 2020

Environment, Communities and Fire Scrutiny Committee

A meeting of the committee will be held at **10.30 am** on **Monday, 13 January 2020** at **County Hall, Chichester**.

Tony Kershaw
Director of Law and Assurance

The meeting will be available to view live via the Internet at this address:

<http://www.westsussex.public-i.tv/core/portal/home>

Agenda

1. **Declarations of Interest**

Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt please contact Democratic Services before the meeting.

2. **Minutes of the last meeting of the Committee** (Pages 5 - 12)

The Committee is asked to agree the minutes of the meeting held on 7 November 2019 (cream paper).

3. **Urgent Matters**

Items not on the agenda which the Chairman of the meeting is of the opinion should be considered as a matter of urgency by reason of special circumstances, including cases where the Committee needs to be informed of budgetary or performance issues affecting matters within its terms of reference, which have emerged since the publication of the agenda.

4. **Responses to Recommendations** (Pages 13 - 16)

The Committee is asked to note the responses to recommendations made at the 7 November 2019 meeting from:

Cabinet Member for Environment

Cabinet Member for Fire & Rescue and Communities

Cabinet Member for Highways & Infrastructure

- 10.45 am 5. **West Sussex Fire and Rescue Services HMICFRS Improvement Plan Progress Report** (Pages 17 - 32)

Report by the Chief Fire Officer

It is proposed to consider the item in two parts

A) Readiness for HMICFRS revisit

B) Progress in implementing the Improvement Plan

To include discussion on the Final Report of the Task and Finish Group – Report attached. In respect of this part of the discussion the Committee is asked to be guided by the focus for scrutiny, as set out in section 4 of the report.

Adjournment for lunch at 1.15pm

The Committee will adjourn for 30 minutes for lunch.

- 1.45 pm 6. **Road Safety Framework Progress** (Pages 33 - 60)

Report by Director Highways, Transport and Planning.

The Committee is asked to consider WSCC's performance together with the suggested future approach noting that any additional funding would be subject to further business case and approval.

- 2.45 pm 7. **Consultation by Transport for the South East on a Draft Transport Strategy** (Pages 61 - 102)

Report by Acting Executive Director Places Services and Director of Highways, Transport and Planning.

The Committee is asked to approve the County Council's Consultation Response (Appendix B) for submission to Transport for the South East.

- 3.25 pm 8. **Business Planning Group Report** (Pages 103 - 108)

The report informs the Committee of the Business Planning Group meeting held on 15 November 2019, setting out the key issues discussed.

The Committee is asked to endorse the contents of this report, and particularly the Committee's Work Programme revised to reflect the Business Planning Group's discussions (attached at Appendix A).

3.45 pm 9. **Appointment to the Business Planning Group**

A vacancy has arisen for a member of the Conservative group on the Business Planning Group.

3.50 pm 10. **Requests for Call-in**

There have been no requests for call-in to the Select Committee and within its constitutional remit since the date of the last meeting. The Director of Law and Assurance will report any requests since the publication of the agenda papers.

11. **Forward Plan of Key Decisions** (Pages 109 - 120)

Extract from the Forward Plan dated 2 January 2020 – attached.

An extract from any Forward Plan published between the date of despatch of the agenda and the date of the meeting will be tabled at the meeting.

The Committee is asked to consider whether it wishes to enquire into any of the forthcoming decisions within its portfolio.

12. **Possible Items for Future Scrutiny**

Members to mention any items which they believe to be of relevance to the business of the Select Committee, and suitable for scrutiny, e.g. raised with them by constituents arising from central government initiatives etc.

If any member puts forward such an item, the Committee's role at this meeting is just to assess, briefly, whether to refer the matter to its Business Planning Group (BPG) to consider in detail.

13. **Date of Next Meeting**

The next meeting of the Committee will be held on 5 March 2020 at 10.30 am at County Hall, Chichester. Probable agenda items include:

- Household Waste Recycling Sites
- Community Hubs Update
- Road Space Audit Progress Report
- Licensing of Tables and Chairs on the Highway
- Environment and Climate Change Strategy

Any member wishing to place an item on the agenda for the meeting must notify the Director of Law and Assurance by 24 February 2020.

To all members of the Environment, Communities and Fire Scrutiny Committee

Webcasting

Please note: this meeting may be filmed for live or subsequent broadcast via the County Council's website on the internet - at the start of the meeting the Chairman will confirm if all or part of the meeting is to be filmed. The images and sound recording may be used for training purposes by the Council.

Generally the public gallery is not filmed. However, by entering the meeting room and using the public seating area you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.

Environment, Communities and Fire Select Committee

7 November 2019 – At a meeting of the Environment, Communities and Fire Select Committee held at 10.30 am at County Hall, Chichester.

Present: Mr Barrett-Miles (Chairman)

Mr S J Oakley	Mr Jones, arrived at	Mr R J Oakley
Mr Barnard	10.33am	Mr Oppler, left at 1.15pm
	Mr McDonald	

Apologies were received from Lt Col Barton and Mrs Bridges

Absent:

Also in attendance: Mr Crow, Mr Elkins and Mrs Urquhart

Part I

128. Declarations of Interest

128.1 None declared

129. Minutes of the Last Meeting of the Committee

129.1 Resolved – that the minutes of the Environment, Communities and Fire Select Committee held on 21 October be approved as a correct record, and that they be signed by the Chairman.

130. Responses to Recommendations

130.1 The Committee is asked to note the responses to recommendations made at the 20 September 2019 meeting from the Cabinet Member for Environment and the Cabinet Member for Fire & Rescue and Communities

a) Recommendations on Limit the Use of Household Waste Recycling Sites to West Sussex Residents

The Committee noted the Cabinet Member's Response to the Committee's recommendations on the Limit the Use of Household Waste Recycling Sites to West Sussex Residents.

b) Review of Library Offer

The Committee noted the Cabinet Member's Response to the Committee's recommendations on the Review of the Library Offer and confirmed that it would like to receive more information once the results of the consultation are known.

131. Exploitation Strategy

- 131.1 The Committee considered a report by Acting Chief Executive (copy appended to the signed minutes).
- 131.2 Jim Bartlett, Contextual Safeguarding Manager, introduced the report with a presentation (copy appended to the signed minutes), which set out the Safer West Sussex Partnership current strategic priorities and how six of these seven priorities have links to County Lines.
- 131.3 Jo Banks, Detective Superintendent, Sussex Police, defined the term County Lines in more detail and explained the current situation in Sussex and its links to serious organised crime.
- 131.4 Georgina Bouette, Community Safety Manager, Arun District Council, spoke of the success in the multi-agency approach to reducing the County Lines harm, for example, reducing the risk to vulnerable individuals falling victim to "cuckooing".
- 131.5 Sara Pordham, Youth Offending Service Manager, spoke of the links to child exploitation and the impact that this has on the whole family and the training available to professionals. Also explained the ways in which children are vulnerable to exploitation.
- 131.6 Junior Smart, Business Development Manager, St Giles Trust spoke about the "SOS Project" and the intensive relationship-building work that is carried out as part of the intervention work.
- 131.7 The Committee made a number of comments including those that follow. It:
- Requested that future reports contain more detail on the evidence of scale of the problem to give the Committee more information in advance of the scrutiny.
 - Welcomed the fact that Sussex Police is working with the Metropolitan Police on the upstream activities and not just targeting the suppliers on the ground but with the purpose of dismantling a line as well.
 - Was concerned that there is no direct funding of the partnership.
 - Was pleased to hear that the performance of the 101 service was improving and that waiting times have dropped by 50%.
 - Noted the strong link between school exclusions and serious organised crime, including County Lines.

The Chairman asked the Cabinet Member to speak and he asked that a Member Day on this subject be arranged to raise awareness of what signs to look out for and who to contact.

Resolved – That the Committee:-

1. Requested that this work is properly resourced and that the Cabinet Member asks Cabinet to take this into account in budget discussions with particular focus on Not in Education, Employment or Training, (NEETS) which has also been highlighted by the Children and Young People Services Select Committee.
2. Welcomed the reintroduction of dedicated Police Community Support Officers for each area, given their vital role in gathering intelligence from communities.
3. Requested reinstatement of the Neighbourhood Panels (linked to 2 above).
4. Requested that West Sussex Connections is used to publicise the various reporting channels available to residents for reporting criminality and that the districts & boroughs are encouraged to do the same with their newsletters.
5. Requested that professionals and county councillors receive training in how to spot the early signs of exploitation, what to look for and how to report. For councillors this should be as part of the Member Day offered by Cabinet Member.
6. Welcomed the SOS Project events which work with young people exposed to or at risk of violence, vulnerability and exploitation, and requested that Committee members be kept aware of events arising in their areas, with aim for members attending.
7. Asked that district and borough councils look at the issue of high-density housing and what restrictions can be imposed on these, given that these are vulnerable areas.

132. Preview of the Draft Electric Vehicle Strategy

- 132.1 The Committee considered a report by Acting Chief Executive and Director of Environment and Public Protection (copy appended to the signed minutes).
- 132.2 Mr Jones was absent for this item as he was a member of the Task and Finish Group and Mr McDonald was seated with the Cabinet Member to answer questions if required, as he was also a member of the Task and Finish Group.
- 132.3 The Chairman welcomed the Cabinet Member for Environment to the meeting and asked her to speak. The Cabinet Member thanked the Task and Finish Group and Ruth O'Brien for the work in putting this strategy together.

132.4 Ruth O'Brien, Sustainability Advisor, introduced the report with a presentation (copy appended to the signed minutes), which set out the background regarding the desire to improve air quality by providing the infrastructure to assist people who are unable to charge up their vehicles at home.

132.5 The Committee made a number of comments including those that follow. It:

- Welcomed the Strategy.
- Agreed that a network of fuel stations will provide a lot of the in-transit charging.
- Raised concerns that this Strategy related just to residents and not visitors. Was reassured to hear that the TFG had considered this and that it is anticipated that the commercial sector will be providing this infrastructure in response to market need.
- Requested that information regarding grants available to purchase an electric vehicle or for the infrastructure is publicised to householders more widely.
- Raised concerns regarding grid capacity which was acknowledged and was reassured to hear that work will be undertaken with the supplier.
- Welcomed the caution in the Strategy as the record on modal shift in West Sussex has not been good in the past.

132.6 Resolved – That the Committee:-

1. Supports the Strategy.
2. Would like more information to be publicised on the government grants available for cars and for charging points, using West Sussex Connections and other communication methods.
3. Would like a progress report next year on the commercial/private sector situation.

133. Highways Maintenance Service Procurement

133.1 The Committee considered a report by Acting Chief Executive and Director of Highways, Transport and Planning (copy appended to the signed minutes).

133.2 The Chairman invited the Cabinet Member for Highways and Infrastructure to speak and he reminded the Committee that this matter had come to the Committee on 9 May 2019 and that this report was the update that Committee had requested. He also thanked Matt Davey, Peter Smith and the rest of the team for their detailed work.

133.3 Peter Smith, Project Manager introduced the report with a presentation (copy appended to the signed minutes), and he explained the progress that had been made since 9 May 2019 meeting. There were 70 expressions of interest which led to 18 tenders and there is confidence that the tender process has been robust.

133.4 The Committee made a number of comments including those that follow. It:

- Raised concerns regarding the small number of bidders for Lots 1, 2 and 3 and questioned how the authority could therefore be confident it was getting the best value for money, and what aspects of the tenders might have deterred potential bidders.
- Clarified that the successful bidders could mobilise in time for 1 April 2020, and asked what levels of innovation had been evident from the bids.
- Sought reassurance that the Service had sufficient staff in-house to properly manage the contract.
- Welcomed that the bids that were received were within the expected pricing levels and that they were of high quality.
- Welcomed that Lots 4, 5 and 6 did receive tenders from small and medium sized businesses as had been hoped.

Resolved – That the Committee:-

1. Noted the good progress made.
2. Noted that the procurement process has been robust.
3. Noted with disappointment the limited number of bidders for lots 1, 2 and 3.
4. Noted that lots 4, 5 and 6 had attracted small and medium sized businesses as expected.
5. Would like officers to request feedback from those who decided not to bid, so that the reasons could be better understood.
6. Would like to review performance of the contract and the team managing the contract.

134. Review of Consultant's Report, and Recommendations for Future Improvements of Major Projects Cost Estimating

134.1 The Committee considered a report by Acting Chief Executive and Director of Highways, Transport and Planning (copy appended to the signed minutes).

134.2 The Chairman invited the Cabinet Member for Highways and Infrastructure to speak and he confirmed that as budget variations had come before this Committee he had felt that it was appropriate to carry a review.

134.3 The Director of Highways, Transport and Planning confirmed that from concept to delivery takes time and Provelio Ltd have looked at both costings and delivery and that this is a significant piece of work that is ongoing.

134.4 Jeremy Sneddon, Director, Provelio Ltd, introduced the report with a presentation (copy appended to the signed minutes) which set out the background to what had been reviewed. Three projects were used as case studies, A29, A259 and A2300. These were investigated to establish what had happened and how this compared best practice in the industry.

134.5 The Committee made a number of comments including those that follow. It:

- Asked if the adoption of these recommendations would delay projects.
- Welcomed that Highways, Transport and Planning would continue to receive training through a variety of methods including on the job training.

134.6 Resolved – That the Committee:-

Supports the report and its implementation.

135. Forward Plan of Key Decisions

135.1 The Committee considered the Forward Plan dated 1 November 2019 (copy appended to the signed minutes).

135.2 Resolved – That the Forward Plan be noted.

136. Possible Items for Future Scrutiny

136.1 The Chairman noted that there was a vacancy on the Fire and Rescue Service Task and Finish Group and therefore with the Committee agreement asked for a volunteer. Mr Barnard confirmed that he would be happy to join the Task and Finish Group.

137. Date of Next Meeting

The next meeting of the Committee will be held on 13 January 2020 at 10.30 am at County Hall, Chichester. Probable agenda items include:

- Fire and Rescue Service Update
- Draft Response to Consultation on the Transport for the South East Strategy.

- Restructure of Highways, Transport and Planning
- Road Safety - Safer Sussex Roads Partnership

Any member wishing to place an item on the agenda for the meeting must notify the Director of Law and Assurance by 31 December 2019.

The meeting ended at 3.40 pm

Chairman

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Cabinet Member Responses

Response from Cabinet Member for Environment – Mrs Deborah Urquhart		
Agenda item	ECFSC recommendations (7 November 2019)	Response
Electric Vehicle Strategy	<ul style="list-style-type: none"> Supported the Strategy Would like more information to be publicised on the government grants available for cars and for charging points, using WS Connections and other communication methods Would like a progress report next year on the commercial/private sector situation. 	<p>A communication plan will be prepared to promote the approach outlined in the strategy, the benefits of EV and the grants available. Select Committee feedback will inform the development of the plan.</p> <p>A progress report will be provided for the Select Committee at an appropriate stage after the appointment of a market-based partner to work with the County Council to provide the charging point network</p>
Response from Cabinet Member for Fire & Rescue and Communities		
Agenda item	Environment Communities and Fire Select Committee recommendations (7 November 2019)	Response
Exploitation Strategy	<ul style="list-style-type: none"> The need to ensure that this work is properly resourced and that the Cabinet Member asks Cabinet to take this into account in budget discussions with particular focus on NEETS (Young People Not in Education, Employment or Training) which has also been highlighted by the CYPS (Children and Young People Select Committee). Welcomed the reintroduction of a dedicated PCSO's for each area, given their vital role in gathering intelligence from communities. 	<p>Around £250K of additional money has been allocated to West Sussex by the Police & Crime Commissioner following a Home Office funding award. These funds, with the purpose of tackling serious violence will benefit young people across West Sussex, including those who are NEET, who through their involvement with county lines and other forms of exploitation may find themselves at increased risk of violence related harm.</p> <p>I will ensure that the message of appreciation from Members of the Committee is conveyed to the Police & Crime Commissioner and the West Sussex Divisional Commander.</p>

Cabinet Member Responses

	<ul style="list-style-type: none"> • Reinstatement of the Neighbourhood Panels (linked to above) • Need to use West Sussex Connections (and to encourage the districts & boroughs to do the same with their newsletters) to publicise the various reporting channels available to residents for reporting criminality. • To ensure that professionals and County councillors receive training in the early signs of exploitation, what to look for and how to report (for councillors as part of the Member Day offered by Cabinet Member) 	<p>Your expressed interest and support for the re-introduction of local forums to enable ongoing dialogue with Sussex Police officers and communities will be shared. I am sure that once in post each PCSO would welcome direct contact from Members to establish new relationships.</p> <p>Your support to expand the promotional reach of materials and social media which provides key contact details for both reporting and accessing support and information regarding crime and exploitation is welcomed. I have asked the Community Safety & Wellbeing Service to share materials for circulation with all members and would urge you make contact directly if you identify a specific opportunity or information gap within your community.</p> <p>Work is underway to design and schedule an event in 2020 which will explore more fully issues regarding exploitation and vulnerability. This will include a specific focus on identifying when and where harm may be occurring in communities, how to signpost individuals and the wider role communities can play themselves in preventing, mitigating and recovering from all forms of harm associated with violence and exploitation.</p>
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Cabinet Member Responses

	<ul style="list-style-type: none"> • Welcomed the SOS Project events (works with young people exposed to or at risk of violence, vulnerability and exploitation) and request that Committee members be kept aware of events arising in their areas, with aim to members attending. <ul style="list-style-type: none"> • Ask that D & B look at the issue of high density housing and what restrictions can be 	<p>A number of Committee Members have taken up the offer from the Community Safety & Wellbeing Service to deliver some bespoke training to their Parish Councils. The offer still stands and the Service are keen to increase their engagement with Town & Parish Councils.</p> <p>Dates are being finalised for a series of training days for professionals to be delivered by St Giles Trust in the New Year. Sessions will be held at a range of locations across West Sussex, however two dates have already been scheduled for delivery at County Hall, Chichester on the 21st and 28th of February between 9am -4pm. Once further dates become available I will ensure that they are circulated to all Members along with booking details.</p> <p>Launched during November are two shorter complementary training opportunities which might be of interest; Modern Slavery & Human Trafficking and Serious Organised Crime. These introductory sessions are delivered at Hubs across the County and can be booked via the Learning & Development Gateway. They may also be of interest to District & Borough and Parish Councillors within your Division. Please see the attached flyer with the course outline and forthcoming dates.</p> <p>I am sure that Members will have raised these concerns with their District & Borough colleagues and I understand that the complete set of recommendations will be shared with the Safer</p>
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Cabinet Member Responses

	imposed on these, given that these are vulnerable areas.	West Sussex Partnership Executive when it next meets on Thursday 5 th December.
Response from Cabinet Member for Highways and Infrastructure – Mr Roger Elkins		
Agenda item	ECFSC recommendations (7 November 2019)	Response
Highways maintenance reprocurement	<ul style="list-style-type: none"> • Noted the good progress made • Noted that the procurement process has been robust • Noted with disappointment the limited number of bidders for lots 1, 2 and 3 • Noted that lots 4, 5 and 6 had attracted small and medium sized businesses as expected • Would like officers to request feedback from those who decided not to bid, so that the reasons could be better understand • Would like to review performance of the contract and the team managing the contract 	<p>Feedback –</p> <p>The Project Team has created a short questionnaire requesting feedback from those organisations who registered for the recent tenders for Highway Services contracts and feedback will be shared with Select Committee in the New Year.</p> <p>Review of performance –</p> <p>A performance review will be undertaken of each of the contracts after the first anniversary of the contract start date. The reviews will encompass contractor performance against delivery standards, health and safety, commercial performance and improvements. The review will also encompass an internal assessment of the WSCC contract management team’s approach and application in managing the contractors</p>

Environment Communities and Fire Scrutiny Committee
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13th January 2020

West Sussex Fire and Rescue Services HMICFRS Improvement Plan Progress Report
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Report by Chief Fire Officer

Summary

The Committee is aware that West Sussex Fire and Rescue Service have responded to the recommendations of the Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) Inspection report, published on 20th June 2019, demonstrated by implementing the HMICFRS Improvement Plan.

The Committee will be updated on the progress made to date, ensuring that the Fire and Rescue Service is fully prepared for the HMICFRS Inspecting Officers re-visit in January 2020. This will continue to provide confidence within the communities of West Sussex that ongoing improvement to the Service is of the highest priority.

Focus for Scrutiny:

The Committee is asked to:

- Comment on the improvement progress made to date ahead of the HMICFRS re-visit in January 2020.
- Comment on the successful implementation of the Fire Control project and the post Go Live objectives.
- Comment on the progress made around the 'People' causes of concern raised by the HMICFRS inspection.
- Comment on the task and finish group findings for the retained/on-call work stream.
- Comment on the new scrutiny arrangements for WSFRS and member development opportunities.

1. Introduction

The HMICFRS will revisit West Sussex Fire and Rescue Service (WSFRS) in January 2020. The purpose of the re-visit is not to conduct a full re-inspection but will focus on specific areas highlighted as causes of concerns. Specifically, the re-visit will look at improvements made in our prevention and protection activities since the last full inspection. Feedback from this re-visit will be published by HMICFRS, however this will not change the judgement grading received from the original inspection.

2. Readiness for the HMICFRS Revisit - Part A

2.1 Prevention

The published HMICFRS report identified a cause of concern relating to Safe and Well Visits not being carried out in a timely manner with recommendations being made to resolve this and target activity to those who are most at risk. The Prevention team have introduced a new interim Safe and Well Visit data capture process and performance dashboard for all stations. This has been supported by communications and training to the relevant staff who are responsible for conducting these visits. This ensures that we can manage our prevention activity in a timely manner and keep accurate records of the Safe and Well Visits referred to us and when they are completed.

The Inspectorate highlighted a backlog of Safe and Well Visits in the inspection report; this was cleared in March 2019 and is closely monitored through our performance management framework by the Assistant Chief Fire Officer. A Prevention Strategy and new revised Safe and Well Standard Operating Procedure has been published, that details the performance criteria for visits and how we target activity to support those who are most vulnerable. This more efficient process will ensure people who are at risk from fire receive Safe and Well visits in an appropriate time frame, and will prevent a backlog from occurring in the future.

2.2 Protection

Protection is the team who enforce the Regulatory Reform (Fire Safety) Order 2005 on behalf of WSCC and WSFRS. The HMICFRS identified a backlog on fire safety audits as well as an inadequate fire safety database as causes for concern.

As part of the HMICFRS improvement plan presented in September 2019 an Area Manager Protection role was created to increase strategic capacity and oversight. The Area Manager Protection has the lead in addressing these causes for concern.

As a priority, the backlog of 833 fire safety audits was cleared that had built up. The service is now up to date with all enforcement activity. The backlog was cleared by the introduction of a robust performance management system and will be maintained with an increase of staff and new team structure.

The service has produced a draft Fire Safety Enforcement Strategy to clearly define how we will address the fire safety risks within West Sussex. This strategy articulates how the service allocates available resources to target high risk areas and reduce risk.

A Local Government Association (LGA) Peer Challenge of Protection took place in December. This was focused on the operational delivery of Fire Safety within West Sussex. The findings will be used to further refine our delivery model for Protection.

As a service we need to be prepared to overcome any changes in legislation. The service has designed a new structure for the Protection team to be flexible enough to address outcomes from the Grenfell enquiry and other changes to statutory legislation.

2.3 **Prevention and Protection Risk Management IT Systems**

The inspection report identified issues with the IT system used for Protection and Prevention. It was noted that the service required effective and robust systems to manage its protection activities for risk-based inspections. It was also noted that our existing systems were unable to identify the highest risk premises as the computer system was not robust enough and often lost data. The HMICFRS stated "the service relies on a computer system that hinders its protection and prevention work and relies too much on paper".

The service is currently procuring a modern computer system called Farynor that is already in use by the London Fire Brigade. A key feature is that it will facilitate mobile working, reducing the time required to travel to and from working locations and provide a reporting function to monitor performance.

2.4 **Improvement Plan Development**

Resources have been provided by WSCC Transformation Office to develop, co-ordinate and monitor our improvement activity. This includes utilising the Transformation Office experience in coordination, development and management of a detailed plan to ensure the outcomes are delivered. This will be addressed as a program and include the IRMP and other ongoing activity across the service to enable prioritisation activity and allocate resource appropriately. The service will use national best practise to benchmark performance to ensure WSFRS is progressing from in needs of improvement to good and beyond. A key part of any improvement program is to monitor the benefits of each area of work, the Transformation and Insights team have developed performance criteria to create a reporting framework to capture benefit realisation.

3.0 **Fire Control Project**

On the 23rd January 2019 the Cabinet Member for the Fire and Rescue Service approved the key decision paper to develop a collaboration programme with Surrey Fire and Rescue Service to deliver our future mobilising arrangements.

During early 2019 the programme moved into the delivery phase. The programme included a wider IT strategy for the Fire Service with the new mobilisation system at its core ensuring all our IT systems are integrated.

The fire service working with County Council teams has delivered a tried and tested mobilisation system, integrated with a new resilient resource management provision and a cost-effective resilient home office approved incident reporting and data visualisation system.

The programme has also addressed many of the Fire and Rescue Service's ways of working by introducing innovative solutions in partnership with the County Council which has streamlined many of our processes driving forward efficient and effective ways of working.

The new mobilisation system and wider IT strategy went live at 11am on the 4th December 2019, when Surrey Fire and Rescue Services started mobilising WSFRS emergency resources.

The new mobilising system and wider IT strategy was delivered two months early and within the agreed program delivery budget. The year-on-year costs are calculated to be in line with the predicted annual costs contained within the business case and realise significant year on year savings.

We will continue to identify and deliver collaboration opportunities with Surrey Fire and Rescue Service through 2020. Some have already been identified through the joint governance arrangement that will improve the way our officers gather incident data to provide informed decision making remotely from incidents. The Program will continue to provide value for money and improve public and fire safety across the County of West Sussex.

4.0 Progress and Implementing the Improvement Plan Part B

People

The HMICFRS identified two Causes of Concern in relation to people; the first was that staff sometimes act in ways that go against the core values which was leading to bullying in the workplace.

Following the publication of the inspection report workshops have been facilitated across the service which have focused on raising awareness of the values and the underpinning behaviours. Values and behaviours are now an integral part of new job descriptions and training on values-based interviewing is scheduled to be rolled out to officers in January and February. Training for investigating managers is also being delivered to ensure that where there are issues of potential misconduct these are investigated and managed fairly and effectively. Work is ongoing to explore opportunities to fully embed the values within existing processes and practices.

In order to understand perceptions of working for the Service, and to give staff an opportunity to discuss their experiences, 26 listening groups were held at a range of locations between 25th September and 14th November 2019. The information gathered has been collated into a report, with key findings and recommendations, and shared directly with the Chief Fire Officer. The Service will be engaging with staff in the coming weeks to develop an action plan based on the findings.

The second Cause for Concern was that WSFRS does not engage with or seek feedback from staff to understand their needs. This was found to especially be the case with some under-represented groups and the report stated that when staff raise issues and concerns the Service doesn't respond quickly enough.

The Service has worked closely with the Comms, HR and OD teams to develop a Communication and Engagement Plan which has been in place since July 2019 and is reviewed and updated regularly. On the 8th November the Fire and Rescue Service held its first ever Annual Staff Conference. This

was well attended by staff across the Service and was webcast to ensure that staff on duty could participate. The feedback was very positive with the majority of staff saying that they would attend a future conference. A key part of the day was a live Q and A session with the Senior Leadership Team, during which staff had the opportunity to ask questions and hear directly from senior leaders.

Other recent engagement activity has included raising awareness of WSCC staff awards, launching the 'Big Ideas' platform on the WSFRS page of the Big Exchange so staff can contribute ideas and suggestions for service improvements and creating a WSFRS-specific engagement survey, which was launched on 6th December 2019 and closes on 6th January 2020.

The Service has also been working with colleagues in Organisational Development to improve induction processes for new starters and to create a leadership development programme which supports leadership development at all levels of the organisation.

Operational Resilience

The HMICFRS recommended that "WSFRS is not making best use of its resources; fire engine availability is low and is struggling to recruit and maintain On-Call firefighters". Availability of fire engines directly impacts on response times and the service we provide to the public.

By addressing this recommendation, the service will focus on recruitment and retention of On-Call fire fighters and how we support all the On-Call fire stations to increase fire engine availability based on risk across our county.

The HMICFRS also recommended "the service should improve how it allocates its resources to align more closely with its priorities outlined in the IRMP". The recommendation is being delivered by the introduction of a new Service Delivery Centre. (SDC) The SDC will make significant improvements through the central coordination of all physical resources that are required to maximise fire engine availability whilst coordinating Prevention and Protection activity in holistic service wide activity. It will reduce the pressures placed on both Whole Time (WT) and Retained Duty System (RDS) managers, allowing them to focus on core responsibilities such as the maintenance of operational competence and the coordinated delivery of safety critical prevention and protection activities across our county.

The reinstatement of the Assistant Chief Fire Officer will improve the service we provide to the public through closer scrutiny and management of Prevention, Protection and Response activity. The Assistant Chief Fire Officer will deliver strategic priorities based on the risk identified in the IRMP and the recommendations contained in the HMICFRS report.

The reinstatement of this role will support public and fire fighter safety by increasing resilience at Principal Officer level during operational incidents and in the management of day to day strategic operational activity ensuring statutory duty is maintained in line with the Fire and Rescue Services Act 2004.

Retained/On-Call Report

In 2018 the Environment Communities and Fire Select Committee commissioned a member led task and finish group to look at the recruitment and retention of Retained/On-Call firefighters.

The task and finish group highlighted four areas for initial work streams which are as follows:

1. Trial implementation of County Crewing – this uses Retained/On-Call staff to provide positive hours (Paid time above the On-Call allowances) to enhance fire engine availability in key risk areas. This will be coordinated by the new Service Delivery Centre. A business case has been presented and approved and is now being implemented.
2. Explore the feasibility of increasing the catchment area around fire stations by expanding the 4-minute catchment area to 6 minutes and 8 minutes where there's a tangible benefit to fire engine availability. This will be risk data driven and will be initially run as a pilot. The research has now been completed using response time modelling and is now being implemented where there are tangible benefits are expected.
3. Develop a new flexible contract for On-Call fire fighters to address a perceived lack of flexibility in the current contractual arrangements. This work will be assessed in 2020 for a strategic direction to be set in the second half of the year.
4. Develop and maintain a planned and targeted On-Call recruitment campaign utilising the additional 3 On-Call Liaison Officers to support On-Call station leaders. This has now been approved and the service are currently recruiting the staff that will work within the new Service delivery Centre.

5.0 Scrutiny Support and Member development

The County Council has recognised the specialist nature of work the Fire and Rescue Service undertakes and that dedicated Challenge and Scrutiny arrangements will assist the FRS in undertaking its improvement journey. The introduction of these new arrangements will be supported by specific tailored training for the committee members to increase their knowledge and understanding or the work the Fire Service undertakes.

Dr Sabrina Cohen Hatton

Chief Fire Officer

Contact : Sabrina.Cohen-Hatton@westsussex.gov.uk

Environment, Communities and Fire Select Committee

13 January 2020

Fire and Rescue Service Task and Finish Group
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Report by Chairman of the Task and Finish Group
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Summary

In September 2018 the Committee appointed a Scrutiny Task and Finish Group (TFG) to scrutinise and make recommendations on two projects brought forward under the Integrated Risk Management Action Plan 2018-22 - Recruitment and Retention of on-call (OC) Firefighters, and Response Times Standards. The Group was able to complete its work only in respect of the recruitment and retention project, meeting twice to consider the issues. TFG members attended OC fire stations and spoke in person to OC firefighters to gather further evidence.

The Group recognised that it would likely require investment to improve the prospects of the OC service, but that it represented excellent value for money, and it was felt that a relatively modest, targeted, increase in its funding could yield significant positive outcomes.

It was clear to the Group that there was no single immediate and obvious solution to the problems faced by West Sussex Fire and Rescue Service (FRS), in common with fire services around the country. Rather than make specific recommendations, based on the evidence it heard, the TFG made suggestions for consideration and exploration by the FRS. These covered areas such as compensation, Retained Liaison Officers, work/life balance, benefits for employers, utilisation of the OC service, and crewing levels, and were initially passed to the FRS in spring 2019.

The FRS has been asked to provide a response to the recommendations at the 13 January meeting.

The focus for scrutiny:

The Committee is asked to

- a) Consider and endorse the measures suggested by the Task and Finish Group to address the recruitment and retention issues.
- b) Assess the risks of a failure to address recruitment and retention issues
- c) Consider whether the FRS has responded fully and effectively to the TFG suggestions.
- d) Consider whether further scrutiny should be carried out of the areas of work the TFG was unable to complete.

Proposal

1. Background and Context

1.1 At its meeting on 21 September 2018, the Committee agreed in principle for a Scrutiny Task and Finish Group (TFG) to be established, to scrutinise two projects forthcoming under West Sussex Fire and Rescue Service's (FRS's) Integrated Risk Management Action Plan 2018-22, namely:

- The Recruitment and Retention of On-Call (OC) Firefighters
- The Response Times Standards

The full terms of reference are included as appendix 1.

1.2 The membership comprised:

Andrew Baldwin
Ann Bridges
Michael Jones
Simon Oakley (Chairman)
Francis Oppler
Carol Purnell

1.3 The TFG met twice in respect of the OC project. However, due to changes in Service priorities, the Response Times project was delayed. Rather than correspondingly delay their work indefinitely, the Group instead decided to informally issue an interim set of ideas and recommendations to the FRS, on the OC element of its terms of reference alone. This was done in spring 2019.

1.4 Having learned that the response time project would not be forthcoming in the immediate future, the TFG Chairman subsequently determined that the Group should publish a final report based upon the work it was able to undertake.

2. Discussion

2.1 The Group met in November 2018 and in January 2019. The first meeting considered background information and data on the recruitment and retention challenges facing the Service in West Sussex, and the impact of OC staff shortages on the crewing and availability of appliances. The Group also considered a dissertation on the retention of OC firefighters, to provide information on the national picture.

2.2 The Group learned that lack of "shouts" (ie calls to an incident, which have fallen 40% in the last decade), flexibility and pay are key issues, moreover that these were national issues, and not a situation unique to West Sussex. Although pay was set at the national level, there was some flexibility and members discussed broad ideas for improving the compensation package – albeit that this would be challenging in the present financial climate.

2.3 Social change in the decades since the OC model was first introduced had eroded the effectiveness of the OC service, and impacted negatively on

recruitment to the service. For example, it was now rare for people to work in the community in which they lived, particularly so in rural areas. The flexibility required of OC firefighters could be challenging for employers to accommodate (something to which employers had to commit as part of the employee's application process).

- 2.4 The Group discussed the role of Retained Liaison Officers (RLOs). RLOs supported the retained section leaders with support on recruitment and retention, administration tasks and crewing. Whereas there had once been 12 in West Sussex FRS, they had been reduced in number to nine, then three, to none. There were currently three once more, though they now had additional responsibilities on top of their core role.
- 2.5 Following consideration of the background information at the first meeting, the Group decided to gather evidence first-hand from OC staff, through visits to their local OC fire station, timed to coincide with their weekly drill night.
- 2.6 Because senior managers did not attend the visits, OC staff were reassured that their input would be treated confidentially, with the hope that more honest and helpful discussions would be forthcoming as a result. Feedback from the visits was discussed at the second TFG meeting. The following emergent themes were considered at the second meeting:

Recruitment

- 2.7 Remuneration: Money was clearly the most significant issue. The disturbance fee while on-call was currently a flat fee of around £4. Generally, members considered that sacrifice required to perform the role was not commensurate with the financial package.
- 2.8 Employers: Members recognised the significant commitment required of employers, and discussed ways of enhancing the benefits accruing to them.
- 2.9 Catchment Area: The requirement to be within four minutes travel distance of the fire station while on call was a significant impediment – for both recruitment and retention.
- 2.10 Expectations of the Role: Some OC firefighters had seen it as a route to ultimately becoming whole time (WT) and the Group questioned how well such aspirations been sufficiently understood and accommodated.

Retention:

- 2.11 Utilisation of OC Crews: At stations manned by both whole time and on-call firefighters there was a perception among OC staff that WT crews got to undertake more of the school visits, for example, because this worked out cheaper for the Service. However, using an OC crew for local prevention work would serve to raise their public profile within the local community (see 2.15). Members also reflected that there might be more types of jobs that OC crews could attend, such as animals in distress. OC staff felt a reduction in the West Sussex minimum crewing level (from four to three) would result in more shouts for OC crews.
- 2.12 Prestige of the Role: For on-call firefighters, an important aspect of the role was the sense of delivering a vital service for the community, and Members

considered the extent to which this community service, together with the sacrifice of families and employers, was celebrated/acknowledged. OC staff felt there was limited awareness of their work within the wider community.

- 2.13 Work/Life Balance: The constraints of the current on-call system had a significant impact on family life.
- 2.14 Training: there appeared to be limited capacity for on-call firefighters to train to become drivers. The role of driver did not attract additional compensation, but came with an associated degree of kudos, and a significant amount of additional responsibility. Drivers had to have an HGV license, but there was a significant waiting list for driver training.

There appeared to also be a significant lag between the completion of an OC firefighter's training and their first posting, which caused a significant loss of momentum for the newly-qualified.

- 2.15 Retained Liaison Officers: On-call staff placed great importance on the RLOs, yet several remarked that "they never see them" (the number of RLOs had been reduced, and they now had additional duties/responsibilities on top of their notional role).

3. Recommendations:

- 3.1 The Group's view is that the recruitment/retention issues had to be solved, or the County Council's role would otherwise be to manage the demise of the OC service. The Group recognised that it would likely require investment to improve its prospects. However, the OC service represented excellent value for money, and it was felt that a relatively modest, targeted, increase in its funding could yield significant positive outcomes.
- 3.2 It was clear to the Group that there was no single immediate and obvious solution to the problems faced by West Sussex FRS, in common with fire services around the country. Rather than make specific recommendations, based on the evidence it heard, the TFG makes the following suggestions for consideration and exploration by the Fire and Rescue Service. These were initially passed to the FRS in spring 2019 (see 1.3):
 - 1. Relating to the financial compensation for the role the Group suggested that the retaining fee (an annual fee broken down into monthly payments) be increased in line with the hours OC staff made themselves available, and/or that a higher fee be offered for being on-call during "anti-social" parts of the week, such as weekends. Another suggestion was that OC staff receive free parking permits.
 - 2. Considering concerns about work/life balance and the realities of modern life, additional categories of on-call duty should be offered – for 50 hrs and 30 hrs, for example.
 - 3. Given the importance OC firefighters attach to serving their community, the wider community should be made more aware of their role. FRS should look more closely at recognition schemes/events for staff/family/employers – perhaps with the involvement of local civic leaders.

4. Considering the gain accruing to employers, FRS should look for more ways for employers to benefit from the skills acquired by their OC firefighters.
5. FRS should continue to identify and publicise good local stories, with a view to better "selling" the service to potential applicants.
6. The lack of driving instructors was a concern, albeit one which applied across all the blue light services regionally. However, any influence the FRS could bring to bear with partners to help alleviate the situation would be of benefit.
7. Many OC staff joined the service as a means to eventually becoming whole-time, but this ambition was often not realised. The FRS should examine and address the impediments to this career path.
8. If OC crews could be used more often for local preventative work, in addition to improving job satisfaction, this would also enhance their profile within the community.
9. Efforts to recruit more (non-FRS) WSCC staff based in the Chichester and Horsham campuses should continue.
10. To increase the number of shouts, OC firefighters could support the ambulance service more (for example, in work such as "lift assist") and could undertake more animal rescue work.
11. Although there could presumably be an impact on response times, the potential pool of eligible on-call firefighters would be widened if the turn-in time increased from four minutes to six minutes.
12. Views were mixed among TFG members as to whether or not West Sussex FRS should consider crewing with a minimum of three firefighters. The TFG did not consider the detailed evidence underpinning such a proposal, and did not agree a preliminary view. However, it appeared that OC crews would be available more often were it to be the case, and that other fire and rescue services routinely crewed with a minimum of three firefighters.
13. Is there scope for greater responsibility at station level for managing individual's availability, including flexibility in on-call hours?
14. In the eyes of on-call staff, Retained Liaison Officers clearly had a significant role in improving mentoring, recruitment and retention. Although their partial reintroduction was welcomed, evidence suggested more could be achieved with increased resourcing in this area.
15. Increased contract flexibility would potentially help retain staff as they got older – for example, graded fitness standards could prolong service.

4. Issues for consideration by the Select Committee

The Committee is asked to

- a) Consider and endorse the measures suggested by the Task and Finish Group to address the recruitment and retention issues.
- b) Assess the risks of a failure to address recruitment and retention issues
- c) Consider whether the FRS has responded fully and effectively to the TFG suggestions.
- d) Consider whether further scrutiny should be carried out of the areas of work the TFG was unable to complete.

5. Consultation

- 5.1 TFG members gathered evidence from representatives of the FRS before making their recommendations. The members of the TFG were consulted in the preparation of this report.

6. Risk Implications and Mitigations

- 6.1 On Call firefighters deliver an essential part of the fire and rescue service delivered to the County's residents and businesses. Threats to the long-term viability of the on-call service risk diminishing the Council's ability to deliver its statutory responsibilities in this area.

7. Other Options Considered

- 7.1 This report sets out the findings and recommendations of a Scrutiny Task and Finish Group, which are not binding upon the Cabinet Member.

8. Equality Duty

- 8.1 There are no duties under the Equality Act arising directly from this report. In the event the Service takes forward any of the recommendations, any duties arising will be addressed at that time.

9. Social Value

- 9.1 There are no issues under the Public Services (Social Value) Act arising directly from this report. In the event the Service takes forward any of the recommendations, any duties arising will be addressed at that time.

10. Crime and Disorder Implications

- 10.1 There are no issues under the Crime and Disorder Act arising directly from this report. In the event the Service takes forward any of the recommendations, any duties arising will be addressed at that time.

11. Human Rights Implications

- 11.1 There are no issues under the Human Rights Act arising directly from this report. In the event the Service takes forward any of the recommendations, any duties arising will be addressed at that time.

Simon Oakley

Chairman, Fire and Rescue Service TFG & Vice Chairman, Environment, Communities and Fire Select Committee.

Contact: Ninesh Edwards, ninesh.edwards@westsussex.gov.uk

Appendices

Appendix 1: Terms of Reference

Background Papers

How to improve the retention rate of On-Call staff by considering the reasons people leave the Fire Service and analysing feedback from current On-Call staff, to make recommendations to improve in the future – Dissertation by Laura Walker.

Appendix 1

Fire and Rescue Service Scrutiny Task and Finish Group

Terms of Reference

1. Scope

At its meeting on 21 September 2018, the Committee agreed in principle for a Scrutiny Task and Finish Group to be established, to scrutinise two projects forthcoming under the Fire and Rescue Service's (FRS's) Integrated Risk Management Action Plan 2018-22, namely:

- *The Recruitment and Retention of on-call Firefighters*
- *The Response Times Standards*

The project to develop a strategy for on-call recruitment and retention is ongoing.

The project on response times is due to commence in January 2019.

The purpose of the Task and Finish Group is, for the two projects in turn, to act as a critical friend to the Cabinet Member and Service as the proposals are developed and implemented. It is hoped that, by virtue of their involvement in the TFG, TFG members will gain additional insight and knowledge on the work of the FRS, which in turn will benefit the wider Committee whenever formal scrutiny of the Service is undertaken.

The TFG will produce a final report of its recommendations back to a formal meeting of Environment, Communities and Fire Select Committee (ECFSC) for consideration and adoption.

2. Methodology

It is planned to hold two meetings of the TFG for each project. In considering the proposals arising under the projects, The TFG will consider:

- *The safety and security of our communities*
- *Firefighter welfare*
- *The capacity and resilience of the Service, in the face of forecast demand*
- *Value for money*
- *The reputation of the FRS, and public perception.*
- *Best/alternative practice adopted by other fire services*
- *Stakeholder consultation on any proposed changes to services*

The work of the TFG will be informed by FRS officers. The TFG may also wish to consider evidence from external witnesses.

3. Timetable

The TFG will run alongside the two projects, and will formally report its recommendations to a meeting of the Committee in time to influence the projects, while not causing delays to either project.

The Group will inevitably make suggestions and proposals based on the evidence presented to them, during the course of its meetings. So long as there is consensus among the Group, FRS officers and the Cabinet Member will consider these suggestions as they arise, and act upon them where they are accepted (rather than waiting for the Group's recommendation in its final report). Any such interim suggestions will be mentioned in the Group's final report.

4. Membership

The Chairman, as agreed by the ECFSC Business Planning Group, is Simon Oakley.

The agreed membership of the TFG is:-

- *Andrew Baldwin*
- *Ann Bridges*
- *Michael Jones*
- *Simon Oakley (Chairman)*
- *Francis Oppler*
- *Carol Purnell*

5. Reporting arrangements

The TFG will report to the Environment, Communities and Fire Select Committee.

18 November 2018

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Agenda Item No. 6**Environment, Communities and Fire Scrutiny Committee****13th January 2020****Road Safety Framework Progress****Report by Director Highways, Transport and Planning****Executive Summary**

This report presents an update on the Council's progress to achieving road casualty reduction targets set in the Corporate Plan together with how road safety interventions are delivered and proposals for the future.

As is reflected nationally, casualty data for West Sussex remains stubbornly at the same level over the last few years. This report identifies that the current level of investment is unlikely to change that situation and suggests some alternative ways forward.

The focus for scrutiny

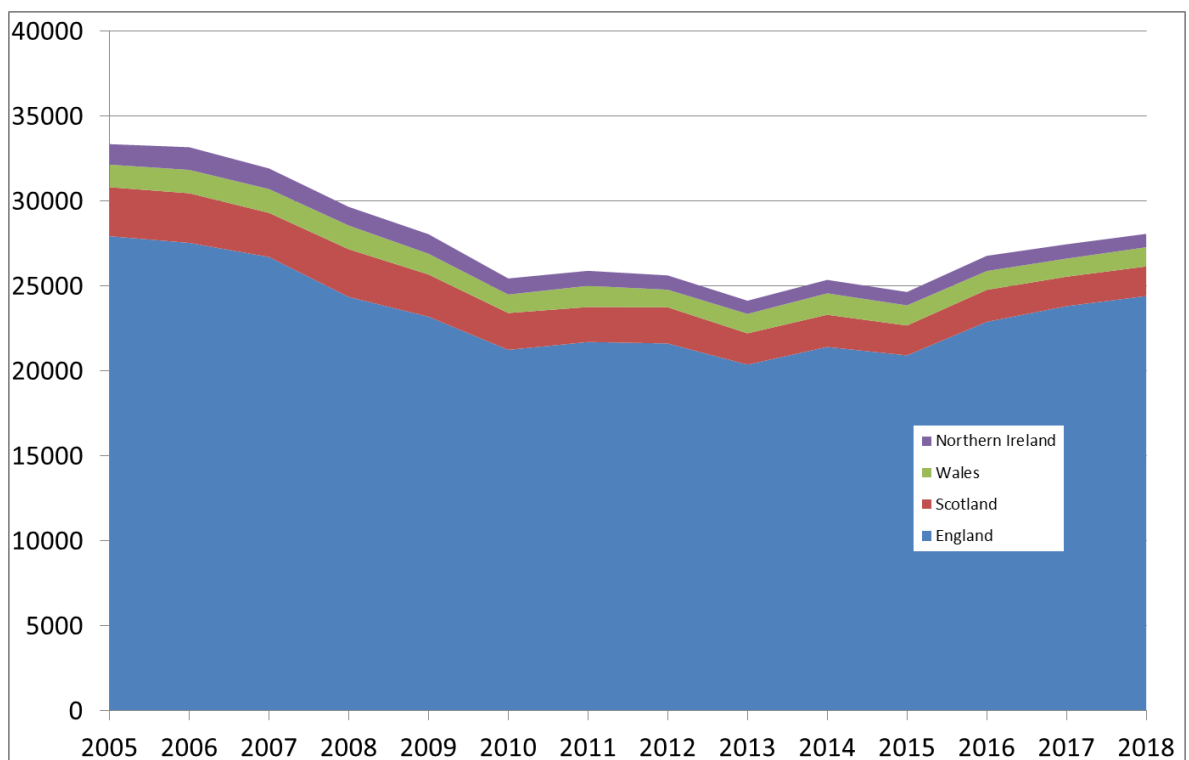
The Committee is asked to consider WSCC's performance together with the suggested future approach noting that any additional funding would be subject to further business case and approval.

1. Context/ Background

- 1.1 The West Sussex Plan, A Strong, Safe and Sustainable Place, contains a measure of success based on the number of people killed or seriously injured in road traffic accidents.
- 1.2 This has been translated into a performance aim to be a top quartile performer amongst our statistical neighbours, measured by the number of people killed and seriously injured per billion vehicle miles by March 2022.
- 1.3 Based on current traffic flow figures this requires a 48% reduction in the number of KSI (Killed and Seriously Injured) Casualties from the 2016 outturn of 483.

2. National Background

- 2.1 At a national level the number of deaths and seriously injured casualties has stagnated since 2010 across most of the UK. In 2010 a total of 25457 KSI casualties were recorded against 27,266 in 2018. In part this may have been influenced by the gradual adoption by English police forces of a new national collision recording system called CRASH that more accurately classifies casualty severity. CRASH is discussed later at paragraph 4.0. Scotland, Wales and Northern Ireland, yet to adopt CRASH or a similar system, all show a fall in KSI in 2018 relative to 2010.
- 2.2 While the adoption of CRASH is likely to be affecting the seriously injured statistic, this is not true with regard to fatalities and these might be considered a more robust indicator of national performance. As with KSI the trend in the number of fatalities has been broadly flat since 2010. In great Britain 1784 people were killed in reported road traffic collisions in 2018 compared to 1850 in 2010, a 3.5% reduction.
- 2.3 UK KSI performance from 2005 to 2018

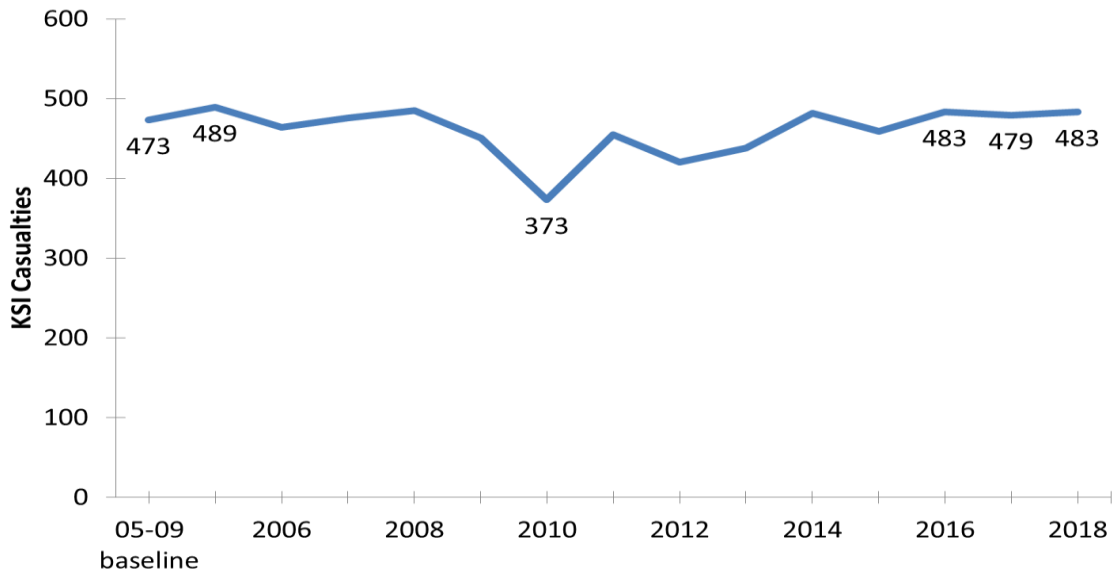


3. WSCC Progress against Targets

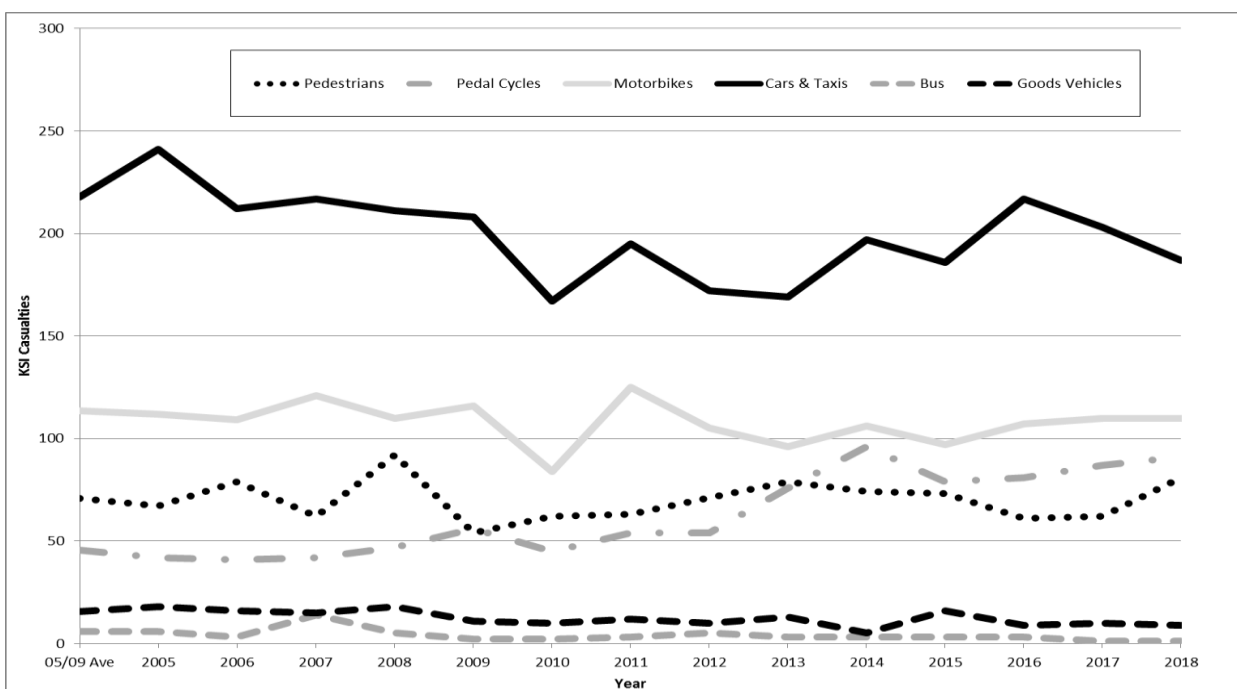
- 3.1 The numbers of KSI casualties in West Sussex have flat lined since 2011 and this reflects the national picture as set out in the recent PACTS* report – Road Safety Since 2010, published in December 2018. While this lack of change should be seen against the increase in population and longer term traffic growth, the progress against our milestones is disappointing and highlights the need for continual effort to reduce casualties on our roads. In terms of total KSI casualties the

outturn in 2018 was higher than the 2005-2009 baseline average of 473.

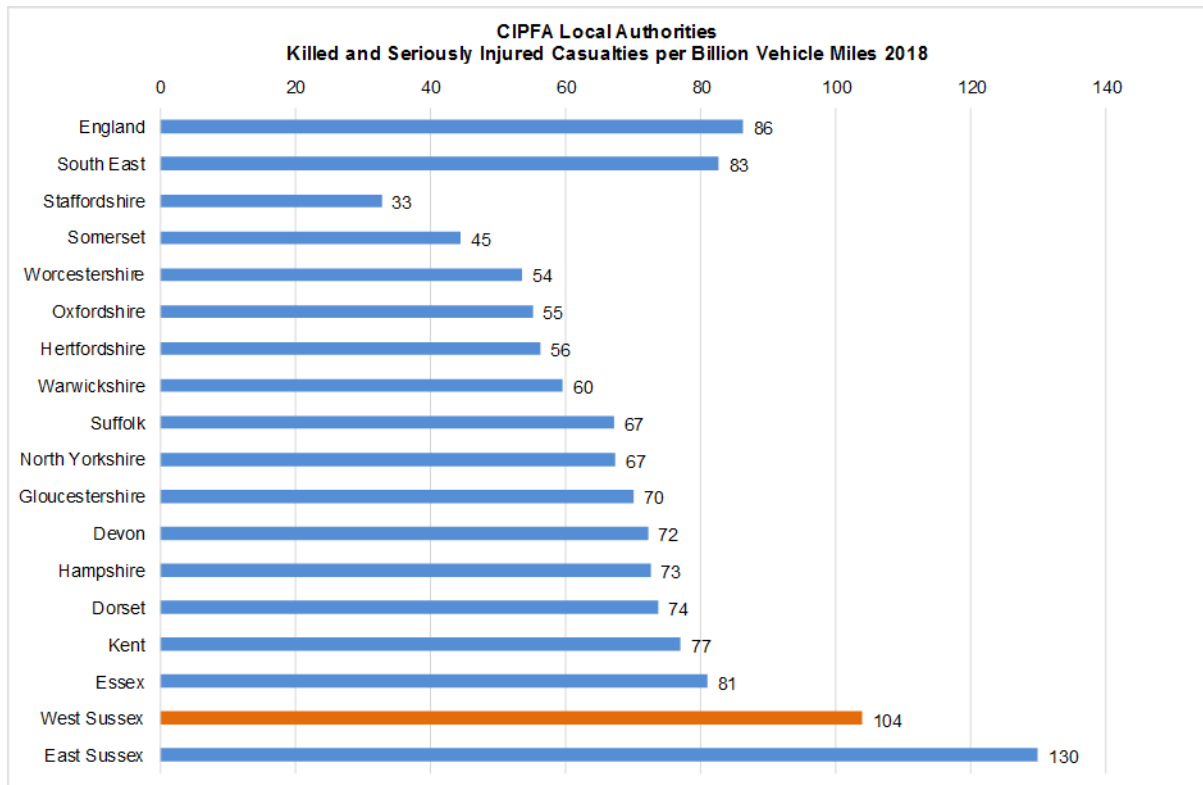
West Sussex - KSI Casualty Performance



Killed or seriously injured casualties by road user types	2005-2009		2010-2014		2015		2016		2017		2018		2018 Percentage change over		
	Average	Average	2013	2014	2015	2016	2017	2018	2017	Average	Average	2017	Average	2010-2014	
	Pedestrian	71	70	79	74	73	61	62	81	-30.6%	-14.41%	-16.05%			
Pedal Cyclists	46	65	76	96	79	81	87	91	-4.6%	-99.56%	-40.00%				
Powered two-wheeler	114	103	96	106	97	107	110	110	0.0%	3.17%	-6.59%				
Car/Taxi/Minibus	218	180	169	197	186	217	203	187	7.9%	14.14%	-3.89%				
PSV	6	3	3	3	3	3	1	1	0.0%	83.33%	68.75%				
Goods Vehicle	16	10	13	5	16	9	10	9	10.0%	42.31%	10.00%				
Other Vehicle/User	4	2	2	1	5	5	6	4	33.3%	-11.11%	-66.67%				
Total	473	434	438	482	459	483	479	483	-0.8%	-2.11%	-11.39%				



3.2 The aspiration to be a top quartile performer amongst our statistical neighbours measured by the number of people killed and seriously injured per billion vehicle miles by March 2022 was extremely challenging. In 2016 West Sussex was in the bottom quartile with only East Sussex having a poorer performance. This position has not changed.



3.3 The whole of 2018 showed a very slight increase in the number of reported road traffic collisions compared to 2017, with 1915 injury collisions being recorded in 2018 against 1901 in 2017. While the number of KSI casualties has remained broadly similar, the estimated number of vehicle miles travelled shrunk slightly in 2018 and this has resulted in an increase in the number of KSI casualties per billion miles travelled from 102 in 2017 to 104 in 2018.

Milestones towards achieving a top quartile position against the CIPFA statistical neighbours group.

Updated Oct 2019 following the DfT's release of Recorded Road Casualties Great Britain 2018.

KSI per billion vehicle miles:											
2021 KSI Casualty Target - 48% Reduction of 2016 Outturn											
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Milestones							91	81	72	63	54
Outturn	102	96	101	108	101	103	102	104			

WSCC KSI (Killed and Seriously Injured) Casualties											
2021 Target 48% Reduction of 2016 Outturn											
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Milestones							429	380	336	292	249
Outturn	455	420	438	482	459	483	479	483			

KSI per Million People:											
2021 KSI Casualty Milestone - 51% Reduction of 2016 Outturn											
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Milestones							508	450	393	336	279
Outturn	563	515	533	582	549	572	562	562			

The output to achieve a top quartile position will need to be adjusted annually to reflect the performance of the other authorities.

- 3.4 The table above demonstrates that WSCC is falling short of achieving its target.

4. **CRASH collision recording system**

- 4.1 Sussex Police via the Sussex Safer Roads Partnership supply West Sussex County Council with the collision (and resulting casualty) data.
- 4.2 In June 2019 Sussex Police adopted the new national computer system called CRASH to record road traffic collisions; this system is now used by over half of the police forces in the UK. The information collected by the police for each injury collision remains the same.
- 4.3 The key difference is that rather than relying on the attending officer's interpretation of severity, the CRASH system determines severity from each individual injury.
- 4.4 The more accurate classification of severity has seen a large increase in the number of serious injuries recorded by those police in forces who were early adopters of CRASH, ranging from +5 to +15% (Note, around half of police forces in England adopted this system at the end of 2015 early 2016). This is likely to exacerbate the flat lining in KSI performance since 2011
- 4.5 The Office for National Statistics have suggested national adjustment factors to allow for reasonable comparison to be made with pre and post-CRASH data. WSCC has yet to adjust its 2005-2009 baseline average, which is used to measure progress on KSI reduction.

5 **Road Safety Delivery**

- 5.1 Road safety interventions follow an engineering, educational and enforcement delivery model as discussed in the Road Safety Framework

2016 – 2026.

- 5.2 **Engineering improvements** are delivered by WSCC Highways, Transport and Planning local safety programme. Interventions are currently intelligence-led, based on the analysis of the road traffic collisions database.
- 5.3 **Education, Training and Publicity (ETP)** programmes are aimed at helping people to be aware of, and to understand, road safety issues and risks, and providing appropriate training to improve their ability to safely use the road environment in a variety of modes. Predominately these are pan-Sussex initiatives delivered through the Sussex Safer Roads Partnership. They also include initiatives delivered by the West Sussex Fire and Rescue Service (WSFRS) including Safety Drive Stay Alive. WSFRS whole-time operational crews also deliver 4 road safety campaigns each year based around distracted driving, speeding, occupational drivers and driving under the influence (Christmas). The themes are based around the most frequent incident types.
- 5.4 WSCC Highways, Transport and Planning deliver Bikeability cycle training to around 9000 school children annually, currently funded from a combined budget made of elements from the Direct Schools Grant, HT&P revenue, Public Health grant and Department for Transport grants. Other than this there is no WSCC revenue funding for undertaking ETP initiatives.
- 5.5 **Enforcement** is targeted by Sussex Police at sites where assessment of casualty data, community feedback and intelligence indicates a priority for intervention. Enforcement includes safety camera deployment introduced through the Sussex Safer Roads Partnership. This area of activity is aimed primarily at changing behaviour, with support in education and training.
- 5.6 The Sussex Safer Roads Partnership consists of Brighton and Hove City Council, East Sussex County Council, East Sussex Fire and Rescue Service, Sussex Police and West Sussex County Council (including West Sussex Fire and Rescue Service). The Brighton and Sussex University Hospital NHS Trust joined the partnership in 2017.

The SSRP's vision is to "create a safer environment, significantly reduce life changing injuries and eliminate fatalities". To achieve this, the SSRP has issued a Sussex-wide strategy that identifies encouragement, education, and engineering and enforcement tools to reduce road casualties. West Sussex will continue be a member of the SSRP and contribute to its objectives. More details on the SSRP governance and activities can be found at appendix A.

6. **Potential Future Investment Approach**

- 6.1 Current funding levels and casualty trends suggest that the numbers of KSIs could be held at a base level against traffic and population growth, but not improved upon. Our approach therefore is to consider increasing our level of intervention via adopting the Safe Systems methodology.
- 6.2 Data from some pioneering countries shows that about 30% of serious crashes are caused by deliberate violations and risk-taking behaviour, while the majority result from simple errors of perception or judgement by

otherwise compliant persons. An approach to road safety assuming that humans can be faultless road users throughout their lives is flawed (ITF (2016), Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System, OECD Publishing, Paris)

- 6.3 Safe Systems seeks to design the transport system to protect users from death or serious injury in the event of an accident. This is a fundamental change in philosophy that recognises humans are, by their very nature, frail and error prone, and that we should ensure that vehicles and roads are designed such that when crashes occur the forces that result can be tolerated.
- 6.4 The Safe System approach consists of four key principles
1. No matter how well we are trained and educated about responsible road use people make mistakes that can lead to road crashes. The road transport system needs to accommodate this.
 2. People are fragile. The human body has a limited physical ability to tolerate crash forces before harm occurs
 3. All people involved in designing, building, managing and using the road traffic system have a shared responsibility to ensure that road crashes are prevented as much as possible or, when they occur, do not lead to fatal or serious injuries
 4. All parts of the system need to be integrated and strengthened to multiply their effects and if one part fails other parts will ensure road users are still protected.
- 6.5 Central to our approach is to reduce the likelihood of injury via physical separation, reduced crash energy and improved highway quality.
- 6.6 Understanding road quality in the context of casualty reduction is a vital first step to drive interventions. The traditional approach of considering historic crash data needs to be augmented by a route-based qualitative assessment. Such a methodology has been successfully developed for use in the International Road Assessment Programme (iRAP). This led to government investment of £2.458m via the Safer Roads Fund and our recent intervention on the A285.
- 6.7 The iRAP approach involves star-rating the road network. Star Ratings are based on road attribute data and provide a simple and objective measure of the level of safety 'built-in' to the roads for each of vehicle occupants, motorcyclists, pedestrians and bicyclists. A low quality road is a one star road, while most modern motorways could be considered to be examples of 5 star roads. Beginning with the Major Roads Network and moving on to other A and B class roads, we would use this data to drive specific pro-active investment into road quality.
- 6.8 Specific proposed programmes for road safety interventions are as follows:

- Managing and enforcing traffic speed on higher risk roads – based on star rating data - where higher speeds cannot be made safer due to road conditions to consider speed enforcement such as average speed cameras.
- Route safety interventions linked to star rating to install low cost measures to improve lower quality roads.
- Crash cluster site interventions – maintaining the traditional cluster site analysis this approach would seek to intervene at those sites where accidents currently cluster.
- Urban safety management – apply junction treatments where vulnerable users are typically injured.
- Continue with existing delivery of improved cycling and walking routes to separate vulnerable road users from other traffic.
- Work with SSRP to further develop ETP interventions and driver training courses

7. Resource Implications and Value for Money

- 7.1 All capital and revenue expenditure is subject to a business case and appropriate governance. The potential solutions suggested above will therefore only be made if and when funds become available and a successful case may be made. This will be on a scheme by scheme basis.
- 7.2 The table below describes the basic financial rationale for the interventions suggested. Presently capital funding stands at £3.7m per year from the Integrated Transport Block provided by the Department for Transport. This block funds all highway improvements e.g. community highway schemes, cycling and walking schemes, crossing schemes, safety schemes etc.

Action	Potential Cost	Benefit / Cost Ratio (BCR) or First Year Rate of Return (FYRR)
Star rating the MRN and A road network	£85K	Leading to development of Safer Roads Investment Plans with a BCR >3.5
Speed Management	£100k - £200k/km	Routes identified to obtain a min. FYRR of 100% at each site and to achieve an average collision reduction of at least 25% on treated route sections and a 50% reduction in severity.
Route Safety Interventions	£20k /km (average £200k per scheme)	Routes identified to obtain a min. FYRR of 100% at each site and to achieve an average

		collision reduction of at least 25% on treated route sections
Cluster Site (black spot treatments)	£600k / year (as existing from Integrated Transport Block capital fund)	Sites identified as having a treatable pattern in injury collisions – 5 in 3 years and a predicted first year rate of return (FYRR) above 150% or a casualty saving above 0.2 p.a. with average collision reduction of at least 25% at each site
Urban Safety Management	£30k - £60k / junction	Mass action to achieve an average collision reduction of at least 30% within treated area with a FYRR of 100%
Cycling and walking schemes	£500k / km for separated route	BCR in excess of 3
Work with SSRP to deliver ETP programme	N/A funded via speed diversion courses.	Programme dependant

7.3 Overall cost to WSCC and national economy

The annual value of prevention of injury collisions across West Sussex in 2018 is estimated to be in excess of £187m (estimated from DfT national statistics in respect of value of prevention of injury collisions). This sum encompasses all aspects of the valuation of casualties, including the human costs which reflect pain, grief and suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries.

8. Risk Management Implications

- 8.1 The proposal does not impose additional risk on the Council. It is expected that renewed and revised road safety activity such as that proposed should help to reduce risk and in particular financial and reputational risk to the Council.

9. Impact of the proposal

- 9.1 Equality Act. An equality impact report was undertaken during the development of the Road Safety Framework in 2016. The Road Safety Framework outlines the principles upon which the County Council will base its road safety activity. The intent, to reduce the number of people killed or seriously injured on the road network within West Sussex, relates to all those who use the roads in the county. No feedback was received during the public consultation to indicate concerns regarding a negative impact on individuals or groups.

10. **Crime and Disorder Act Implications** – it is expected that the road safety activities will reduce the Council's risk under the Crime and Disorder Act.

Lee Harris
Executive Director
of Place Services

Matt Davey
Director of Highways Transport
and Planning

Contact: Matt Davey 033022 25622

Appendices

Appendix A – SSRP Operations Manager's Report
Appendix B – Road Casualty Data Overview

Background Papers

Road Safety Framework 2016-2026

Sussex Safer Roads

P A R T N E R S H I P

Sussex Safer Roads Partnership

The Sussex Safer Roads Partnership (SSRP) was established in 2007 to positively influence driver behaviour. The partnership works pan Sussex and includes Brighton and Hove City Council, East Sussex County Council, East Sussex Fire and Rescue Service, Highways England, Sussex Police and West Sussex County Council (including West Sussex Fire and Rescue Service).

Our vision is to improve road safety across Sussex and reduce casualties and their severity, with particular focus on reducing the number of those Killed and Seriously Injured (KSI). We strive to strengthen our partnership through maximising opportunities for collaborative working and by aligning our activities to improve road safety through; education, engineering, engagement and enforcement.

Since 2013, when all grant funding for road safety cameras ceased, the partnership has been self-funded the one exception to this is partner member's time. The overriding benefit of partnership working, in the road safety environment, is the strength it gives to meeting our mutual goals through; shared ownership, resilience, joint delivery, integration, broader access to skills and economy of scale amongst many others.

The partnership coordinates a range of road safety activities which are complementary to the partner agencies core roles and responsibilities. In addition to these activities the SSRP is responsible for the effective delivery of the safety camera enforcement within the area. This work includes the administration and delivery of the driver awareness courses, sighting and engineering of fixed cameras and deployment of mobile enforcement.

Our 3 year plan, which will be re-set in 2020, outlines our key priority groups. These are underpinned by strong analysis, based on our shared goals and reflective of our specific demographics. Our current priority groups are; **Young car drivers (16-24)**, **Powered two wheelers**, **Occupational drivers**, and **Vulnerable road users including cyclists and pedestrians**. Activity to reduce the risk towards our priority groups are reflected in all of our 4 delivery areas of education, engineering engagement and enforcement:

To maintain as effective as possible the partnership strives to evaluate all of its activities to ensure they deliver the greatest road safety benefits against the priorities. Individual projects have clear evaluation criteria and are subject to rigorous in year monitoring. To support this our partner leads have all undertaken evaluation courses. It is widely acknowledged that many road safety interventions are difficult to evaluate, this is in part due to; scarcity of events, identification of contributory factors, variable exposure to risk, and the limitations of data, for this reason professional judgement is also a primary factor used to complement the formal evaluation

Education

Education is a key element in improving driver behaviour and reducing and casualties. We undertake work across all age ranges and risk groups but maintain a specific focus on young

people. As described our interventions are under constant review and evaluation to ensure we provide best value for our limited funds.

To improve the safety of young drivers and young pedestrians we work with the Theatre in Education group - **Box Clever** to deliver an interactive show aimed at year 11 students. The show follows three characters on an interactive journey with the audience. The story highlights challenges and dangers discovered by a novice driver as well as further exploring in car safety and also raises wider road risks. The programme reaches 37 schools and 6,620 students a year.

The Box Clever intervention is complementary to an earlier intervention we deliver in year 7 with theatre group **Performance in Education**. We target this intervention towards 40 schools in the higher road risk locations. The educational show focuses on developing safer attitudes when walking to and from school and when near traffic. Through the programme we also encourage PSHE teachers to take up Road Safety education resources for KS3. The programme reaches over 6000 students a year.

As young people begin to start driving we make a further intervention at year 12 through the highly acclaimed **Safe Drive Stay Alive** show. These performances are organised and run by the Fire Service with Police, NHS, Ambulance service personnel together with people directly affected by road death. Each presenter gives an account of their experiences dealing with casualties and the outcome from a fatal collision. This thought provoking performance encourages students to take responsibility for their driving and to do the right thing if they are a passenger. The programme reaches over 10,000 students per year.

In addition to the education interventions we take for young people we also deliver the following education based activities to the wider public.

Aimed at motorcyclists (powered two wheelers) but equally useful for other road users we deliver **National Bike Safe**. This is a one day workshop with a combined class room and on road practical education. Riders are given guidance by Advanced Police Motorcyclists and instructed in safer riding techniques. 14 courses are delivered each year.

Biker Down is organised and led by the Fire Service. This free 3 hour workshop uses the expertise of the Emergency Services and HSE qualified First Aid Trainers to prepare motorcyclists should the worst happen on the roads. Biker down works equally well for equestrians and other motorists alongside bikers.

In Case of Emergency (**ICE**) is a scheme which provides information essential personal contained on a sticker which is fixed on a rider's helmet. When the bar code on the sticker is scanned medical teams are immediately provided with essential medical and personal details allowing for effective treatment. This intervention is particularly popular with motorcyclists but is also used by cyclists and equestrians. This programme reaches over 500 per year.

Aimed at new drivers the partnership also delivers a **New Driver Awareness** interactive session which embraces a Virtual Reality (VR) system. This is a new programme which we are currently developing.

Engineering

The partnership brings together the core agencies responsible for engineering interventions to collectively consider what activities are most likely to achieve success in improving road safety. Whilst many of the large scale gains in road safety through intelligent design and improving road infrastructure have been made by Highway Authorities, there remains some scope for improvement where evidence indicates these will be most effective. In support of this the SSRP analytical team provide ongoing assessment of road risk to the partners and undertake in-depth reporting to highlight specific risks.

Where changes in road design, road restriction (e.g. speed limits) or other engineering interventions are considered the partnership approach has proven invaluable in understanding what would work best. This collective approach has ensured a better assessment is undertaken and helps to identify more subtle approaches which can reach the same outcome more economically. We recognise that remaining engineering works on our network are now often high cost solutions and public expectations on the viability of such schemes need to be managed, the partnership provides the best structure to do this.

In addition to road engineering new technology has been adopted and deployed by the Safety Camera Team, examples include; fixed speed, mobile speed, average speed and traffic signal enforcement. Following the camera replacement programme completed this year we are now utilising newer digital camera technology, this provides significant efficiencies in the processing and disposal of speed and signal infringements. Our automated enforcement programme is an essential road safety intervention, we will continue to maintain and further develop our effective network in line with NPCC (National Police Chiefs' Council) guidelines.

Engagement

Effective communication provides an excellent opportunity to reach wider groups and influence behaviour thereby reducing risks. We seek to promote all safety activities undertaken by partners and provide information on how everyone using the road can do so in safer ways. Alongside traditional media, leaflets, and literature we fully embrace social media, virtual reality and other more modern communication routes. The partnership also maintains a comprehensive website which has in addition to 200,000 visits a year.

To promote our communication products and to directly deliver the road safety guidance we work together to attend key public events. We utilise an array of media platforms and interact with specific interest groups to promote our activities. In addition to the ongoing campaign work over the last 12 months the partnership has also been working with the Governments Behavioural Intervention Team. Through a set of ground breaking projects we are working across a range of interventions aimed at nudging people to change their behaviour to become less risky. The programme of work will report in 2020.

Through our engagement channels the partnership also promotes national and international campaigns such as the **National Police Chiefs Council (NPCC) Calendar**. These campaigns are aimed at coordinating activity and highlighting relevant safety interventions on a wider scale. Examples of this work includes; the Christmas and Summer 'Driving Under the Influence' activity, Mobile Phone campaigns, Tyre Safety Month and Speeding campaigns.

In addition to the NPCC intervention we also closely focus our targeted activity on the **NPCC 'fatal Four'**. These four factors of; Distraction, Driving under the Influence, Speeding and

Failing to wear seat belts are very closely associated with the highest number of crashes and the most serious injuries to those involved.

Together with National campaigns we also engage with the European Traffic Police Network TISPOL. **Op Edward** is an example of that work and is a campaign for a day without a road death, our Facebook engagement reached over 18,000 people and Twitter reached over 14,000 during the day last year.

In support of our priority group of Occupational Drivers the partnership have embraced **Driving for Better Business** (DFBB). The aim of this important work is to inform employers, managers and drivers of their responsibilities with regard to work related road safety. The scheme provides employers with risk assessment advice and guidance on how to manage their transport arrangements to reduce casualties and costs. We work on this intervention with our partners from the Highways Agency who take the lead. To date the campaign has over 14,000 followers.

In response to vulnerable road users we undertake the following activities.

Safe Pass; Cyclists and equestrians continue to be one of our higher risk groups. To improve their safety, intervention is taken on the street to highlight the space motorists need to give cyclists and equestrians when passing. In addition reports collected from close passes of cyclists submitted through our Operation Crackdown portal are followed up with guidance and advice and where necessary enforcement. Over 50,000 people have been reached on social media this year to promote this work.

Exchanging Places, this initiative allows cyclists to get behind the wheel of a large vehicle such as a HGV or bus to see what the driver is able to see and where the blind spots are. The initiative also utilises a 'blind spot mat' which cyclists and/or riders can use to give a visual representation of what can be seen. This work regularly sparks conversation with riders about where they should be positioned on the road. Over 1,000 people have attended our interventions this year

Step Up is an intervention with year 6 students through an interactive leaflet providing guidance about pedestrian safety, here we have undertaken over 16,000 interventions. **Be Bright Be Seen** is a campaign which highlights the use of bright and reflective clothing for pedestrians and cyclists during November, this campaign reaches over 3,600 people.

Community Speed watch provides a unique opportunity for the partnership to work with local people to tackle issues of speeding through their villages and towns. Sussex leads this community based approach to what is a common complaint nationally. Within our area we currently have over 240 groups operating, there are 1500 volunteers and we send more than 37,000 advisory and educational letters per year.

Op Crackdown is a portal where the public can report instances of anti-social driving and abandoned vehicles. Each report is assessed for the most appropriate intervention and action taken. Over 55,000 reports are received per year and over 44,000 interventions are taken, this includes personal visits by police officers, prosecutions and educational letters.

Enforcement

Whilst pro-active education and campaigning through engagement have increasing roles to play in sustained behaviour change, enforcement remains essential to the delivery of the partnership objectives. Maintaining a high visibility presence on the Sussex road network is vital, we always aim to take early action against drivers who fail to adhere to legislation to improve safety and reduce the likelihood of reoffending.

A major element of the Partnerships work is to support and promote the use of safety cameras on the roads of Sussex. Alongside the fixed speed and traffic light cameras the partnership also deploys a fleet of mobile enforcement vans. Together with that mobile enforcement newer technology helps to support our work and broaden our areas of intervention, for example to; reduce the distraction caused by mobile phone, reinforcing the importance of wearing seatbelts, maintaining a suitable distance from the vehicle in front and other cases of careless driving. We will continue our work with manufacturers to develop and target new technologies to improve our enforcement capability and improve casualty reduction outcomes.

A positive outcome of enforcement is that it provides the police with the opportunity to offer eligible offenders a diversion course, under the National Driver Offender Retraining Scheme (NDORS), as an alternative to prosecution. We will continue to deliver NDORS courses as part of the case disposal process and together with other appropriate enforcement measures we will continue to evaluate their success. The revenue which the courses generate is used to administer the scheme and targeted towards the overall vision of the SSRP to improve road safety and reduce collisions.

Last year our enforcement activity detected over 67,000 offences, all of which were formally responded to. Of those offences over 27,500 resulted in people attending a speed awareness course. In addition to speed awareness the partnership also delivers over 3,500 other awareness courses, these include education intervention in response to careless driving, failing to wear seat belts and following a crash. Recent research (Mori 2018) has statistically showed that the National Speed Awareness Course has a positive ongoing effect on improving the safety of attendees and is thereby a key element of the partnerships work.

Neil Honnor
Operations Manager SSRP
January 2020

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Appendix B - Road Casualty Data Overview

West Sussex 2018 Casualty Figures

20 people were killed on West Sussex Highways in 2018 compared to 24 in 2017; this is one of the lowest outturns on record and substantially lower than the 2005-2009 base line average of 43 people killed.

2018 saw a slight increase in the number of people reported as killed or seriously injured (KSI) in road traffic accidents in West Sussex compared to 2017. KSIs rose by 4 from 479 to 483, an increase of 1%.

The number of car occupants KSIs dropped by 8% (203 to 187). Motorcycle KSIs at 110 were unchanged from 2017 and remain similar to previous years. The number of pedal cycle KSIs increased slightly from 87 to 91 and they continue to be the only main class of casualties that remain significantly higher than the 2005-2009 base line average (see table on page 2).

Date	Casualties				
	Fatal	Serious	Slight	KSI	Total
2018	20	463	2050	483	2533
2017	24	455	2055	479	2534
2016	28	455	2148	483	2631
2015	19	439	2286	458	2744
2014	21	461	2226	482	2748
2013	30	407	2117	439	2554
2012	25	396	1976	421	2397
2011	33	422	2048	455	2503
2010	27	347	2009	374	2382
2009	39	412	2289	451	2740
2008	34	451	2371	485	2856

Of the 1915 reported collisions that occurred in 2018:

- 77% occurred in daylight
- 23% occurred when the road surface was wet
- 66% were on a road with a speed limit of 40mph or less
- 63% occurred at a junction
- 12% involved a pedestrian
- 16% involved a cyclist
- 13% involved a motorcyclist
- 90% involved a car

These percentages adhere to the norms with no significant changes to longer term trends.

Agenda Item 6
Appendix B

West Sussex (whole county)

Casualty Figures Comparisons

Killed or seriously injured casualties by road user types

	<u>2005-2009</u>	<u>2010-2014</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	2018	2018		
	<u>Average</u>	<u>Average</u>							<u>2017</u>	Percentage change over	<u>Average</u>
Pedestrian	71	70	79	74	73	61	62	81	-30.6%	-14.41%	-16.05%
Pedal Cyclists	46	65	76	96	79	81	87	91	-4.6%	-99.56%	-40.00%
Powered two-wheeler	114	103	96	106	97	107	110	110	0.0%	3.17%	-6.59%
Car/Taxi/Minibus	218	180	169	197	186	217	203	187	7.9%	14.14%	-3.89%
PSV	6	3	3	3	3	3	1	1	0.0%	83.33%	68.75%
Goods Vehicle	16	10	13	5	16	9	10	9	10.0%	42.31%	10.00%
Other Vehicle/User	4	2	2	1	5	5	6	4	33.3%	-11.11%	-66.67%
Total	473	434	438	482	459	483	479	483	-0.8%	-2.11%	-11.39%

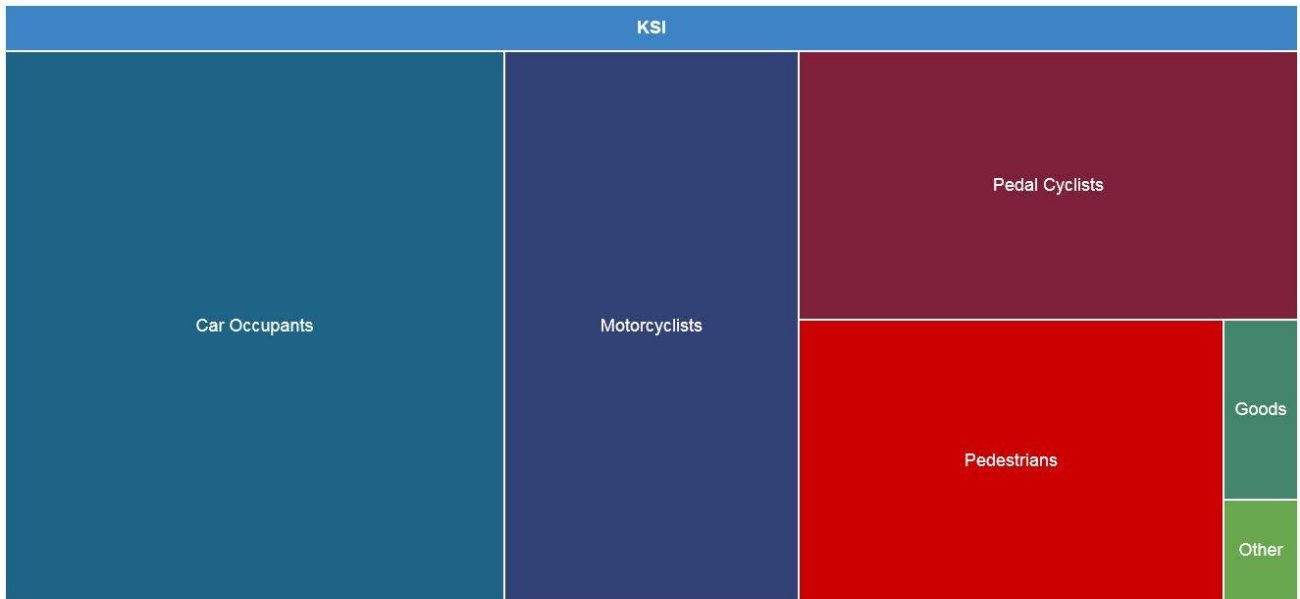
Slightly injured casualties by road user types

	<u>2005-2009</u>	<u>2010-2014</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	2018	2018		
	<u>Average</u>	<u>Average</u>							<u>2017</u>	Percentage change over	<u>Average</u>
Pedestrian	192	164	163	175	177	161	143	152	-6.3%	21.00%	7.32%
Pedal Cyclists	208	229	222	259	205	221	226	225	0.4%	-7.97%	1.57%
Powered two-wheeler	219	171	176	200	202	176	161	147	8.7%	32.94%	13.83%
Car/Taxi/Minibus	1791	1414	1451	1483	1584	1466	1410	1414	-0.3%	21.03%	-0.03%
PSV	40	23	18	31	12	27	24	20	16.7%	49.49%	13.79%
Goods Vehicle	84	76	80	113	95	89	81	79	2.5%	6.40%	-3.40%
Other Vehicle/User	12	7	6	5	10	9	9	13	-44.4%	-12.07%	-91.18%
Total	2546	2083	2116	2266	2285	2149	2054	2050	0.2%	19.49%	1.59%

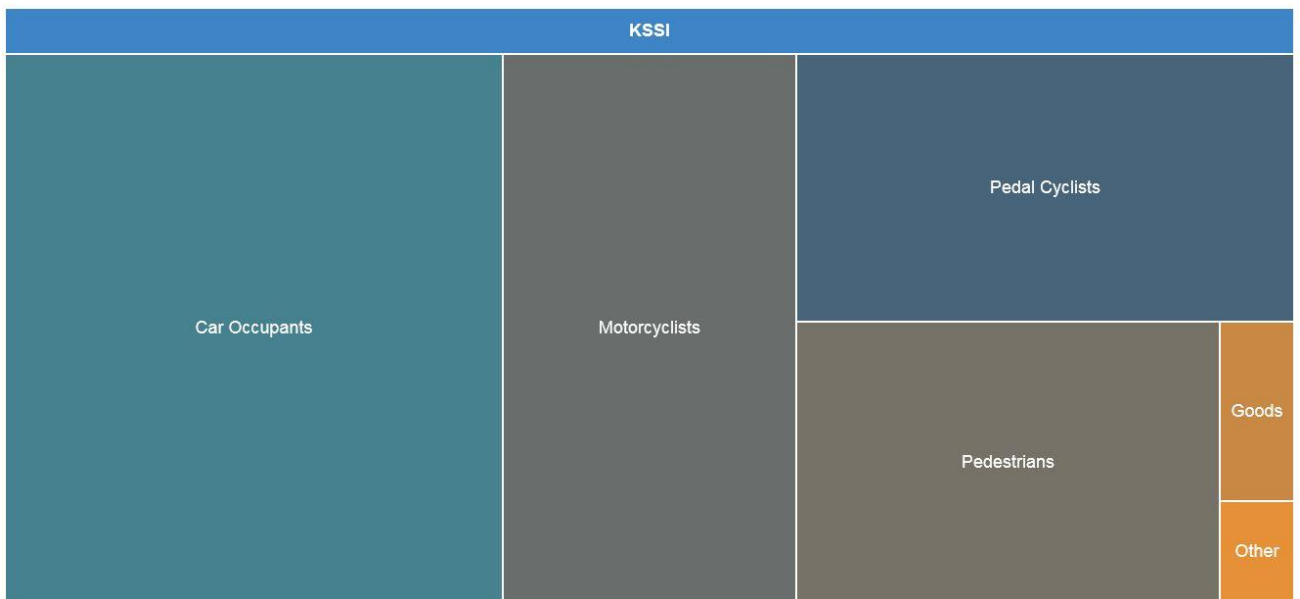
All casualties by road user types

	<u>2005-2009</u>	<u>2010-2014</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	2018	2018		
	<u>Average</u>	<u>Average</u>							<u>2017</u>	Percentage change over	<u>Average</u>
Pedestrian	263	234	242	249	250	222	205	233	-13.7%	11.47%	0.34%
Pedal Cyclists	254	294	298	355	284	302	313	316	-1.0%	-24.41%	-7.63%
Powered two-wheeler	333	274	272	306	299	283	271	257	5.2%	22.78%	6.14%
Car/Taxi/Minibus	2008	1594	1620	1680	1770	1683	1613	1601	0.7%	20.28%	-0.46%
PSV	46	26	21	34	15	30	25	21	16.0%	53.95%	20.45%
Goods Vehicle	100	86	93	118	111	98	91	88	3.3%	12.00%	-1.85%
Other Vehicle/User	15	9	8	6	15	14	15	17	-13.3%	-11.84%	-84.78%
Total	3019	2517	2554	2748	2744	2632	2533	2533	0.0%	16.10%	-0.64%

KSI Casualty 2018



All Casualty 2018



Trends and Patterns in the data

Contributory Factors

From 2005, all police forces across Great Britain reported contributory factors as part of the stats19 collection. These were developed to provide insight into why and how road accidents occur. Their aim is to help identify the key actions and failures that led directly to the actual impact: to aid investigation of how it might have been prevented. A reporting officer attending the scene of a road accident may select up to 6 contributory factors (from a list of 77) to assign to that accident. Multiple factors may be listed against any participant or vehicles in the accident.

Care needs to be taken when considering the factors as they:

- reflect the reporting officer's opinion at the time of reporting the accident
- are based on the information which was available at that time, so may not be the result of subsequent extensive investigation

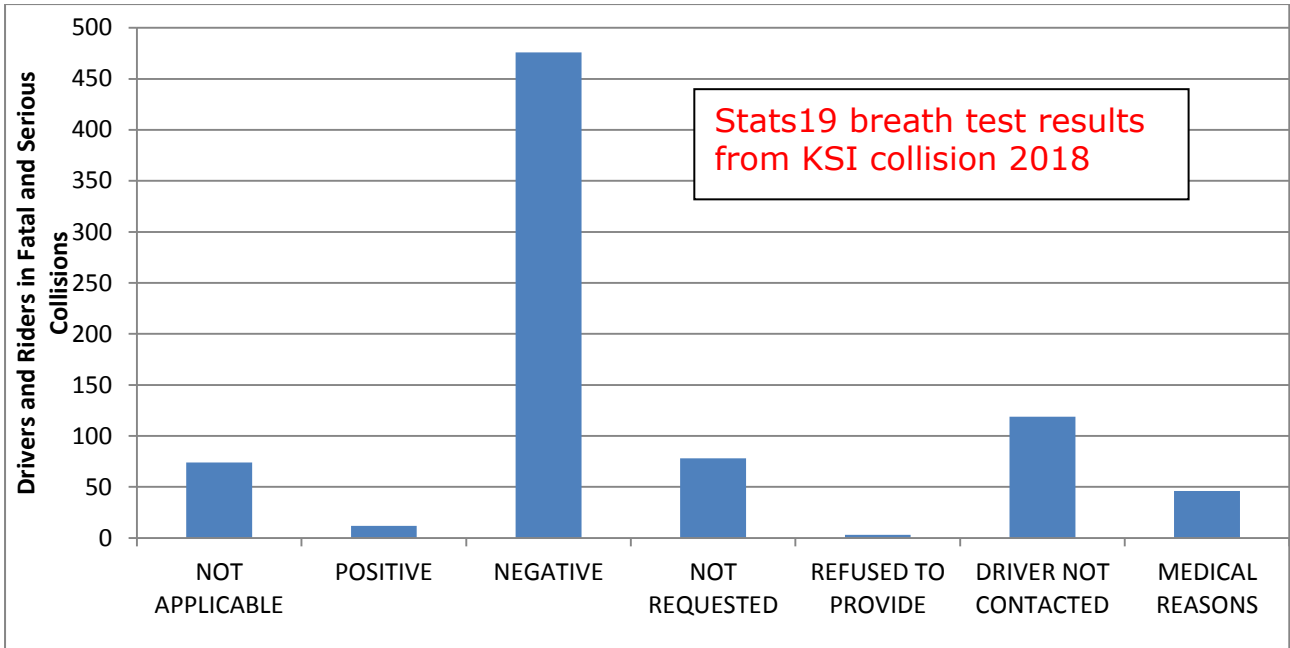
The top 6 contributory factors most commonly assigned to KSI collisions in West Sussex in 2018 were:

- | | |
|--|----------------|
| • <i>Failed to look properly</i> 31.5% | 138 collisions |
| • <i>Careless/reckless or in a hurry</i> 18.5% | 81 collisions |
| • <i>Failed to judge other person's path/speed</i> 15.8% | 69 collisions |
| • <i>Poor turn/manoeuvre</i> 13.7% | 60 collisions |
| • <i>Loss of control</i> 13% | 57 collisions |
| • <i>Pedestrian Failed to look properly</i> 7.5% | 33 collisions |

Drink and Drugs

Around 10% of all KSI collisions recorded in the 5yr period 2014-2018 (208 of 2157 collisions). On average 5 people a year died on the roads of West Sussex where drink or drugs was considered a factor.

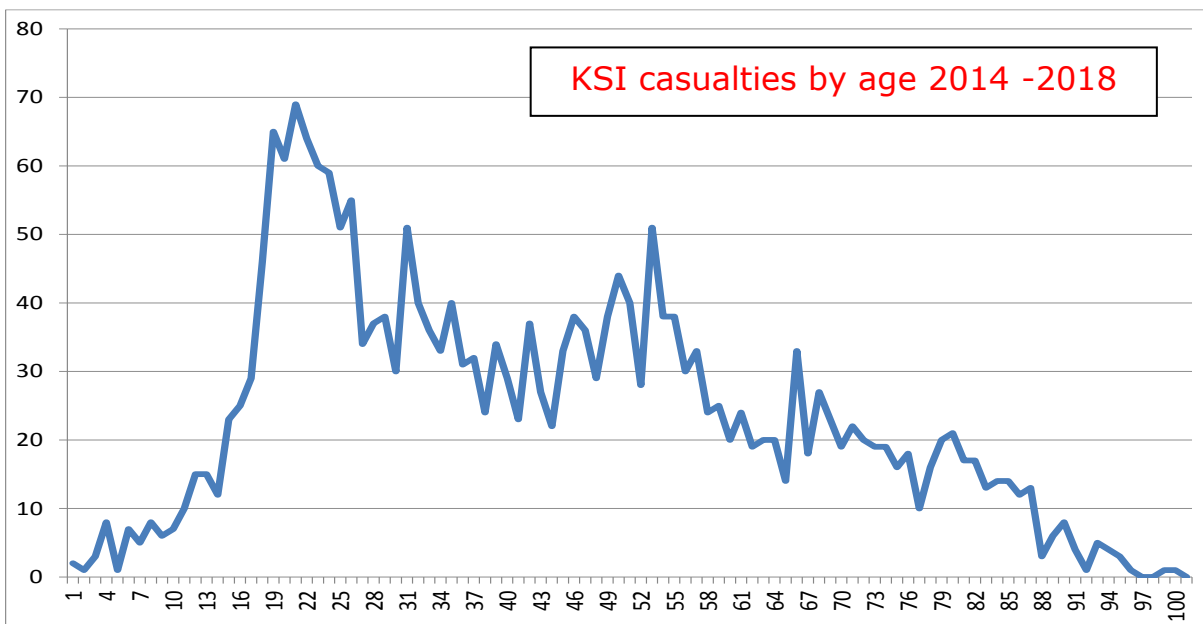
The number of positive breath tests recorded in reported KSI collisions in 2018 is relatively low; this is not dissimilar to longer term figures. This does not reflect the true impact of drink and drugs in collisions. The 10% figure is derived from breath test results, contributory factors assigning drink or drugs which also consider blood tests and tests to determine drug use. Pedestrians and pedal cyclist are also not subject to breath tests.



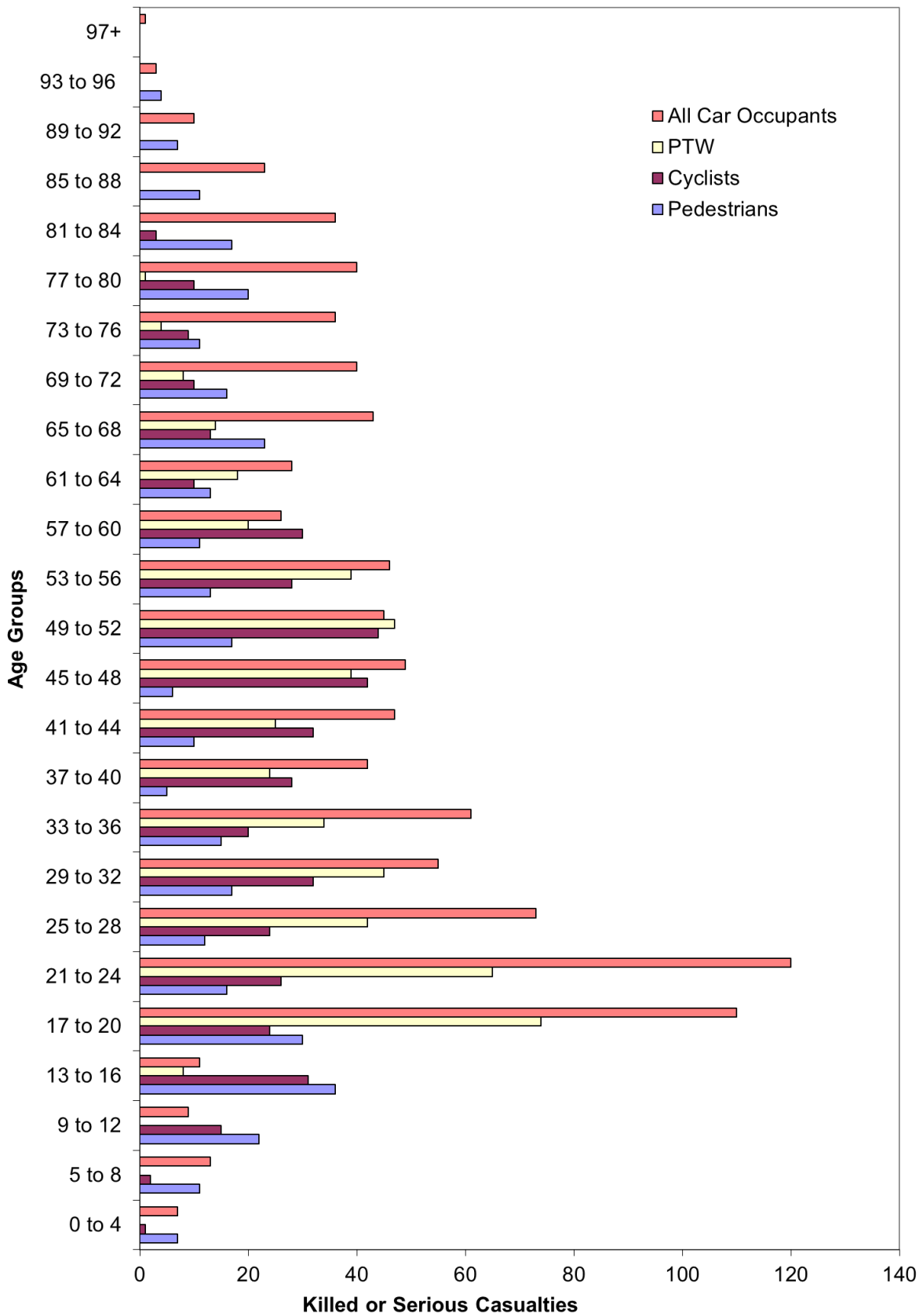
KSI Casualties by Age and Class

Young adults continue to be the group at most risk in almost all forms of travel, though the numbers being injured as car occupants has declined from the base line average, in part this thought to be a result in a reduction in the number of young people delaying learning to drive since the economic down turn.

The main exceptions to this trend are found in pedal cycle injuries and high power motorcycles which are more prominent in the 45 to 60 age bands.



KSI Casualties by Age and Class 2014 - 2018



In terms of trends within our set indicators and key groups and areas, pedal cycle KSI casualties have increased by 100% against the 2005-2009 baseline. This is partly explained by an increase in pedal cyclist traffic in Great Britain of 17% from 2008 to 2018

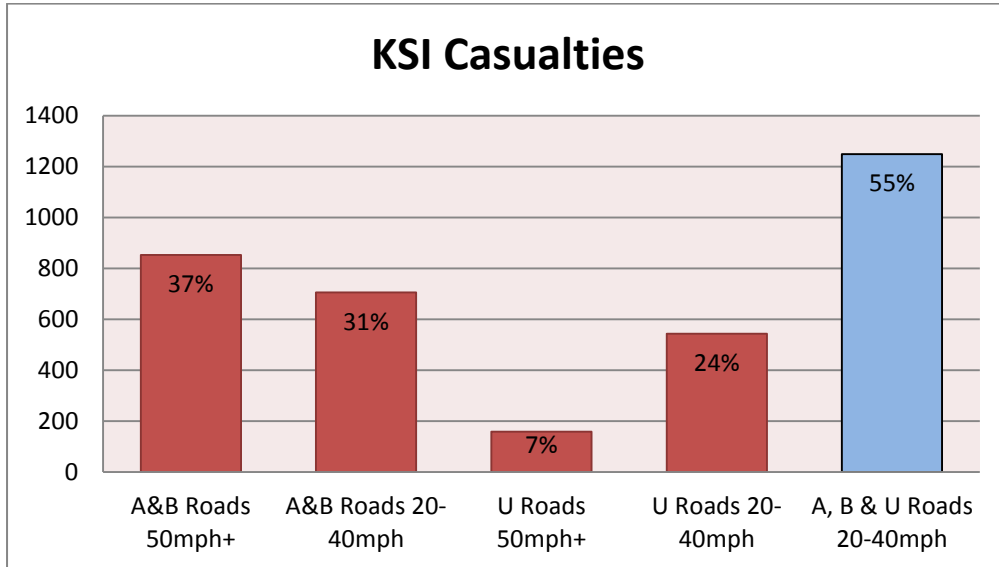
Child KSIs have also seen an increase over baseline in 2018; the figures have been fairly stable though with anomalies in 2008 and 2012. It is not clear at this stage whether the 2018 represents the start of an increasing trend of is another statistical outlier.

KSI casualties on the trunk road network have also increased over the baseline by 62% (29-47).

	05/09 Ave	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 v Baseline	2018 v Baseline
Pedestrian	71	67	79	62	92	54	62	63	71	79	74	73	61	62	81	-31%	-14%
Pedal Cycle	46	42	41	42	47	56	45	54	54	76	96	79	81	87	91	-5%	-100%
Motorcycles	114	112	109	121	110	116	84	125	105	96	106	97	107	110	110	0%	3%
Cars/Taxi/Minibus	218	241	212	217	211	208	167	195	172	169	197	186	217	203	187	8%	14%
Bus	6	6	3	14	5	2	2	3	5	3	3	3	3	1	1	0%	83%
Goods	16	18	16	15	18	11	10	12	10	13	5	16	9	10	9	10%	42%
Other	4	3	4	5	2	4	3	3	3	2	1	5	5	6	4	33%	-11%
National Indicators																	
KSI casualties - RAS41002	473	489	464	476	485	451	373	455	420	438	482	459	483	479	483	-1%	-2%
KSI casualties per million people - RAS41004	605	635	597	608	615	569	466	563	515	533	582	549	572	562	562	0%	7%
KSI casualties per billion vehicle miles - RAS41003	102	101	96	102	101	106	84	102	96	101	108	101	103	102	104	-2%	-2%
Local Indicators																	
Child (0-15) KSI casualties	29	28	30	20	45	23	26	30	22	26	30	29	24	27	38	-41%	-31%
Young Persons (13-24) KSI casualties	140	148	154	148	131	117	104	121	106	116	115	119	108	121	102	16%	27%
Older people (70+) KSI casualties	51	58	47	54	50	44	54	59	53	53	54	66	73	61	64	-5%	-25%
KSI casualties in collisions involving car drivers aged 17-24	117	134	128	104	128	93	81	90	79	97	85	78	93	94	71	24%	39%
KSI single vehicle collisions involving a young car driver aged 17-24	40	43	48	35	40	35	26	33	28	29	26	27	22	20	17	15%	58%
Key Groups and Locations																	
Vulnerable road users	265	261	262	260	284	259	224	278	267	286	317	285	308	311	329	-6%	-24%
People in cars...	264	232	203	211	209	202	166	193	168	166	193	185	210	202	184	9%	30%
People in cars, particularly the young	76	85	77	78	73	65	52	57	42	52	48	57	48	51	32	37%	58%
Rural routes (mainly A and B class roads with speed limits of 50 miles per hour (mph) and above)	156	171	143	153	159	153	121	161	141	132	154	142	149	136	129	5%	17%
Main roads in urban areas (mainly A and B class roads with speed limits of 40mph and below)	114	106	117	121	102	126	101	109	111	134	143	125	148	136	153	-13%	-34%
Urban residential and commercial areas	100	93	114	104	110	79	89	98	102	104	113	111	96	114	119	-4%	-19%
Trunk Roads within West Sussex (KSI Collisions)	29	39	24	-	40	44	43	43	36	28	43	40	34	39	47	-21%	-62%
Pedal Cyclists - 37 to 52 age band	14	12	9	11	15	23	19	14	16	25	40	27	22	30	27	10%	-93%
37 to 52 age band	107	105	84	111	117	120	93	103	108	92	120	94	100	101	118	-17%	-10%
People in cars - drivers and passengers age 17 to 24	70	71	64	70	65	51	47	56	42	52	48	57	48	56	32	43%	54%
People in cars - drivers age 17 to 24	72	82	72	74	71	60	55	56	40	51	49	53	47	44	39	11%	46%
People in cars - passengers age 17 to 24	28	34	24	30	26	26	16	17	12	17	12	17	12	24	10	58%	64%
People in cars - passengers age 13 to 16	5	9	6	1	5	6	5	1	3	3	3	2	0	0	0	#DIV/0!	100%
People on PTW - Young male moped riders (16-24)	12	15	11	18	7	7	4	10	7	4	3	4	0	3	1	67%	92%

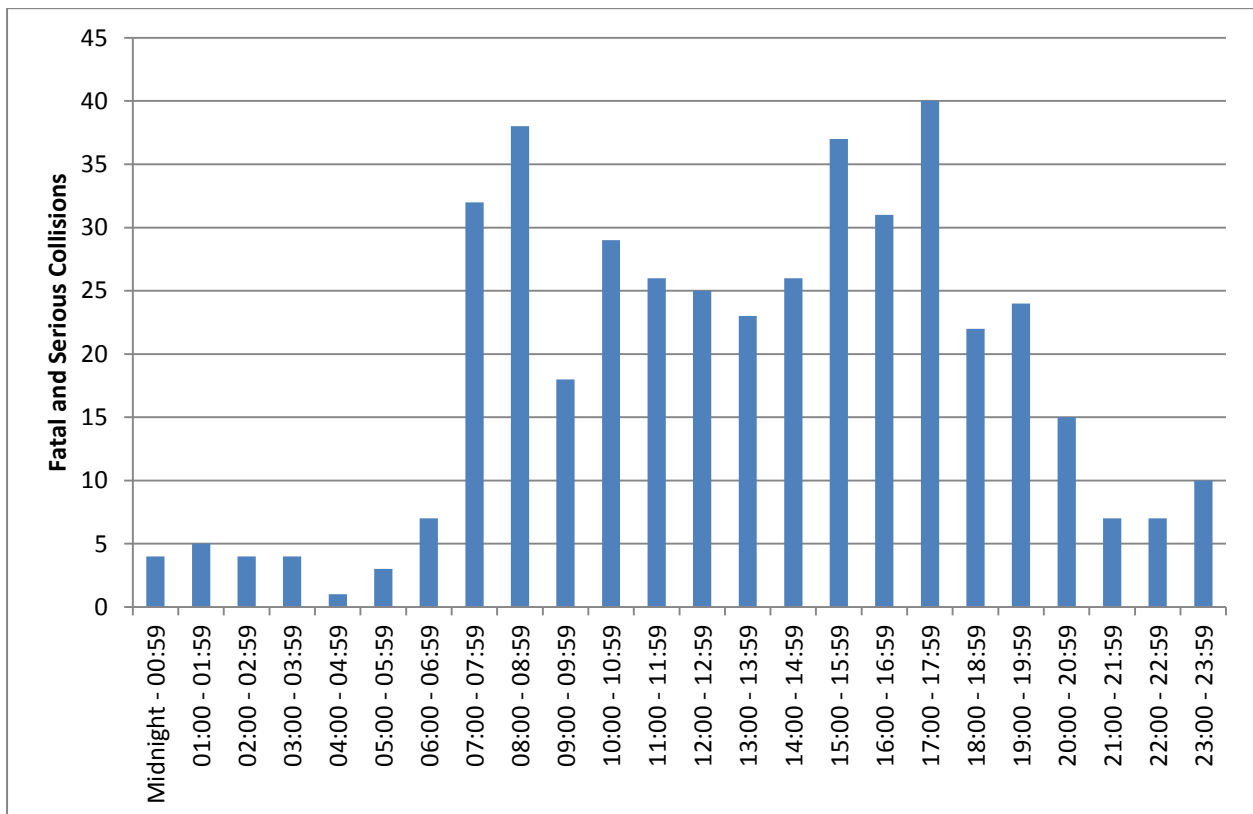
KSI Casualties - Speed limit

37% of KSI casualties occurred on high speed (50mph +) A & B roads, predominately these are cross county rural routes which make up around 12% of the county's network.



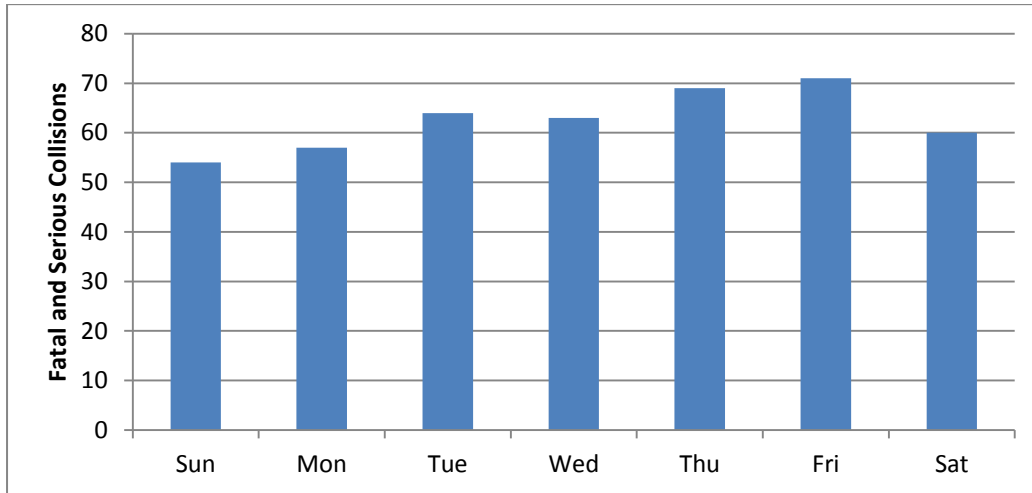
KSI Collisions 2018 - Time of Day

Road traffic collisions follow traffic patterns with more collision occurring during peak periods



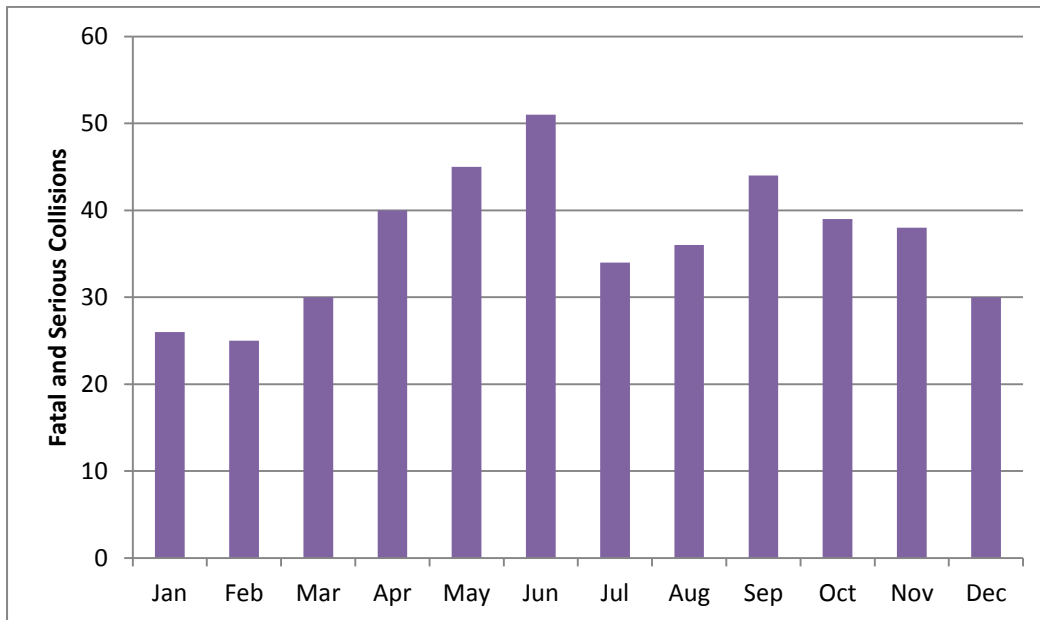
KSI Collisions 2018 - Day of week

As with the time of day, collisions are more prevalent during the working week when higher traffic flows are experienced. As an average Fridays have the highest number of collisions



KSI Collisions 2018 – Month of Year

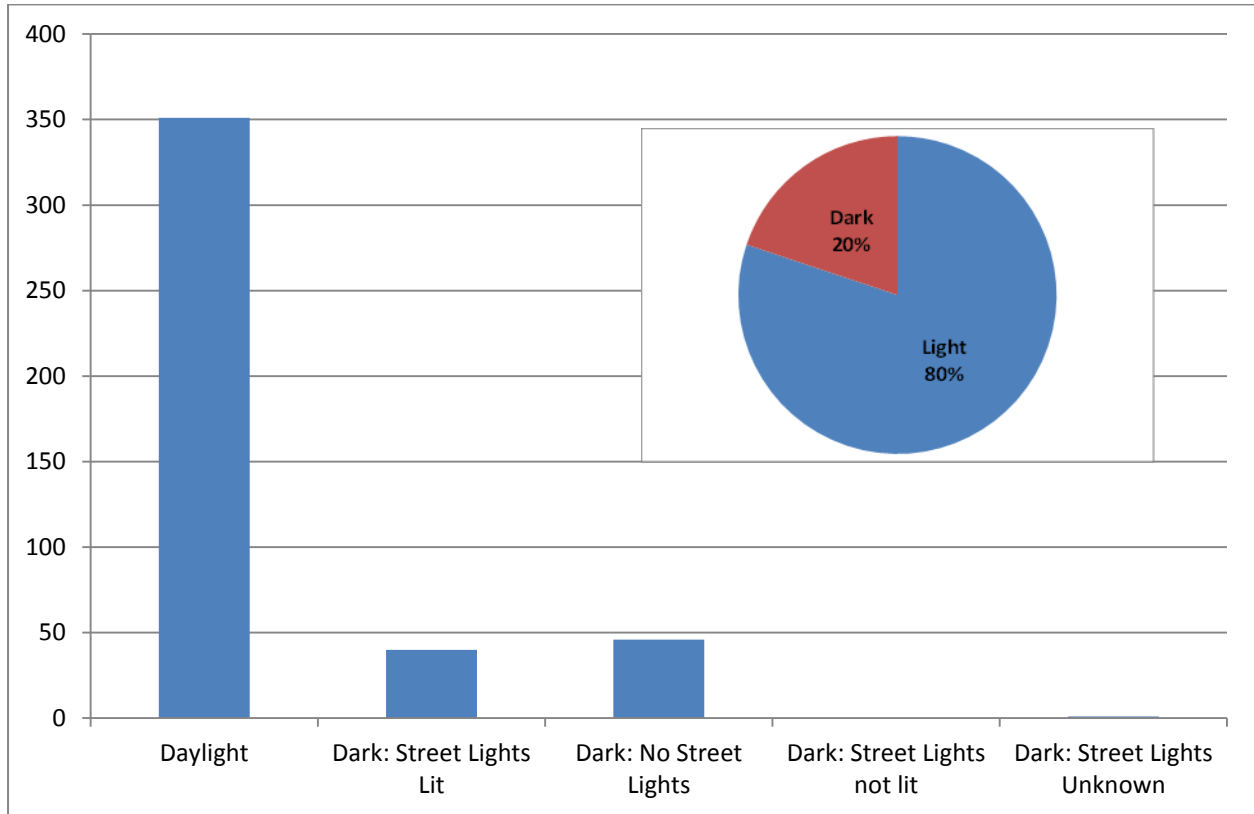
Late spring early summer express the highest numbers of collisions



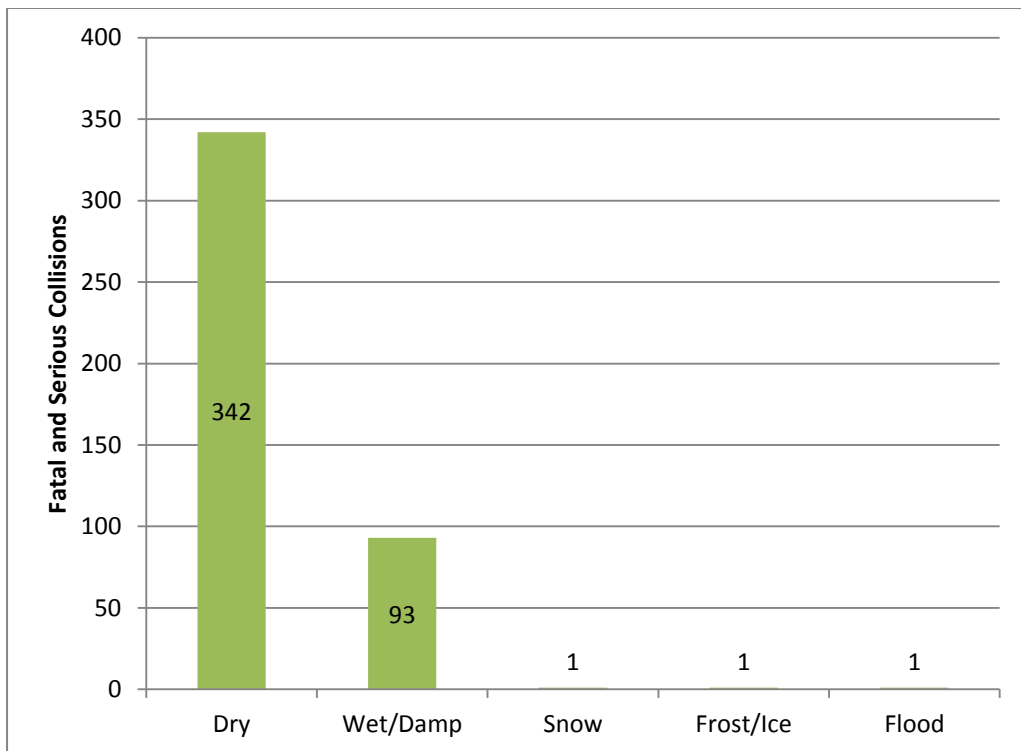
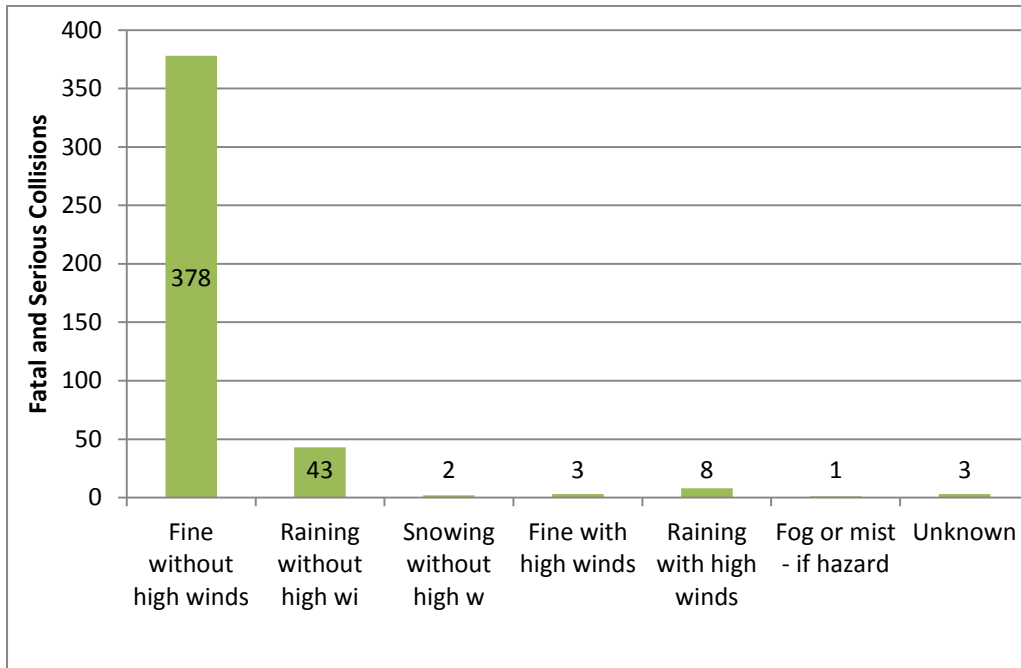
	5yr	5yr %	2018	5yr %
Winter	534	22%	93	19%
Spring	575	24%	126	26%
Summer	654	27%	131	27%
Autumn	623	26%	133	28%
	2386		483	

KSI Collisions 2018 – Lighting Conditions

80% of KSI collisions occur during daylight hours with very few occurring in street lit areas once the street lighting switches off.



KSI Collisions 2018 – Weather and Road Conditions



All Casualties Norms 2009 to 2018

ACCIDENT No	10yrs Ave	2018		2017		2016		2015		2014		2013		2012		2011		2010		2009	
		No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%
Fatal	1%	20	1%	22	1%	27	1%	19	1%	19	1%	28	1%	25	1%	32	2%	27	1%	39	2%
Serious	20%	418	22%	406	21%	406	20%	399	19%	421	20%	368	19%	349	19%	374	20%	319	18%	351	17%
Slight	79%	1477	77%	1473	77%	1555	78%	1638	80%	1648	79%	1519	79%	1467	80%	1486	79%	1468	81%	1718	81%
TOTAL	1,952	1915		1901		1988		2056		2090		1915		1841		1892		1814		2108	
CASUALTIES																					
Fatal	1%	20	1%	24	1%	28	1%	19	1%	21	1%	30	1%	25	1%	33	1%	27	1%	39	1%
Serious	17%	463	18%	455	18%	455	17%	440	16%	461	17%	408	16%	388	16%	421	17%	346	15%	412	15%
Slight	82%	2050	81%	2054	81%	2149	82%	2285	83%	2266	82%	2116	83%	1976	83%	2049	82%	2009	84%	2289	84%
TOTAL	2,576	2533		2533		2632		2744		2748		2554		2389		2503		2382		2740	
ADVERSE CONDITIONS																					
Dark + lights	14%	258	13%	278	15%	276	14%	303	15%	299	14%	251	13%	256	14%	241	13%	229	13%	280	13%
Dark no lights	9%	170	9%	188	10%	195	10%	174	8%	172	8%	159	8%	174	9%	190	10%	198	11%	250	12%
Adverse Weather	16%	290	15%	276	15%	284	14%	310	15%	335	16%	309	16%	308	17%	329	17%	357	20%	418	20%
Wet Road Surface	27%	449	23%	497	26%	506	25%	565	27%	637	30%	505	26%	533	29%	550	29%	474	26%	610	29%
Snow/ice on Road	2%	23	1%	37	2%	18	1%	26	1%	22	1%	63	3%	40	2%	12	1%	96	5%	93	4%
Special Conditions	2%	50	3%	34	2%	32	2%	51	2%	64	3%	54	3%	48	3%	44	2%	55	3%	46	2%
C-way Hazards	2%	37	2%	39	2%	30	2%	29	1%	27	1%	33	2%	40	2%	42	2%	49	3%	53	3%
ACCIDENTS INVOLVING																					
Right Turns	17%	376	20%	347	18%	363	18%	388	19%	359	17%	345	18%	295	16%	277	15%	287	16%	314	15%
Left Turns	6%	154	8%	126	7%	121	6%	120	6%	120	6%	101	5%	102	6%	114	6%	85	5%	107	5%
U-turns	1%	21	1%	24	1%	23	1%	22	1%	27	1%	14	1%	16	1%	17	1%	21	1%	19	1%
Overtaking	6%	95	5%	121	6%	121	6%	113	5%	127	6%	107	6%	101	5%	113	6%	116	6%	134	6%
Going Ahead	69%	1322	69%	1316	69%	1366	69%	1424	69%	1507	72%	1353	71%	1274	69%	1285	68%	1149	63%	1401	66%
Going Ahead Bend	13%	252	13%	259	14%	258	13%	257	13%	251	12%	236	12%	207	11%	260	14%	287	16%	322	15%
Stopping	10%	188	10%	180	9%	195	10%	213	10%	180	9%	155	8%	187	10%	188	10%	178	10%	208	10%
Waiting to go ahead	9%	176	9%	160	8%	183	9%	166	8%	176	8%	156	8%	157	9%	152	8%	164	9%	177	8%
Loss of Control	23%	375	20%	406	21%	448	23%	415	20%	426	20%	444	23%	420	23%	488	26%	520	29%	601	29%
Wet Skid	10%	149	8%	171	9%	180	9%	185	9%	203	10%	188	10%	192	10%	220	12%	177	10%	248	12%
ACCIDENTS INVOLVING																					
Cars (3/4 Wheels)	90%	1723	90%	1706	90%	1801	91%	1847	90%	1874	90%	1761	92%	1655	90%	1704	90%	1644	91%	1888	90%
Power Two Wheelers	14%	255	13%	265	14%	283	14%	293	14%	304	15%	269	14%	261	14%	291	15%	232	13%	312	15%
Pedal Cycles	15%	312	16%	313	16%	306	15%	292	14%	361	17%	298	16%	306	17%	262	14%	256	14%	284	13%
HGV's	4%	89	5%	84	4%	79	4%	89	4%	73	3%	85	4%	86	4%	79	4%	69	4%	78	4%
PSV's	2%	40	2%	42	2%	45	2%	37	2%	50	2%	35	2%	43	2%	42	2%	43	2%	43	2%
Others	11%	270	14%	231	12%	225	11%	253	12%	277	13%	200	10%	190	10%	171	9%	157	9%	205	10%
Pedestrians	11%	223	12%	201	11%	218	11%	243	12%	241	12%	232	12%	203	11%	237	13%	217	12%	226	11%

Environment, Communities and Fire Scrutiny Committee

13 January 2020

Consultation by Transport for the South East on a Draft Transport Strategy

Report by Director of Law and Assurance

Summary

The Cabinet Member for Highways and Infrastructure proposes to take a decision in January 2020 on the Council's response to the Transport for the South East (TfSE) consultation on its draft Transport Strategy. The proposed decision was first published in the Forward Plan in November 2019. The draft report for the proposed decision is attached.

Focus for scrutiny

The Committee is invited to consider and comment on the extent to which the proposed Strategy:

- a. fulfils TfSE's Vision.
- b. meets the needs of rural residents compared to those living in urban areas.
- c. addresses the challenges faced by West Sussex's residents and businesses in respect of halting and reversing climate change.
- d. addresses air quality issues.
- e. addresses the scale of planned development in West Sussex.
- f. whether the proposed Key Principles (see para 2.4) are correct and whether these need to be weighted/prioritised.

The Chairman will summarise the output of the debate for consideration by the Committee.

Details

The background and context to this item for scrutiny are set out in the attached reports (listed below), including resource and risk implications, Equality, Human Rights, Social Value, Sustainability and Crime and Disorder Reduction Assessments.

Tony Kershaw

Director of Law and Assurance

Contact Officer: Ninesh Edwards: ninesh.edwards@westsussex.gov.uk

Appendices

Appendix 1: Consultation by Transport for the South East on a Draft Transport Strategy – Draft Decision Report

Background papers

None

Roger Elkins, Cabinet Member for Highways & Infrastructure	Ref No: HIXX (19/20)
January 2020	Key Decision: Yes
Consultation by Transport for the South East on a Draft Transport Strategy	Part I
Report by Steve Read, Acting Executive Director Places Services and Matt Davey, Director of Highways, Transport & Planning	Electoral Division(s): All
<p>Summary</p> <p>Transport for the South East (TfSE) is the sub-national transport body, currently operating in shadow form, that covers Berkshire, East Sussex, Hampshire, Kent, Surrey, and West Sussex. It has the twin purposes of facilitating the delivery of a regional transport strategy and promoting economic growth in the South East.</p> <p>With regard to the first purpose, TfSE is consulting on a draft Transport Strategy, which aims to shape the South East as a region economically, technologically and environmentally over the next 30 years, and change the way that investment is made in transport. It addresses issues such as connectivity, reliability, collaboration, 'smart' technology, health and well-being, air quality, accessibility, safety, carbon and climate change, and other environmental impacts.</p> <p>TfSE is consulting its constituent authorities as well as a wider audience, including the general public. Although the deadline for comments on the draft Transport Strategy is 10 January 2020, the County Council has been given permission to submit comments after the consultation closes in order to facilitate scrutiny by the Environment, Community and Fire Scrutiny Committee (ECFSC) at its scheduled meeting on 13 January 2020.</p>	
<p>West Sussex Plan: Policy Impact and Context</p> <p>If TfSE is awarded statutory status as a sub-national transport body, the review of the County Council's West Sussex Transport Plan (WSTP) will need to have regard to the finalised Transport Strategy. If statutory status is not awarded, there will still be merit in the WSTP having regard to the Transport Strategy, as it will demonstrate that effective cross-boundary collaboration is taking place with neighbouring authorities and key stakeholders across the South East, and it will help to deliver new and improved strategic transport infrastructure and services in West Sussex.</p>	
<p>Financial Impact</p> <p>Although there are a range of funding and financing mechanisms available for the implementation of the strategy, no assessment about the potential impacts on local authority finances has been undertaken by TfSE. Therefore, the draft consultation response includes several requests that, if actioned, will ensure there is a better understanding of the potential impacts on local authority finances.</p>	

Recommendation

That the Cabinet Member for Highways and Infrastructure approves the County Council's Consultation Response (Appendix B) for submission to Transport for the South East.

1. Introduction

- 1.1 Transport for the South East (TfSE) is the sub-national transport body, currently operating in shadow form, that covers Berkshire, East Sussex, Hampshire, Kent, Surrey, and West Sussex. It has the twin purpose of facilitating the delivery of a regional transport strategy and promoting economic growth in the South East.
- 1.2 With regard to the first purpose, TfSE is consulting on a [draft Transport Strategy \(see Executive Summary in Appendix A\)](#), which aims to shape the South East as a region economically, technologically and environmentally over the next 30 years, and change the way that investment is made in transport. It addresses issues such as connectivity, reliability, collaboration, 'smart' technology, health and well-being, air quality, accessibility, safety, carbon and climate change, and other environmental impacts.
- 1.3 TfSE is consulting its constituent authorities as well as a wider audience, including the general public. Although the deadline for comments on the draft Transport Strategy is 10 January 2020, the County Council have been given permission to submit comments after the consultation closes in order to facilitate scrutiny by ECFSC at its scheduled meeting on 13 January 2020.
- 1.4 If TfSE is awarded statutory status, the review of the County Council's West Sussex Transport Plan (WSTP) will need to have regard to the finalised Transport Strategy. If statutory status is not awarded, there will still be merit in the WSTP having regard to the Transport Strategy, as it will demonstrate that effective cross-boundary collaboration is taking place with neighbouring authorities and key stakeholders.
- 1.5 TfSE will use the Transport Strategy as the starting point for bids to Government and other bodies for funding to deliver new and improved strategic transport infrastructure, including schemes in West Sussex. Therefore, aligning the review of the WSTP to the TfSE Transport Strategy is likely to assist in delivering strategic transport improvements in West Sussex as our objectives will be closely aligned.

2. Draft Transport Strategy

- 2.1 The preparation of the strategy has been informed by three themed studies (Future Transport Technology; a Freight, Logistics and Gateway Review; and Smart and Integrated Ticketing Options) and a number of background papers (Strategic Policy Context; Relationship between the South East and London; Funding and Financing Options; Potential Impacts of Brexit; and Integrated Sustainability Appraisal).
- 2.2 In addition, TfSE is in the process of commissioning five area studies to investigate the challenges and opportunities across all modes of transport

associated with the three radial areas and two orbital and coastal areas. These area studies will be completed after the consultation and will be used to inform the development of the Strategic Investment Plan. The area studies that will be most relevant to the County Council are the South Central and the Outer Orbital areas (see Appendix C for study areas). These studies will help TfSE and its constituent authorities put forward additional strategic transport initiatives for funding from the Department for Transport (DfT) and other sources, 'as and when' opportunities arise.

2.3 The draft Transport Strategy includes the following vision:

"By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life."

2.4 TfSE's key principles, in effect, the strategic objectives that they are seeking to achieve through the strategy, are:

- Supporting economic growth, but not at any cost;
- Achieving environmental sustainability;
- Planning for successful places;
- Putting the user at the heart of the transport system; and
- Planning regionally for the short, medium and long term.

2.5 To inform the preparation of the strategy, TfSE identified the challenges associated with the six journey types in the region:

- *radial journeys*, e.g. A23/M23/Brighton Main Line corridor (Brighton to Coulsdon). The main challenges are capacity gaps (i.e. demand exceeds capacity), connectivity gaps (i.e. lack of competitive routes/services), and environmental impacts (i.e. air quality and noise) in urban areas;
- *orbital and coastal journeys*, e.g. A27/A259/A31/West Coastway Line/East Coastway Line corridor (Brighton to Ringwood). The main challenges are capacity gaps (i.e. demand exceeds capacity), connectivity gaps (i.e. lack of competitive routes/services), and environmental impacts (i.e. air quality and noise) in urban areas;
- *inter-urban journeys*, e.g. between Crawley and Horsham. The main challenges are quality of routes, congestion affecting bus services, gaps in the rail network, and road safety;
- *local journeys*, e.g. within the greater Bognor Regis urban area. The main challenges are conflicts between road users, air quality, road safety, lack of integration between modes of transport, and the availability and affordability of public transport;
- *journeys to international gateways and freight*, e.g. routes to/from Shoreham Harbour. The main challenges are airport expansion, port expansion, River Thames crossings, rail freight mode share, congested

freight routes, technological barriers to reducing emissions, and leaving the European Union; and

- *journeys in the future*, e.g. journeys using new mobility-based solutions such as 'on-demand ride hailing' (i.e. Uber). The main challenges are infrastructure gaps, ageing population, competing services, increasing freight traffic, and congestion.

2.6 The draft strategy presents the following key interventions to address the challenges and opportunities for each journey type:

- *radial journeys* – improve connectivity to Maidstone, North Kent, Reading – Waterloo and Hastings corridors; provide capacity on corridors such as Brighton Main Line and South Western Main Line rail corridors; improve resilience of Strategic Road Network; extend radial route public transport (e.g. Crossrail); and reduce human exposure to noise and poor air quality on radial corridors;
- *orbital and coastal journeys* - holistic demand management initiatives that address road congestion while avoiding displacement effects from one part of the network to another; electrification and dual-mode rolling stock on orbital routes; enhancements where orbital rail routes cross radial rail routes; reinstate cross country services to the east of Guildford; build consensus on a way forward for M27/A27/A259 corridor; and reduce human exposure to major orbital roads;
- *inter-urban journeys* - support scheme proposed and prioritised locally for government's National Roads Fund for the Roads Investment Plan (2020 – 2025), Large Local Major Schemes, and for the Major Road Network; increase support for inter-urban bus services; and deliver better inter-urban rail connectivity;
- *local journeys* - invest in infrastructure and subsidy for high quality public transport; improve air quality; prioritise vulnerable users, especially pedestrians and cyclists, over motorists; develop better integrated transport hubs; and advocate for a real term freeze in public transport fares;
- *journeys to international gateways and freight* - further investment in improved public transport access to Heathrow; improved road and rail access to international ports; Lower Thames Crossing; demand management policies to improve the efficiency of the transport network for road freight and to invest in sustainable alternatives; rail freight schemes; new technologies; and develop a Freight Strategy and Action Plan; and
- *journeys in the future* - future proof electric and digital infrastructure (standards, etc); incorporate Mobility as a Service into public transport networks; encourage consistency in roll out of smart ticketing systems; and develop a Future Mobility Strategy for the South East.

2.7 Additional interventions/strategic transport initiatives may also be identified in the future following the completion of the five area studies (see paragraph 2.2).

2.8 The strategy includes suggested priorities and timescales, which can be summarised as:

- *highway schemes* - a short term priority but become lower priority in the long term;
- *railway schemes* - a high priority in the short, medium and long term;
- *interchanges* - a high priority in the short, medium and long term;
- *urban transit schemes (e.g. bus rapid transit)* - are a high priority in the medium to long term;
- *public transport access to airports* - a high priority alongside plans for airport expansion;
- *road and public transport access to ports* - a high priority in the short term;
- *technology and innovation in transport* - supported but may only be realised in the medium to long term as this is dependent on technological changes;
- *planning policy interventions* - a high priority and in the short term; and
- *more significant demand management policy interventions (e.g. road charging)* - a much longer term goal.

3. Proposed County Council Response

- 3.1 Overall, the County Council welcomes the draft Transport Strategy. The aspiration to plan for people and places instead of vehicles (as outlined in chapter 1 of the draft strategy) and the approach to splitting up the South East into five geographical areas (inner orbital, outer orbital, south west, south central, south east areas) (as outlined in chapter 5 of the draft strategy) seem logical, as is the identification of the six journey types. This approach captures the key strategic transport issues that are expected in West Sussex up to 2050.
- 3.2 The County Council welcomes and supports the process of embedding sustainability principles centrally within the strategy vision and strategic priorities.

The Approach

Planning for people and places

- 3.3 Although the aspiration to plan for people and places instead of vehicles is welcome, this will be challenging in locations where there are limited alternatives and routes are used to serve a range of different journey types. In such locations, there is a need to resolve conflicts between the competing demands and the Transport Strategy needs to explain how these conflicts will be resolved. The County Council suggest that the strategy is amended to explain how conflicts will be resolved potentially by explaining how the 'Movement and Place Framework' will be applied in practice.

Recognising the diversity of transport needs in the South East

- 3.4 The approach should acknowledge the diversity of transport needs in the South East. Therefore, the County Council considers that 'highway improvements' should also be included in the list of transport strategy

interventions in paragraph 1.19 of the strategy that will need to be used to deliver the outcomes that the strategy is seeking, especially in the large rural areas that are not easily served by public transport.

Modelled scenarios

- 3.5 Four modelled scenarios (Scenario 1: The London Hub; Scenario 2: Digital Future; Scenario 3: Route to Growth; Scenario 4: Sustainable Future that are summarised in chapter 1 of the draft transport strategy) were initially developed. Three of these scenarios (scenarios 2, 3 and 4) have been drawn together to build a preferred scenario called 'Sustainable Route to Growth' resulting in a total of five scenarios. These five scenarios show how different economic, social, environmental and technological trends might influence the economy, population and transport usage up to 2050. As TfSE acknowledge, forecasting 30 years into the future is quite challenging and at this early stage, the delivery risks associated with each scenario are not fully understood. Therefore, consideration should continue to be given to all the scenarios, not just the preferred scenario, because one of the other scenarios may be more likely to occur and/or preferable over time.

Integrated Sustainability Appraisal/Health Impact Assessment

- 3.6 The Integrated Sustainability Appraisal includes an appraisal of the potential economic, social and environmental impacts, including a Health Impact Assessment. The County Council consider that the approach to Health Impact Assessment is not appropriate as there is insufficient information available about the impacts of interventions on the affected population at this stage. Therefore, the draft response requests that further engagement takes place with Public Health officers, drawing on information about the affected population, as part of area or thematic studies.

The Area

- 3.7 In general, the County Council agrees with the evidence (that is summarised in chapter 2 of the draft transport strategy) but has identified a number of minor amendments that are required to the supporting evidence base reports. It is also requested that road safety be added to the list of challenges facing the highway network in the South East.

The Vision, Goals and Priorities

- 3.8 The vision, goals and priorities are outlined in chapter 3 of the draft transport strategy. The County Council has no comments on the vision as this has been developed jointly with the partners on the Shadow Partnership Board, including the County Council.

Economic, social and/or environmental priorities

- 3.9 The priority to improve air quality through initiatives to reduce congestion and encourage a shift to public transport should also recognise the role that other modes of transport and the emergence of mobility-based solutions such as ride-sharing (e.g. Faxe) may play in tackling air quality issues.

The Strategy

Journey types

- 3.10 The strategy is outlined in chapter 4 of the draft transport strategy. Given the challenges of providing for improvements to some journey types; e.g. additional capacity for longer distance travel into Central London, the strategy should be more explicit about the opportunities that may be easier to realise, such as greater investment in rail infrastructure away from routes into London, to support economic uplift and a more balanced economy across the South East.
- 3.11 The draft Transport Strategy rightly recognises the challenges associated with the different movement types. However, in some cases, the initiatives that have been identified do not adequately reflect the scale and nature of the interventions that are required to address these challenges. The County Council requests that the interventions are more specific and, where possible, identify the modes of transport that they apply to and reflect the nature of the changes that have been assumed in the modelled scenarios. Specifically this includes amendments to; a) recognise the poor connectivity and journey times between London and West Sussex coastal towns; b) ensure that demand management initiatives are only introduced once public transport alternatives are available; and c) state that road and/or rail enhancements are required to improve capacity and journey times for coastal journeys.

Airport expansion

- 3.12 Although plans to expand Gatwick Airport are in the early stages of development and are not guaranteed to come forward, they could do so within the lifetime of the strategy. At the present time, only limited information is available about specific initiatives that will be needed to mitigate the impacts of airport expansion. Therefore, TfSE could usefully set out an ambition within the strategy to match the scale of the vision and guide any future airport expansion projects. The draft response suggests that the additional passenger and employee journeys arising due to airport expansion should be mitigated entirely by increasing the sustainable transport mode share through a combination of infrastructure and service improvements.

Sustainable freight

- 3.13 The transfer of freight to more sustainable modes will help to reduce the environmental impacts of economic activity. Although the draft Transport Strategy recognises the challenge of declining rail freight and limitations on scope for improvements it does not set out initiatives to address it. To do this, the identification and establishment of distribution centres at appropriate locations should be added to the list of initiatives to help address freight journey challenges.

Last mile logistics

- 3.14 The volume of goods vehicles in urban areas in West Sussex contributes to environmental issues that have led to the establishment of Air Quality Management Areas (AQMA). Out of town distribution centres for the 'last mile' delivery could help to effectively tackle this challenge. Therefore, Last

Mile Logistics should be promoted extensively as an effective and sustainable solution to tackling freight and environmental issues.

Parking for commercial vehicles

- 3.15 Parking opportunities for commercial vehicles in the South East are sparsely located and are not suited to modern requirements of the industry. For example, there are lorry parks in central locations rather than close to the Strategic Road Network. This results in ad hoc parking in unsuitable locations with, in some cases, associated anti-social behaviour. Therefore, there is a need to improve the parking opportunities for commercial vehicles, particularly by ensuring they are well located and provide facilities to suit the requirements of the freight industry.

Interchange facilities

- 3.16 The initiatives needed to address radial, orbital and coastal journeys do not include enhancements to interchange facilities although they are mentioned in section 5 of the draft transport strategy; this is a significant omission that the strategy needs to address. Current provision of interchange facilities to enable switching between road, rail and bus is limited due to their availability, accessibility and the limited capacity and cost of parking at interchanges. In order to facilitate an increase in the use of sustainable modes of transport, there is a need to increase the capacity and accessibility of interchanges, which could include the creation of new interchanges such as stations or park & ride.

Capital investment

- 3.17 All the modelled scenarios assume very significant levels of transport infrastructure capital investment. Given the lead-in times for investment of this scale and the need for phasing of both expenditure and construction activity, much of this planning would need to be started very soon in order to be implemented in full by 2050. Therefore, it is suggested that area/corridor studies should identify a programme showing the key stages of work and the scale of the investment required in order to achieve the strategy.

Affordability

- 3.18 The Social Goals and Social Strategic Priorities include reference to affordability of the transport network. However the strategy does not set out how this will be achieved or clearly identify initiatives that will improve affordability. The County Council request that this should form a key part of the key principle of; 'putting users at the heart of the transport system'.

Implementation

Indicators

- 3.19 The indicators outlined in chapter 5 of the draft transport strategy are quite weak and unlikely to provide sufficiently useful information to make well-informed decisions. In some cases, the information is not related to the outcome the TfSE is seeking to achieve. For example, the strategic priorities include biodiversity net gain but the focus for the indicators is on reducing

loss of biodiversity. This is not acceptable and should be amended, potentially though learning from good examples on other similar transport strategies.

Funding & financing

- 3.20 The funding and financing mechanisms are outlined in chapter 5 of the draft transport strategy. Some of the funding and financing mechanisms have not previously been used in West Sussex and would require a significant change of approach to transport investment. There is a need for TfSE to set out a clear rationale for the preferred funding mechanisms because, in most cases, the power to use these funding and financing mechanisms rests with the local authorities, not TfSE. When implementing new or novel funding and financing mechanisms, TfSE should ensure, on a case by case basis, the affected local authorities support their use.
- 3.21 The introduction of new funding and financing mechanisms should provide value for money. In line with the County Council's response to TfSE's Consultation on the Draft Proposal to Government, TfSE should conduct a value for money assessment that takes account of any potential impacts on other public bodies before seeking to use new funding and financing mechanisms.
- 3.22 In practice, some of the funding mechanisms are unlikely to be available for transport investment unless other changes are made by the Government to funding for public services. For example, building new homes places a greater burden on local authority services (non-transport) than is recovered through additional council tax income. There is also a need to take into account the expected impacts of council tax equalisation being introduced under business rate reform. Therefore, council tax increment retention is unlikely to be available for transport investment.
- 3.23 Increasing costs to beneficiaries could result in unintended and undesirable consequences, such as businesses choosing not to invest or relocating in response to these costs. There is also a need to build trust with beneficiaries to reduce the likelihood of conflict. Therefore, the Transport Strategy should include a key principle that the introduction of any new funding and financing mechanisms will be equitable economically, socially and environmentally.

Dependency on other policy areas

- 3.24 The dependencies on other public policy areas, such as energy generation and land-use planning, need to be explored more fully. As transport cannot be considered in isolation, there is likely to be merit in planning in parallel for other relevant public policy areas to ensure that the Transport Strategy can be implemented and will be effective.

Priorities for interventions

- 3.25 The order of priorities is generally welcome and the County Council agrees that highway schemes should be lower priority in the longer term. However, highway schemes are still likely to be needed in future where this is linked to major development or to tackle road safety issues. As currently presented, figure 5.1 gives the impression that highway schemes will not be needed in

the longer term and this may cause difficulty in making the case for these schemes. Therefore, the County Council request that highway schemes to facilitate major development are included in figure 5.1 as a short, medium and long term priority (but lower priority in the long term).

Integrated Sustainability Appraisal

- 3.26 The use of strategic corridors as a way to present the findings of the Integrated Sustainability Appraisal means that insufficient information is provided about the findings of the appraisal outside the strategic corridors; this needs to be addressed.
- 3.27 The implementation of mitigation measures is essential to satisfactorily ameliorate the adverse effects of the strategy and deliver the vision and strategic priorities. In some cases, such as protected areas, these adverse effects could prevent scheme delivery and compromise delivery of the outcomes. Therefore, it is essential that in such cases these measures are deliverable and scheme budgets and business cases should be informed by the cost estimate of mitigation measures.

General comments

Monitoring and evaluation

- 3.28 Due to uncertainty about the impacts of leaving the European Union, the Transport Strategy should be updated to reflect the impacts of the full range of possible impacts. This is just one cause of change and there are many others, so the strategy should also include a commitment to periodic review to take account of changes in circumstances.

Smart and integrated ticketing

- 3.29 The Transport Strategy should set out how TfSE intend to address the challenges of integration between modes of transport, drawing on the evidence provided by the Smart and Integrated Ticketing Options report. The Transport Strategy should also clarify the role that TfSE is expected to play in addressing this challenge, such as specific initiatives to overcome the barriers to introducing Pay As You Go (PAYG), flexible ticketing options, and mobility-based solutions such as ride hailing.

Factors taken into account

4. Consultation – Stakeholder Engagement

- 4.1 Consultation has taken place with the teams in the Directorate for Highways, Transport & Planning. The responses received have informed the preparation of the draft Consultation Response.
- 4.2 The draft Consultation Response will be considered by the Environment, Communities and Fire Scrutiny Committee at its meeting on 13 January 2020 before it is finalised and approved by the Cabinet Member for Highways and Infrastructure.

- 4.3 Notification of the TfSE consultation on the draft Transport Strategy was issued to local members and stakeholders in The Bulletin. No comments have been received by the County Council, although stakeholders were expected to submit any comments directly to TfSE.

5. Financial (revenue) and Resource Implications

Although there are a range of funding and financing mechanisms available for the implementation of the strategy, no assessment about the potential impacts on local authority finances has been undertaken by TfSE. Therefore, the draft consultation response includes several requests (paragraphs 3.15-3.18) that, if actioned, will ensure there is a better understanding of the potential impacts on local authority finances

Impact of the proposal

6. Legal Implications

There are no legal implications for the Council in making this response.

7. Risk Implications and Mitigations

There are no identifiable risks to the Council in making this response.

8. Other Options Considered

The other option considered was to not provide a response to the consultation. However, improving sustainable transport infrastructure in the South East will help to meet the ambitions of the West Sussex Plan and the West Sussex Transport Plan 2011-26. Therefore, it is important that the Authority continues to engage positively in the process and that it responds to the consultation.

9. Equality and Human Rights Assessment

There are no equality and human rights implications in making this response as it is a response to a consultation by an external organisation.

10. Social Value and Sustainability Assessment

- 10.1 A Sustainability Assessment has been completed by TfSE on the Draft Transport Strategy and the proposed consultation response includes a response to this individual report.
- 10.2 There are no sustainability impacts arising from submitting a consultation response.

11. Crime and Disorder Reduction Assessment

There are no identifiable Crime and Disorder Act implications in making this response.

Steve Read
Acting Executive Director

Matt Davey
Director of Highways, Transport and

Place Services

Planning

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Appendices

Appendix A: Draft TfSE Transport Strategy: Executive Summary

Appendix B: Draft Consultation Response

Appendix C: TfSE Study Areas

Additional information

[LDR18 \(16/17\) Shadow Sub-National Transport Body for the South East](#)
[HI10 \(19/20\) Transport for the South East: response to consultation about statutory status](#)



Transport Strategy for the South East

Consultation Draft – Executive Summary
October 2019

Foreword

I'm incredibly proud to present this draft transport strategy for the South East for public consultation. It sets out our partnership's shared vision for the South East and how a better integrated and more sustainable transport network can help us achieve that together.



Cllr Keith Glazier
Chair, Transport for the South East

In little more than two years, Transport for the South East has emerged as a powerful and effective partnership for our region. Speaking with one voice on the South East's strategic transport needs, we have successfully influenced how, where and when government money is spent on our major roads, railways and other transport infrastructure.

The publication of this draft strategy marks the next step in the organisation's development and is the result of a truly collaborative effort from Transport for the South East and its partners. By setting out the strategic goals and priorities underpinning our vision for the region, this document provides a clear framework for future decision-making which will help us create a more productive, healthier, happier and more sustainable South East.

We already have the second largest regional economy in the UK, second only to London. Our strategy would help the South East's

economy more than double over the next thirty years, providing new jobs, new homes and new opportunities – all supported by a modern, integrated transport network. A prosperous, confident South East where people want to live, work, study, visit and do business.

We are clear that it cannot be growth at any cost and that new approaches are needed to achieve our vision. Transport is the single biggest contributor to UK greenhouse gas emissions and the majority of those come from private cars. And transport is the only sector whose contribution continues to grow while others reduce theirs. That needs to change.

The first step on this journey is a simple one; we must make better use of what we already have. Our road and rail networks in the South East may be congested but we know that, in the short-term, targeted investment to relieve pinch-points alongside new technology like digital railway signalling are the best and most effective ways to address short-term capacity and connectivity challenges.

Beyond that, the strategy is clear that catering for forecast road traffic growth in the long term is not sustainable – so we must turn our focus towards large-scale investment in public transport. We need to ensure that new and emerging technology is used to its full potential to boost connectivity. We need to make the case for policy changes which enable more joined up planning, particularly between transport and housing, to help build more sustainable communities.

And we know we will need to make some tough decisions about how, not if, we manage demand on the busiest parts of our transport networks as we cannot continue to simply build our way to growth.

This is a thirty-year strategy. The changes we want to see will not all happen overnight, and in some instances, there are policy challenges and other hurdles which stand in our way. But I am confident in the ability of our partnership to make the case for doing things differently.

I'm also convinced that the big issues we face in our communities – improving air quality, investing in better public transport, supporting the switch to green vehicles, encouraging active travel and more sustainable employment and housing growth – require a bigger picture view. That's why Transport for the South East is so important, bringing together local authorities, local enterprise partnerships and organisations like Network Rail and Highways England to plan for the future we want.

If we get this right, the prize is huge – for government, for taxpayers, for businesses and for everyone who lives and works in the South East. But it must work for everyone. That's why I want as many people as possible to take part in the consultation and have their say on this draft strategy.

Executive Summary

Introduction

This document is the draft of the **Transport Strategy for South East England**. It has been prepared by Transport for the South East, the Sub-National Transport Body for the South East of England (see **Figure i**), with the support of its 16 Constituent Local Transport Authorities, 5 Local Enterprise Partnerships, 46 district and borough authorities and wider key stakeholders.

Transport for the South East's mission is to grow the South East's economy by delivering a safe, sustainable, and integrated transport system that makes the South East more productive and competitive, improves the quality of life for all residents, and protects and enhances its natural and built environment. Its ambition is to transform the quality of transport and door-to-door journeys for the South East's residents, businesses and visitors.

In economic terms, we have identified the potential to grow the number of jobs in the region from 3.3 million today to 4.2 million and increase productivity from £183 billion to between £450 and £500 billion Gross Value Added a year. This is almost 500,000 more jobs and at least £50 billion more per year than without investing in the opportunities identified within the Transport Strategy.

Figure i The Transport for the South East area



Overarching approach – planning for people and places

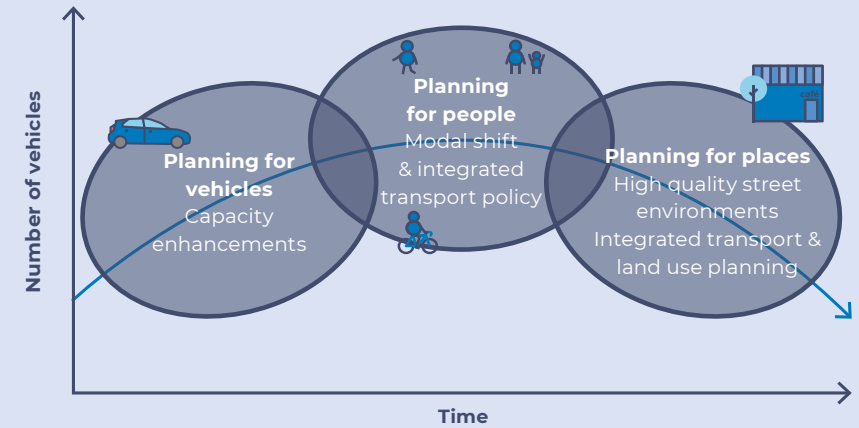
This Transport Strategy presents a shift away from traditional approaches of transport planning – one based on planning for a future based on recent trends and forecasts – to an approach of actively choosing a preferred future and setting out a plan of how we can get there together.

The traditional approach, one that is akin to '**planning for vehicles**' with extensive highway capacity enhancements for cars, is not sustainable in the longer term. Instead, there needs to be a transition from the current focus towards more '**planning for people**' and more '**planning for places**' (see **Figure ii**).

The Transport Strategy has utilised modelling to understand how and where the transport network will see future strain. However, instead of simply expanding the network where strain will be most acute, the Transport Strategy sets out how this congestion could be alleviated by investing in attractive public transport alternatives and developing integrated land use planning policies to reduce the need to travel, adopting emerging transport technologies, and implementing more significant demand management policies (e.g. paying for the mobility consumed on a 'Pay as you Go' basis using pricing mechanism and tariff structures across modes to incentivise those using all vehicle types to travel at less busy times or by more sustainable modes).

Currently, many parts of the South East are in the first stage of the process focussed on 'planning for vehicles', however, every place is different and there are exemplars in the South East, and around the UK and internationally that are in the second and third stages, that we can learn from.

Figure ii Evolution of Transport Planning policy



Our Vision

Vision Statement

Transport for the South East's vision for the South East area is:

The vision statement forms the basis of the strategic goals and priorities that underpin it. These goals and priorities help to translate the vision into more targeted and tangible actions.

By 2050, the South East of England will be a leading global region for net-zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step-change in connectivity and environmental quality.

A high-quality, reliable, safe and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

Strategic Goals

The strategic goals, aligned to the pillars of sustainability, are:



Economy: improve productivity and attract investment to grow our economy and better compete in the global marketplace.



Society: improve health, safety, wellbeing, quality of life, and access to opportunities for everyone.



Environment: protect and enhance the South East's unique natural and historic environment.

Strategic Priorities

Beneath each of the strategic goals lies a set of fifteen strategic priorities. These priorities narrow the scope of the goals to mechanisms and outcomes that will be most important to effectively deliver its vision. They are designed to be narrow enough to give clear direction but also broad enough to meet multiple goals.

The Strategic priorities are as follows:

Economic priorities:

- Better connectivity between our major economic hubs, international gateways (ports, airports and rail terminals) and their markets.
- More reliable journeys for people and goods travelling between the South East's major economic hubs and to and from international gateways.
- A more resilient transport network to incidents, extreme weather and the impacts of a changing climate.

- More integrated land use and transport planning that helps our partners across the South East meet future housing, employment and regeneration needs sustainably.
- A 'smart' transport network that uses digital technology to manage transport demand, encourage shared transport and make more efficient use of our roads and railways.

Social priorities:

- A network that promotes active travel and active lifestyles to improve our health and wellbeing.
- Improved air quality supported by initiatives to reduce congestion and encourage further shifts to public transport.
- An affordable, accessible transport network for all that promotes social inclusion and reduces barriers to employment, learning, social, leisure, physical and cultural activity.
- A seamless, integrated transport network with passengers at its heart, making journey planning, paying for, using and interchanging between different forms of transport simpler and easier.
- A safely planned, delivered and operated transport network with no fatalities or serious injuries among transport users, workforce or the wider public.

Environmental priorities:

- A reduction in carbon emissions to net zero by 2050 to minimise the contribution of transport and travel to climate change.
- A reduction in the need to travel, particularly by private car, to reduce the impact of transport on people and the environment.
- A transport network that protects and enhances our natural, built and historic environments.
- Use of the principle of 'biodiversity net gain' in all transport initiatives.
- Minimisation of transport's consumption of resources and energy.

The lists above show each of the strategic priorities grouped beneath the strategic goals. This is useful for organising the principles and makes it easier to understand broadly where these priorities are focussed. In reality, many of the strategic priorities support more than one of the goals.

Key principles for achieving our vision

Transport for the South East has developed a framework that applies a set of principles to identify strategic issues and opportunities in the South East, in order to help achieve the vision of the Transport Strategy.

Supporting economic growth, but not at any cost

Economic growth, if properly managed, can significantly improve quality of life and wellbeing. However, without careful management, unconstrained economic growth can have damaging consequences or side-effects. This Transport Strategy strongly supports sustainable economic growth which seeks to achieve a balance with social and environmental outcomes.

Achieving environmental sustainability

Transport for the South East strongly believes the South East must reach a point where future economic growth is decoupled from damaging environmental consequences. Attractive, sustainable alternatives to the car and road freight must be provided, coupled with demand management policies. Land use planning and transport planning (along with planning for digital and power technologies) must also become more closely integrated.

Planning for successful places

This Transport Strategy envisages a South East where villages, towns and cities thrive as successful places, where people can live and work with the highest quality of life. Transport networks that simply aim to provide the most efficient means of moving along a corridor have the potential to have a wide range of damaging consequences, particularly socially and environmentally.

The best way to ensure that this occurs is to develop a transport network that considers both 'place' and 'link' functions. Some parts of the transport network are designed to fulfil 'link' roles while other parts contribute more to a sense of 'place' (or both).

Putting the user at the heart of the transport system

This Transport Strategy envisages a transport network – particularly a local public transport and rail network – that places the passenger and freight user at the heart of it.

This approach seeks to understand why people make journeys and why they choose between different modes, routes, and times to travel. It also seeks to understand the whole-journey experience, from origin to destination rather than just a part of the whole journey.

This principle highlights the need for much better integration between modes. This is not just limited to physical interchanges (which are undoubtedly needed), but also integration in timetables, ticketing and fares, and information sharing.

Planning Regionally for the Short, Medium and Long Term

This Transport Strategy seeks to build on the excellent work of Transport for the South East's constituent authorities and other planning authorities in the South East. The Transport Strategy builds on transport plans set out by Local Transport Authorities, Local Plans issued by Local Planning Authorities, and the Strategic Economic Plans and Local Industrial Strategies created by Local Enterprise Partnerships.

This Transport Strategy adopts a larger scale perspective that looks across the South East area focussing on cross-boundary journeys, corridors, major economic hubs, issues and opportunities. As far as possible, it also seeks to align with the ambitions of the Greater London Authority and Transport for London, and other neighbouring Sub-national Transport Bodies.

This Transport Strategy also adopts a multi-modal approach. It views corridors as being served by different types and levels of infrastructure, from the Strategic Road Network to first and last mile, from intercity rail services through to rural bus operations. This Transport Strategy does not differentiate its approach to the future development of infrastructure based on how this infrastructure is currently managed. Transport for the South East views the transport system as a holistic system, while acknowledging key interdependencies and interfaces between different owners and actors.

Our Strategy

The strategy applies the **principles** above to six **journey types** to help identify key **challenges** and **opportunities** (or 'responses'). These challenges and responses to challenges will be explored further through a programme of subsequent area and thematic studies.

Radial Journeys

Challenges

- Slow journey times to North East Kent, Maidstone and stations on the Reading – Waterloo line
- Poor A21/London to Hastings Line rail corridor connectivity
- Crowding on many rail routes, particularly on the Brighton Main Line and South Western Main Line, and particular issues with reliability / resilience on the Brighton Main Line
- Constraints on road corridors passing through urban areas (e.g. A3)

Responses

- Improve connectivity to Maidstone, North Kent, Reading – Waterloo and Hastings corridors
- Provide capacity on corridors such as Brighton Main Line and South Western Main Line rail corridors
- Improve resilience of Strategic Road Network
- Extend radial route public transport (e.g. Crossrail)
- Reduce human exposure to noise and poor air quality on radial corridors

Orbital and Coastal Journeys

Challenges

- M25 congestion
- Few long-distance orbital rail services
- Multiple issues and challenges on M27/A27/A259/Coastway Line rail corridor
- Connectivity gaps in Mid Sussex / Gatwick area
- Constraints on road corridors that pass through urban areas

Responses

- Holistic demand management initiatives that address road congestion while avoiding displacement effects from one part of the network to another
- Electrification and dual-mode rolling stock on orbital routes
- Enhancements where orbital rail routes cross radial rail routes
- Reinstate cross country services to the east of Guildford
- Build consensus on a way forward for M27/A27/A259 corridor
- Reduce people's exposure to major orbital roads

Inter-urban journeys

Challenges

- Some routes fall below standard
- Bus services face competition / congestion from car trips and reduced financial support
- Gaps in rail routes on inter-urban corridors
- Road safety hot-spots

Responses

- Support scheme proposed and prioritised locally for government's National Roads Fund for the Roads Investment Plan (2020 – 2025), Large Local Major Schemes, and for the Major Road Network
- Increase support for inter-urban bus services
- Deliver better inter-urban rail connectivity

Local journeys

Challenges

- Conflicts between different road user types
- Poor air quality in some urban areas and along some corridors
- Poor integration in some areas
- Pressure on bus services, particularly in rural areas
- Affordability of public transport

Responses

- Invest in infrastructure and subsidy for high quality public transport
- Improve air quality
- Prioritise vulnerable users, especially pedestrians and cyclists, over motorists
- Develop better integrated transport hubs
- Advocate for a real term freeze in public transport fares

Journeys to International Gateways and Freight Journeys

Challenges

- The potential impact on surface transport networks from the planned expansion of Heathrow Airport
- Access to Port of Dover
- Access to Port of Southampton (and proposed expansion)
- Dartford Crossing congestion
- Rail freight mode share is relatively low
- Freight disrupted by congestion on many strategic road corridors
- Difficulties decarbonising Heavy Goods Vehicles
- The UK leaving the European Union (i.e. "Brexit")

Responses

- Further investment in improved public transport access to Heathrow
- Improved road and rail access to international ports

- Lower Thames Crossing
- Demand management policies to improve the efficiency of the transport network for road freight and to invest in sustainable alternatives
- Rail freight schemes
- New technologies
- Freight Strategy and Action Plan

Journeys in the future

Challenges

- Gaps in electric and digital infrastructure
- Risk some parts of the South East will be 'left behind'
- Risk new technologies may undermine walking, cycling and public transport
- Risk new technologies may lead to further fragmentation
- Alternative fuel vehicles will not solve congestion

Responses

- Future proof electric and digital infrastructure (standards, etc)
- Incorporate Mobility as a Service into public transport networks
- Encourage consistency in roll out of smart ticketing systems
- Develop a Future Mobility Strategy for the South East

Implementation

Priorities for investment

In the course of developing the strategy, a wide range of partners and stakeholders have been asked for their priorities for schemes and interventions across the South East. The priorities for interventions and suggested timescales identified by partners and stakeholders are as follows:

- **Highway schemes** changing traffic flow patterns of the road network means there will always be a need for localised improvements to address issues that will continue to arise. New roads, improvements or extension of existing ones should be prioritised in the short term but become a lower priority in the longer term. Highways schemes should target port access, major development opportunities, and deprived communities.
- **Railway schemes** are high priority across all timelines – Brighton Main Line upgrades are prioritised for the short term, while new Crossrail lines are a longer-term goal.
- **Interchanges** – are a high priority across all timelines where these facilitate multi modal journeys and create opportunities for accessible development.
- **Urban transit schemes** (e.g. Bus Rapid Transit and Light Rail Transit schemes, where appropriate for the urban areas they serve), are high priority and generally medium- to long-term.
- **Public transport access to airports** is a high priority and, in the case of Heathrow Airport, must be delivered alongside airport expansion.
- **Road and public transport access to ports** is also high priority and improvements prioritised for delivery in the short-term.
- **Technology and innovation** in transport technology – vehicle, fuel and digital technologies – is supported, however the widespread roll-out of some beneficial technologies may only be realised in the medium- to long-term.
- **Planning policy interventions** are relatively high priority and short term.
- **More significant demand management policy interventions** are a longer-term goal.

Funding and financing

Funding sources and financing arrangements are an important consideration in the development of an implementation plan for schemes and interventions identified in the Transport Strategy.

A Funding and Financing Report has been developed that explores potential funding mechanisms for schemes and interventions. Multiple sources of funding and financing will be required to deliver the Transport Strategy.

Public finance is likely to remain the key source of funding for highway and railway infrastructure in the near future. Looking further ahead, in order to manage demand and invest in sustainable transport alternatives, new funding models will need to be pursued. This could include funding models, such as hypothecated transport charging schemes, as a means of both managing demand in a 'Pay as you Go' model or as part of a 'Mobility as a Service' package.

Monitoring and evaluation

A mechanism for monitoring delivery of prioritised interventions, as well as evaluating outcomes related to the strategic goals and priorities, will be developed.

Governance

Transport for the South East has put in place governance arrangements that will enable the development, oversight, and delivery of the Transport Strategy.

Powers and Functions

Transport for the South East proposes to become a statutory Sub-national Transport Body and take on the 'general functions' of a Sub-national Transport Body, as set out in legislation.

There are also a number of additional powers being sought relating to rail planning, highway investment programmes and construction, capital grants for public transport, bus provision, smart and integrated ticketing, and Clean Air Zones.

The powers which are additional to the general functions relating to Sub-national Transport Bodies will be requested in a way that means they will operate concurrently and with the consent of the constituent authorities.

The proposal for general and additional powers were consulted upon between 7 May 2019 and 31 July 2019, concurrently to the development of the draft Transport Strategy.

Next steps

The programme for the next steps for the consultation and the revisions to and adoption of the Transport Strategy, along with further studies to inform the development of the Strategic Investment Plan, before seeking formal statutory powers, is identified in **Figure iii**.

Public Consultation

A public consultation exercise is being undertaken on the draft Transport Strategy in the autumn of 2019. The purpose of the consultation is to seek the views of a wide range of stakeholders on the draft Transport Strategy. The aim is to ensure buy-in to the vision for the future set out in the Transport Strategy.

The consultation exercise is being undertaken over a twelve-week period. The Transport Strategy, an Integrated Sustainability Appraisal, and supporting evidence are being made available to the public and all consultees along with a consultation questionnaire. The consultation exercise will be publicised online, in the press and on social media. The online information for the public consultation is being supplemented by a series of engagement events.

At the end of the consultation period, Transport for the South East will produce a consultation report on the draft Transport Strategy that will summarise an analysis of the responses and how the final version of the Transport Strategy should evolve to reflect feedback provided.

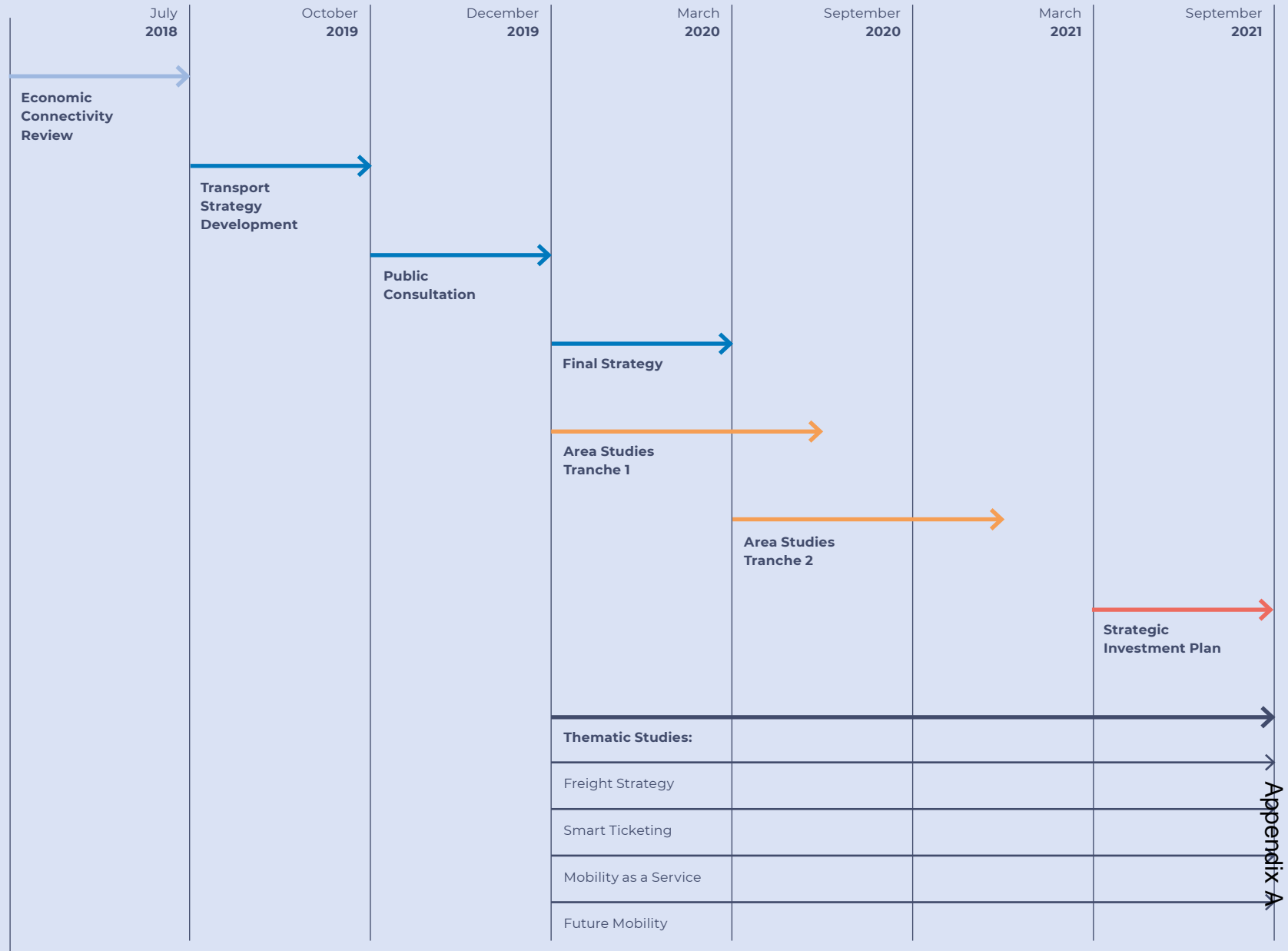
Revision and approval of the Transport Strategy

Following consideration of all feedback, the draft Transport Strategy will be revised, and a final version will be approved by the Shadow Partnership Board and published in spring 2020. This Transport Strategy will be reviewed updated every five years.

Future Programme of Studies

Transport for the South East is planning to commission a set of studies to explore some of the themes outlined in this Transport Strategy, which will include area studies that focus on types of corridors and journeys in the South East and further work on various thematic studies including freight and the future of mobility.

Figure iii Transport for the South East Road Map



Agenda Item 7
Appendix A

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**Transport for the South East
Draft Transport Strategy
Draft WSCC consultation response**

Summary

The key points of the County Council's response are:

- Overall, the County Council welcomes the draft Transport Strategy as it has contributed information to support its preparation;
- The strategy should be amended to explain how conflicts between journey types will be resolved potentially by explaining how the 'Movement and Place Framework' will be applied in practice;
- Road safety should be added to the list of challenges facing the highway network;
- Highway improvements should also be included in the list of transport strategy interventions needed to deliver the strategy;
- The strategy should continue to give consideration to the other four scenarios in addition to the preferred scenario and explain how the modelled scenarios will be used to guide future decision-making;
- The strategy should state that Health Impact Assessments will be carried out as part of area or thematic studies;
- Amend the priority to improve air quality to encourage shifts towards less polluting modes of transport;
- Amend various initiatives (as outlined in paragraphs 14-29) to ensure they are all specific about the modes of transport they apply to, and the objective of the initiative;
- Set out an ambition to accommodate the additional passenger and employee journeys arising due to airport expansion entirely through increasing the sustainable transport mode share;
- Ensure that area studies provide a programme showing the key stages of work and the scale of the investment required in order to achieve the strategy;
- Include affordability as part of the key principle of; 'putting users at the heart of the transport system';
- Update indicators to ensure they are related to the outcome that TfSE is seeking;
- Assess the impacts on public bodies of using new funding and financing mechanisms;
- Include a key principle that the introduction of any new funding and financing mechanisms will be equitable economically, socially and environmentally; and
- Ensure that mitigation measures are deliverable and taken into account in all value for money assessments.

Introduction

1. This is the draft West Sussex County Council response to the consultation by Transport for the South East on its draft Transport Strategy. The draft consultation response is structured using the sections in the TfSE response questionnaire and provides comments on each of these sections.

The County Council request that these comments are taken into account before the Transport Strategy is finalised.

2. Overall, the County Council welcomes the draft Transport Strategy as it has contributed information to support its preparation.

Our Approach

Planning for people and places

3. The aspiration to plan for people and places instead of vehicles is welcome. However, this will be challenging in locations where there are limited alternatives and routes are used to serve a range of different journey types, so there is a need to resolve conflicts between these competing demands. The initiatives listed to tackle the challenges do not adequately explain how conflicts between different journey types and between 'place' and 'link' functions will be resolved. The County Council suggest that the strategy is amended to explain how conflicts will be resolved, potentially by explaining how the 'Movement and Place Framework' will be applied in practice.

Recognising the diversity of transport needs in the South East

4. The approach should acknowledge the diversity of transport needs in the South East. In locations where large scale development takes place, particularly in rural areas that are not easily served by public transport, some highway improvements are likely to be needed to ensure the network continues to operate efficiently alongside other modes of transport. Therefore, the County Council consider that highway improvements should also be included in the list of transport strategy interventions in paragraph 1.19 that will need to be used to deliver the outcomes the strategy is seeking.

Modelled scenarios

5. The modelled scenarios represent different possible futures rather than options to be pursued or not pursued. All the scenarios rely on a combination of capital and revenue investment in different schemes and the influence of other factors to deliver the transport outcomes. At this early stage, delivery risks associated with this investment are not fully understood and there are clearly financial, design and political risks that would need to be overcome. There are lots of unknowns that may influence the other factors in a different way to that which is assumed in the preferred 'Sustainable Route to Growth' scenario. Therefore, we consider that the implementation of the strategy should continue to give due consideration to the other four scenarios in addition to the Sustainable Route to Growth scenario as one of these scenarios may be more likely to occur. The County Council request that the strategy is more explicit about how the modelled scenarios will be used to guide future decision-making.

Integrated Sustainability Appraisal/Health Impact Assessment

6. In order to conduct a meaningful and effective Health Impact Assessment (HIA), there is need to understand the affected population and the impacts of the strategy which is difficult to achieve at this scale. As understanding of the affected population and impacts of specific interventions will be more practical at a local level, we suggest that health impacts should be assessed as part of area and thematic studies, including engagement with Public Health officers from the affected area. In order to ensure this takes place, we suggest that the Transport Strategy should specifically state that HIAs will be carried out as part of area or thematic studies.
7. It is also recommended that in general, reference should be made to 'health and well-being' as this is generally accepted in public policy areas and acknowledges the importance of wider mental well-being in addition to physical health.

Our Area

8. Use of the Office for National Statistics (ONS) definition of economic hubs means that some important economic hubs in the South East are not specifically identified; for example Littlehampton, Worthing and Shoreham have been combined with Brighton & Hove. These towns are not part of the same urban area and have different needs, so despite their proximity should not be aggregated with Brighton & Hove. For the same reason, there is a need to recognise that East Grinstead is a discrete settlement and should not be aggregated with Crawley.
9. The County Council has identified a number of minor amendments that are required to the evidence base reports that will be supplied separately. The following minor amendments are requested to the Transport Strategy before this is finalised:
 - Figure 2.1: the boundary of Brighton and Hove is incorrect and should be amended;
 - Paragraph 2.3: the population of Brighton and Hove is not 475000 and should be corrected;
 - Figure 2.2: Worthing is omitted and should be included as a major economic hub as by population it is larger than some economic hubs that are shown;
 - Figure 2.3: this figure should use text to describe the spatial distribution of the tourism, creative industries and low carbon technology industries and clearly state that these are also priority sectors; and.
 - Figure 2.9: consideration should be given to showing Noise Important Areas on this map.

Highways

10. Road safety is a persistent issue in the South East and recent data indicates that this is not improving at a satisfactory rate. This acts as a disincentive to travelling by more sustainable modes of transport. Therefore, there is a need for road safety to be identified alongside

connectivity, capacity and reliability as one of the highway challenges in paragraph 2.56.

Our Vision, Goals and Priorities

Vision

11. No further comments.

Economic, social and/or environmental priorities

12. The priority to improve air quality through initiatives to reduce congestion and encourage shifts to public transport should recognise the role that other modes of transport can play in improving air quality; for example walking and cycling. Also, mobility-based solutions to transport issues such as ride-sharing (e.g. Faxe) may be less polluting but may not be recognised in the traditional sense as "public transport". Therefore, we suggest the priority should be amended to; "...encourage shifts towards less polluting modes of transport."

Our Strategy

Key challenges

Journey types

13. The identification of six key journey types and a set of key principles is generally welcomed. Although the strategy acknowledges that some journeys involve a combination of these journey types, it would be helpful if the strategy could clearly set out how this cumulative effect should inform decision-making. The Transport Strategy rightly recognises the challenges associated with the different movement types. However, in some cases, the initiatives that have been identified do not adequately reflect the scale and nature of the interventions that are required to address these challenges. The County Council consider that wherever possible, the initiatives should be specific about modes of transport and the objective of the initiative to provide a clear steer to delivery bodies. The initiatives should also not be constrained to the role of TfSE in delivering the initiatives but should set out initiatives that will be delivered by other bodies. The following sections include suggested amendments for the specified sections.

Radial journeys

14. Radial Challenge 3 acknowledges that one of the roles of the M23/A23/Brighton Main Line Corridor is to serve the Sussex coastal towns which often require both coastal and radial journeys for access to/from London and Gatwick Airport. Some of these towns such as Bognor Regis, Littlehampton, Worthing, Shoreham and Selsey include pockets of deprivation. Journey times by rail between Bognor Regis, Littlehampton and London are very similar to journey times between Margate, Hastings and London which are highlighted as requiring journey time improvements. Therefore, we suggest that Challenge 3 should

additionally highlight the need to improve rail journey times to these towns by including the following amended initiatives;

- Improve connectivity and journey times by both road and rail to deprived communities, particularly potential 'left-behind towns' in Swale, Thanet, Hastings, Bognor Regis, Littlehampton, Worthing and Shoreham.
- Improve connectivity and journey times by road to deprived communities such as Selsey.

Orbital and coastal journeys

15. The draft Transport Strategy rightly identifies the challenges associated with the orbital and coastal journey type. However, in some cases, the initiatives to tackle these challenges are quite vague; for example, "Build a consensus on a way forward for the M27/A27/A259/East Coastway/West Coastway Corridor based on a multi-modal approach that seeks to reduce conflicts between different users on this corridor" is only a vague statement of intent.
16. Successive studies have identified that there is a need for investment in the strategic road network on the M27/A27/A259 Corridor. Although some improvements are planned as part of the Roads Investment Strategy, improvements at Chichester, Worthing and Lancing are still at the planning stage. Therefore, there is a need for the strategy to acknowledge that these initiatives are still required.
17. Slow rail journey times on the West Coastway are acknowledged in Challenge 3 but the initiatives fail to set out how this challenge should be addressed. The options for addressing the challenges of longer distance passenger journeys on this corridor will involve improvements to the rail network.
18. The introduction of holistic demand management initiatives could play a role in tackling the orbital and coastal journey challenges. However, as large parts of the South East are rural where there are few alternatives to using a car for long distance journeys, the strategy should explicitly state that demand management initiatives should only be introduced once alternative public transport options are available.
19. For these reasons, we suggest the following amended initiatives should be included;
 - In the longer term, introduce holistic demand management initiatives that address congestion across the road network while avoiding displacement effects from one part of the network to another (when alternative public transport options are available).
 - Road and/or rail enhancements to improve capacity and journey times on the M27/A27/A259/East Coastway/West Coastway Corridor as part of a multi modal approach that will reduce conflicts between different users on this corridor.
 - Electrification of the network and/or wider use of bi-mode trains across the south east to enable more direct, longer distance services on orbital corridors such as the North Downs Line.

- Orbital rail connections between Gatwick Airport and Hampshire and Kent to enable direct access to/from Gatwick Airport, avoiding the need to travel via London.

Inter-urban journeys

20. We suggest it would be helpful if the strategy specified the type of initiatives that might help to improve bus services to cater for inter-urban journeys. These could include the introduction of bus priority measures, real-time passenger information or demand responsive services.

Local journeys

21. The challenge associated with road safety on urban corridors is identified but no initiatives are identified to tackle this challenge. Therefore, an initiative should be included that sets out how this challenge should be addressed.

International gateways and freight journeys

22. Although plans to expand Gatwick Airport are in the early stages of development and are not guaranteed to come forward, they could do so within the lifetime of the strategy but at the present time, only limited information is available about specific initiatives that will be needed. Therefore, in the absence of specific initiatives to mitigate Gatwick Airport expansion, the County Council consider that the strategy should set out an ambition for access to international gateways which matches the scale of the vision. Therefore, we consider that the strategy should state that; "the additional passenger and employee journeys arising due to airport expansion should be mitigated entirely by increasing the sustainable transport mode share through a combination of infrastructure and service improvements."

Sustainable freight

23. The transfer of freight to more sustainable modes will help to reduce the environmental impacts of economic activity. Although the draft Transport Strategy recognises the challenge of declining rail freight and limitations on scope for improvements it does not set out initiatives to address this challenge. To do this, the identification and establishment of distribution centres at appropriate locations should be added to the list of initiatives to help address freight journey challenges.

Last mile logistics

24. The volume of goods vehicles in urban areas in West Sussex contributes to environmental issues that have led to the establishment of Air Quality Management Areas (AQMAs). Out of town distribution centres for the 'last mile' delivery could help to effectively tackle this challenge. Therefore, Last Mile Logistics should be promoted extensively as an effective and sustainable solution to tackling freight and environmental issues and should be added to the list of initiatives to tackle the freight journey challenges.

Parking for commercial vehicles

25. Parking opportunities for commercial vehicles in the South East are sparsely located and are not suited to modern requirements of the industry. For example, there are lorry parks in central locations rather than close to the Strategic Road Network. This results in ad hoc parking in unsuitable locations with associated anti-social behaviour in some cases. Therefore, we consider there is a need to improve the parking opportunities for commercial vehicles, particularly by ensuring they are well located and provide facilities to suit the requirements of the freight industry. This should be added to the list of initiatives to address the freight journey challenges.

Future journeys

26. Challenge 2 for Future Journeys rightly points out that there are risks of some parts of the South East being left behind and that new mobility services may not be accessible to particular demographics. However, the issues of social exclusion are not only caused by geography or demographic characteristics. Social exclusion may also be a consequence of socio-economic factors or discrimination. Therefore, the County Council request that Challenge 2 for Future Journeys is amended to add these to the list of factors that may lead to groups in society being inadvertently excluded.
27. The adoption of new technologies has the potential to assist in tackling road safety issues. This is an opportunity for future journeys that should be identified in the strategy and considered in more detail in the Area Studies and also the Future Mobility Strategy.

Interchange facilities

28. The initiatives needed to address radial, orbital & coastal and inter-urban journeys do not include enhancements to interchange facilities; this is a significant omission that must be addressed through an amendment to the strategy. Current provision of interchange facilities to enable switching between road, rail and bus is limited due to limited capacity and the cost of parking at interchanges. In most areas, interchange facilities are also centrally located within urban areas which can lead to the practice of 'rail-heading'. In order to facilitate an increase in the use of sustainable modes of transport, there is a need to increase the capacity, availability and accessibility of interchanges, which could include the creation of new interchanges such as stations or park & ride sites. Therefore, this should be added to the list of initiatives to address the challenges associated with radial, orbital & coastal and inter-urban journeys.

Capital investment

29. All the modelled scenarios assume very significant levels of transport infrastructure capital investment. Given the lead-in times for investment of this scale and the need for phasing of both expenditure and construction activity, much of this planning would need to be started very soon in order to be implemented in full by 2050. Therefore, it is suggested that area/corridor studies should identify a programme showing

the key stages of work and the scale of the investment required in order to achieve the strategy.

Affordability

30. The Social Goals and Social Strategic Priorities include reference to affordability of the transport network. This is also listed as a challenge for local journeys but not for other journey types. Affordability of transport network is a cross-cutting issue that applies to all journey types and initiatives to tackle affordability should be considered to tackle the challenges associated with other journey types. Therefore, we suggest this should form a part of the key principle of; 'putting users at the heart of the transport system'.

Implementation

Indicators

31. The indicators are quite weak and unlikely to provide sufficiently useful information to make well-informed decisions. In some cases, the information is not related to the outcome that TfSE is seeking. For example, the strategic priorities include biodiversity net gain but the focus for the indicators is on reducing loss of biodiversity. This is not acceptable and should be amended, potentially though learning from good examples on other similar transport strategies such as Transport for the North.

<https://transportforthenorth.com/wp-content/uploads/Independent-Integrated-Sustainability-Appraisal-Post-Adoption-Statement-min.pdf>

Funding & financing

32. Some of the funding and financing mechanisms have not previously been used in West Sussex and would require a significant change of approach to transport investment that could adversely affect finances for other (i.e. non-transport) public services. There is a need for TfSE to set out a clear rationale for the preferred funding mechanisms because, in most cases, the power to use these funding and financing mechanisms rests with the local authorities, not TfSE. They also need to ensure that affected local authorities support the use of these mechanisms on a case by case basis.
33. The introduction of new funding and financing mechanisms should not result in additional costs to council tax payers. In line with the County Council's response to TfSE's Consultation on the Draft Proposal to Government, TfSE should conduct an impact assessment that takes account of any potential impacts on other public bodies before seeking to use new funding and financing mechanisms.
34. In practise, some of the funding mechanisms are unlikely to be available for transport investment unless other changes are made by the Government to funding for public services. For example, building new homes places a greater burden on local authority services (non-transport) than is recovered through additional council tax income. Therefore, council tax increment retention is unlikely to be available for transport investment.

35. Increasing costs to beneficiaries could result in unintended and undesirable consequences such as businesses choosing not to invest or relocating in response to these costs. There is also a need to build trust with beneficiaries to reduce the likelihood of conflict. Therefore, the Transport Strategy should include a key principle that the introduction of any new funding and financing mechanisms will be equitable economically, socially and environmentally.

Dependency on other policy areas

36. The dependencies on other public policy areas such as energy generation and land-use planning, need to be more fully explored. As transport cannot be considered in isolation, there is likely to be merit in planning in parallel for other relevant public policy areas to ensure that the Transport Strategy can be implemented and will be effective. This may include for example, taking an active role in determining where the electricity (arising from the extra demand coming out of the strategy) actually comes from instead of taking a passive role and saying that this can be determined elsewhere.

Priorities for interventions

37. The order of priorities is generally welcome and the County Council agrees that highway schemes should be lower priority in the longer term. However, highway schemes are still likely to be needed in future where this is linked to major development and to tackle road safety issues. As currently presented, figure 5.1 gives the impression that highway schemes will not be needed in the longer term and this may cause difficulty in making the case for these schemes. Therefore, we request that highway schemes to facilitate major development and improve road safety are included in figure 5.1 as a short, medium and long term priority (but lower priority in the long term).
38. Given the challenges of providing improvements to some journey types; e.g. additional capacity for longer distance travel into Central London, the strategy should be more explicit about the opportunities that may be easier to realise such as greater investment in rail infrastructure away from routes into London to support economic uplift and a more balanced economy across the South East. Therefore, there are additional improvements that should be identified with the strategy. For example, under the "priorities for investment" section the longer term goal should include Coastway as well as Brighton Main Line improvements.

Integrated Sustainability Appraisal

39. The County Council welcomes that sustainability principles are central to the strategy vision and strategic priorities.
40. The use of strategic corridors as a way to present the findings of the Integrated Sustainability Appraisal (ISA) means that insufficient information is provided about the findings of the appraisal outside the strategic corridors; this needs to be addressed through an update to the ISA.

41. The implementation of mitigation measures is essential to satisfactorily ameliorate the adverse effects of the strategy and delivering the vision and strategic priorities. In some cases, such as protected areas, these adverse effects could prevent scheme delivery and compromise delivery of the outcomes that the strategy is seeking. Therefore, it is essential that these measures are deliverable. Assessing the deliverability of mitigation measures should be a key task for corridor studies and if mitigation measures are not deliverable, then this should lead to reconsideration of the alternatives. To ensure they mitigation measures are delivered we suggest that the value for money of mitigation measures should be recognised within the Transport Strategy to help ensure that scheme budgets and business cases include the cost and benefits of mitigation measures.

Overall views

Any additional comments

42. The County Council has separately provided comments on the technical evidence base reports. Some of these comments have not yet been addressed. Therefore, TfSE is requested to respond to these comments or explain why this has not taken place in due course.

Monitoring and evaluation

43. Due to uncertainty about the impacts of leaving the European Union due to the range of possible outcomes from the negotiations, the Transport Strategy may need to be updated quite quickly to reflect the possible impacts.

Smart and integrated ticketing

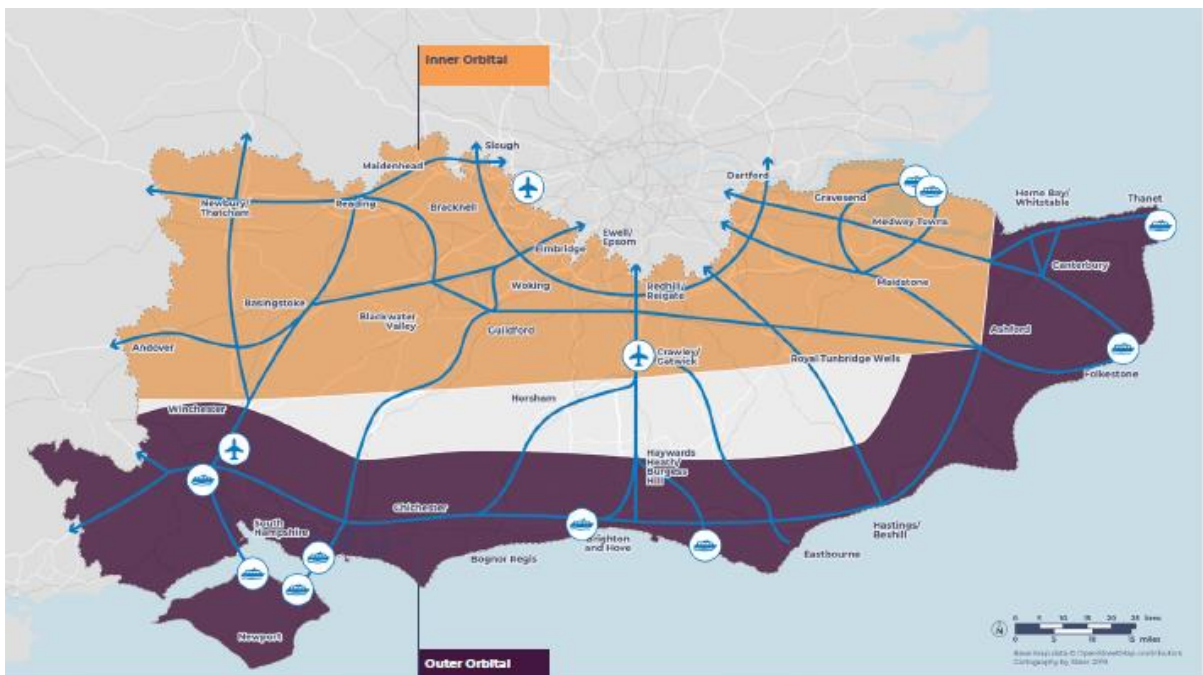
44. The Transport Strategy should set out how TfSE intends to address the challenges of integration between modes of transport, drawing on the evidence provided by the Smart and Integrated Ticketing Options report. The challenge associated with fares and ticketing is mentioned for the local journey type but the strategy currently fails to explain how this challenge will be addressed. The Transport Strategy should also clarify the role that TfSE is expected to play in addressing this challenge such as specific initiatives to overcome the barriers to introducing Pay As You Go, flexible ticketing options and mobility-based solutions such as ride hailing. TfSE should also consider whether due to changing patterns of behaviour such as greater home working, whether these interventions could play a part in addressing the challenges associated with radial, orbital and coastal journey types as commuting is a key purpose for these journey types.

Appendix C: TfSE Study Areas

Radial Areas



Orbital Areas



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Environment, Communities and Fire Scrutiny Committee

13 January 2020

Business Planning Group Report

Report by Chairman, Business Planning Group

Executive Summary

Each Scrutiny Committee has a Business Planning Group (BPG) to oversee the Committee's work programme and prioritise issues for consideration by the Committee. This report provides an update to the Committee of the BPG meeting held on 15 November 2019, setting out the key issues discussed.

Focus for Scrutiny

The Environment, Communities and Fire Scrutiny Committee is asked to consider the contents of this report and confirm that the Committee's Work Programme for 2019/20 (attached as appendix A) reflects the priorities within the Committee's portfolio.

1. Background

1.1 The Business Planning Group (BPG) met on 15 November 2019 with Mr Barrett-Miles and Mr S Oakley, in attendance to undertake work planning on behalf of the Committee.

1.2 Among the issues discussed:

- **Strategic and Business Critical Contracts Status Report**

Emma Ford (Strategic Contract and Supplier Relationship Manager) provided the Group with an update on the portfolio's strategic and business critical contracts. The members considered the scope of the information presented and agreed that future presentations to the BPG would only be required for those contracts which are failing to achieve their KPIs. No issues were identified for scrutiny by the full Committee.

- **Portfolio Performance Update Summary August 2019**

John Edwards, Group Manager, Commercial Finance, and Martin Farrell, Head of Intelligence and Performance, provided an overview of the position as of the end of August and the status of the Capital Programme.

No issues for further scrutiny by the Committee, or for referral to Performance and Finance Scrutiny Committee were identified; and no current issues of concern were identified in the Capital Programme. The BPG will continue to review the portfolio-specific elements of the Capital Programme

- **FRS second Quarter Performance Management**

Jon Simpson and Adrian Murphy, Area Managers within the Fire and Rescue Service, attended to support the item.

Following an internal restructure, Jon Simpson was the Head of Response, Adrian Murphy the Head of Protection and Nicki Peddle the Head of Prevention. Jon Lacey was leading on the FC20 project and The Chairman would speak with Jon Lacey separately for a FC20 update.

The KPIs presented in the quarterly performance report were discussed, and the extent to which they demonstrated how well the service was performing. The Group and the FRS representatives agreed that the KPIs did not fully capture the full picture of FRS performance. Additional data held by the service, but not hitherto considered by the Group measured how well the Service was meeting certain statutory duties. The Chairman to speak with the Cabinet Member on this issue.

The Group decided that the FRS Task and Finish Group should proceed to publish its final report at the January meeting of the Committee. In particular, it was determined that recommendations made by the Internal Audit team (of which several were relatively operational in nature) were being separately and adequately monitored by the Regulation, Audit and Accounts Committee, and that there was thus no additional value to be added through scrutiny by the TFG.

- **Annual Air Quality Report**

Margaret Enstone, Senior Advisor, and Steve Read Acting Executive Director, Place Services, attended to brief the Group on the draft Annual Report.

The Group considered the report and asked for officers to make some additions to the final report.

- **Review of the New Approach to using Community Groups to Deliver Highways Services**

Michele Hulme, Head of Local Highway Operations, attended to brief the Group. Community groups, through the 'Improving Places and Spaces' offer are being encouraged/supported in their desire to undertake environmental maintenance work on the highway. This

is work that isn't safety related and therefore not undertaken by the County Council, or its contractors.

- **Economic Growth Plan Performance Reporting: Proposed Approach**

Carolyn Carr, Economic Growth Manager, attended to update the Group on the Economic Growth Plan performance framework, and the reporting framework proposed to be presented to the Group for future updates. Reporting against the framework would happen at the end of each financial year and the Annual Report 19/20 will be scrutinised in summer 2020, to include scrutiny of the prioritisation work arising from the Growth Deal programme.

2. Work Programme Planning 2019/20

- 2.1 Informed by officers from the relevant service areas, BPG members considered the Work Programmes for 2019/20.
- 2.2 The output from this discussion is summarised in the revised work programme at Appendix A (2019/20) which reflects any subsequent decisions or alterations made since the meeting.

3. Equality Duty

- 3.1 An Equality Impact Report is not required for this report as it deals with internal matters only.

Andrew Barrett-Miles
Chairman, Environment, Communities and Fire Scrutiny Committee

Contact: Ninesh Edwards, Senior Advisor, 03302 222542

Appendix A - Environment, Communities and Fire Select Committee Work Programme 2019/20

Background Papers - None

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Agenda Item No. 8, Appendix A

Select Committee Meeting date	Subject/Theme	Objectives/Comments	Key Contacts
13/01/20	FRS Monitoring	FRS Monitoring, as requested at the Committee's September mtg, to include: Business Process Review Gap Analysis FC20 Project Process Progress on the Improvement Plan (including information on retained recruitment and retention) Communication Engagement Plan (potentially in Nov 2019). Progress on addressing bullying The Inspector's report from the planned January visit The equality impact assessment. Response to the FRS TFG Recommendations	Sabrina Cohen Hatton, Neil Stocker, Jon Lacey, Gary Ball
	FRS TFG		Ninesh Edwards
	Road Safety - Safer Sussex Roads Partnership	To focus on performance outcomes, and the quality of partnership work. To compare the performance of the partnership with neighbouring and comparator authorities.	Matt Davey
	BPG Report	Meeting of November 15 2019	Ninesh Edwards
	TfSE draft transport strategy: response to consultation	Preview of proposed consultation response	Darryl Hemmings
05/03/20	HWRS	Preview of proposed changes to the mobile service, following public consultation	Kelly Goldsmith
	Community Hubs Update	A progress report on work to date, following the Committee's recommendation at its' March mtg. To include an outline of the decision-making points, the project timeline, and a list of the top ten schemes - and their costs.	Siobhan Walker
	Road Space Audit Progress Report		Miles Davey.
	Licensing of Tables and Chairs on the Highway	Following public consultation on the new fee structure.	Michele Hulme
	Environment and Climate Change Strategy	Preview, prior to adoption	Catherine Cannon

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Forward Plan of Key Decisions

The County Council must give at least 28 days' notice of all key decisions to be taken by members or officers. The Plan describes these proposals and the month in which the decisions are to be taken over a four-month period. Decisions are categorised according to the [West Sussex Plan](#) priorities of:

- **Best Start in Life** (those concerning children, young people and schools)
- **A Prosperous Place** (the local economy, infrastructure, highways and transport)
- **A Safe, Strong and Sustainable Place** (Fire & Rescue, Environmental and Community services)
- **Independence in Later Life** (services for older people or work with health partners)
- **A Council that Works for the Community** (finances, assets and internal Council services)

The most important decisions will be taken by the Cabinet sitting in public. The [schedule of monthly Cabinet meetings](#) is available on the website. The Forward Plan is updated regularly and key decisions can be taken on any day in the month if they are not taken at Cabinet meetings. The [Plan](#) is available on the County Council's website and from Democratic Services, County Hall, West Street, Chichester, PO19 1RQ, all Help Points and the main libraries in Bognor Regis, Crawley, Haywards Heath, Horsham and Worthing. [Published decisions](#) are also available via the website.

A key decision is one which:

- Involves expenditure or savings of £500,000 or more (except treasury management); and/or
- Will have a significant effect on communities in two or more electoral divisions in terms of how services are provided.

The following information is provided for each entry in the Forward Plan:

Decision	A summary of the proposal.
Decision By	Who will take the decision - if the Cabinet, it will be taken at a Cabinet meeting in public.
West Sussex Plan priority	Which of the five priorities in the West Sussex Plan the proposal affects.
Date added	The date the proposed decision was added to the Forward Plan.
Month	The decision will be taken on any working day in the month stated. If a Cabinet decision, it will be taken at the Cabinet meeting scheduled in that month.
Consultation/ Representations	How views and representations about the proposal will be considered or the proposal scrutinised, including dates of Select Committee meetings.
Background Documents	The documents containing more information about the proposal and how to obtain them (via links on the website version of the Forward Plan). Hard copies are available on request from the decision contact.
Author	The contact details of the decision report author
Contact	Who in Democratic Services you can contact about the entry

Finance, assets, performance and risk management

Each month the Cabinet Member for Finance reviews the Council's budget position and may take adjustment decisions. A similar monthly review of Council property and assets is carried out and may lead to decisions about them. These are noted in the Forward Plan as 'rolling decisions'.

Each month the Cabinet will consider the Council's performance against its planned outcomes and in connection with a register of corporate risk. Areas of particular significance may be considered at the scheduled Cabinet meetings.

Significant proposals for the management of the Council's budget and spending plans will be dealt with at a scheduled Cabinet meeting and shown in the Plan as strategic budget options.

For questions contact Helena Cox on 033022 22533, email helena.cox@westsussex.gov.uk.

Published: 2 January 2020

Forward Plan Summary

Summary of all forthcoming executive decisions in West Sussex Plan priority order

Decision Maker	Subject Matter	Date
Leader	Endorsement of bids to Coast to Capital LEP: West Sussex Full Fibre Programme	January 2020
Director of Highways, Transport and Planning	Concessionary Travel Scheme - award of bus pass manufacture and administration contract	January 2020
Cabinet Member for Economy and Corporate Resources	Crawley Growth Programme: Approval of amendments to project funding allocations	January 2020
Cabinet Member for Highways and Infrastructure	Transport for the South East: response to consultation on draft Transport Strategy	January 2020
Acting Executive Director Place Services	Worthing Public Realm Works - Adur and Worthing Growth Programme	February 2020
Director of Highways, Transport and Planning	Adur and Worthing Agency Agreement for Parking Services	February 2020
Cabinet Member for Highways and Infrastructure	Highways and Transport Delivery Programmes 2020/21	February 2020
Acting Executive Director Place Services	Worthing Community Hub Award of Contract	February 2020
Acting Executive Director Place Services	Electric Vehicle Charging Procurement and Contract Award	March 2020
Acting Executive Director Place Services	Award of Contract for Self Service Library Kiosks	January 2020

A Prosperous Place

Leader

Endorsement of bids to Coast to Capital LEP: West Sussex Full Fibre Programme

The County Council recognises the strategic importance of next generation connectivity that can facilitate the delivery of future public services and improve the local economy. Ultrafast (gigabit) broadband is the next generation of connectivity, capable of delivering speeds of 1Gb (1000Mb) or more using pure optical fibre. In partnership with all district and boroughs (through the West Sussex Full Fibre Programme Board), the County Council is working to make this infrastructure more readily available and have agreed to use funding from the business rate retention pilot for a West Sussex Full Fibre Programme.

The Programme is bidding for additional funding to support two projects:

1. The County Council is leading the Converged Fibre Connectivity (CFC) bid to the Coast to Capital Local Enterprise Partnership's (LEP) Growth Deal funding. This will connect public sector sites in the first instance and also provide an open access duct and/or fibre spine that connects Crawley (including Manor Royal), Horsham and Haywards Heath to the Burgess Hill Fibre Exchange (BHFX) and link to the Brighton Digital Exchange and the Brighton 5G Fibre Ring. This should lower the cost of private investment in the roll out of full fibre network for residents and businesses. The CFC Project is set within a backdrop of the Digital Infrastructure Programme of work. This programme includes other similar digital infrastructure projects, for instance focussing on the rural connectivity of West Sussex. Whilst such projects are distinct, they aim to be complementary in nature
2. The County Council is also supporting the "Gigabit Coast" project led by Adur and Worthing Councils which will connect a number of council assets to create or enhance the digital public realm in Worthing.

If successful, these bids, will require match funding from councils of up to £1.65 million per project directly or via the business rates retention pilot and both need endorsement by the West Sussex Full Fibre Programme Board.

The Leader is asked at this stage to endorse match funding for the 'converged fibre connectivity' (project 1.above) from the business rates retention pilot held within the capital programme provision if (i) the Growth Deal funding is awarded to the bid and (ii) if agreed by the West Sussex Full Fibre Programme Board.

Decision by	Mr Marshall - Leader
West Sussex Plan priority	A Council that works for the Community
Date added	30 July 2019
Month	January 2020
Consultation/ Representations	District and Borough partners and LEP members through bids. Representation can be made via the officer contact from the beginning of the month in which the decision is to be taken.
Background	None

Documents (via website)	
Author	Sarah Bazen Tel: 033022 22374
Contact	Suzannah Hill Tel. 033 022 22551

Director of Highways, Transport and Planning

Concessionary Travel Scheme - award of bus pass manufacture and administration contract	
<p>The Council has a statutory responsibility as a Travel Concession Authority to administer a Concessionary Travel Scheme that provides free bus travel to eligible older and disabled persons.</p> <p>The West Midlands Combined Authority (WMCA), which comprises 18 local authorities and four Local Enterprise Partnerships, has awarded Smartcard framework agreements following an extensive European procurement. The benefits include:</p> <ul style="list-style-type: none"> • Competitive dialogue has allowed WMCA to select the best service • Local Authority partners don't need to undertake their own procurement • Economies of scale due to a shared service • Option for a long-term arrangement • Easy and cost-effective upgrade options built in <p>The Director for Highways, Transport and Planning will be asked to approve the direct award of a bus pass manufacture and administration services contract under the West Midlands Combined Authority Framework.</p>	
Decision by	Matt Davey - Director of Highways, Transport and Planning
West Sussex Plan priority	A Prosperous Place
Date added	2 September 2019
Month	January 2020
Consultation/ Representations	<p>Cabinet Member for Highways and Infrastructure Director of Law and Assurance Director of Finance and Support Services</p> <p>Representations concerning this proposed decision can be made to the Director of Highways, Transport and Planning, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
Background Documents (via website)	None
Author	Nicholas Thomas Tel: 033 022 26718
Contact	Judith Shore Tel: 033 022 26052

Cabinet Member for Economy and Corporate Resources**Crawley Growth Programme: Approval of amendments to project funding allocations**

In August 2017 the Leader approved the Crawley Growth Programme [LDR04 17.18](#) and following approval of the business case by the West Sussex Local Enterprise Partnership, delegated authority to the Executive Director Economy, Infrastructure and Environment* to progress the projects. In December 2017 [OKD03\(17-18\)](#) the Executive Director Economy, Infrastructure and Environment* agreed Crawley Growth Programme project funding allocations and delivery governance.

* post is now *Executive Director of Place Services*

Much progress has been made since December 2017 and a number of projects have been developed, designed and delivered under the guidance of the Crawley Growth Board. This includes a successful bid to the Coast to capital LEP for an additional £820k of funding and the extension of the programme.

The Cabinet Member is asked to approve amendments to project funding allocations, within the overall Programme funding allocation including the addition of £820k to the programme budget which will be used to extend the Manor Royal Bus Lane project. The decision will also update project governance to reflect current project estimates and delivery routes supported by the Crawley Growth Board including the funding agreement with Crawley Borough Council.

Decision by	Mr Lanzer - Cabinet Member for Economy and Corporate Resources
West Sussex Plan priority	A Council that Works for the Community.
Date added	2 December 2019
Month	January 2020
Consultation/ Representations	Crawley Growth Board which includes Crawley Borough Council and West Sussex County Council. Representation can be made via the officer contact.
Background Documents (via website)	None
Author	Marie Ovenden Tel: 033 022 23854
Contact	Suzannah Hill Tel. 033 022 22551

Cabinet Member for Highways and Infrastructure**Transport for the South East: response to consultation on draft Transport Strategy**

Transport for the South East (TfSE) is the sub-national transport body, currently

operating in shadow form, which covers Berkshire, East Sussex, Hampshire, Kent, Surrey, and West Sussex. It has the twin purpose of facilitating the delivery of a regional transport strategy and promoting economic growth in the South East. With regard to the first purpose, [TfSE is consulting on a draft Transport Strategy](#), which aims to shape the South East as a region economically, technologically and environmentally over the next 30 years, and change the way that investment is made in transport. It addresses issues such as connectivity, reliability, collaboration, 'smart' technology, health and well-being, air quality, accessibility, safety, carbon and climate change, and other environmental impacts. The deadline for comments is 10 January 2020.

The review of the County Council's Local Transport Plan will need to be consistent with the Transport Strategy. It will also be the starting point for bids by TfSE to Government and other bodies for funding to deliver new and improved strategic transport infrastructure, including schemes in West Sussex.

The Cabinet Member for Highways and Infrastructure will be recommended to approve the County Council's consultation response.

Decision by	Mr Elkins - Cabinet Member for Highways and Infrastructure
West Sussex Plan priority	A Prosperous Place
Date added	1 November 2019
Month	January 2020
Consultation/ Representations	District & Borough councils South Downs National Park Authority Environment, Communities and Fire Scrutiny Committee, January 2020 Elected Members Representations concerning this proposed decision can be made to the Cabinet Member for Highways and Infrastructure, via the officer contact, by the beginning of the month in which the decision is due to be taken.
Background Documents (via website)	None
Author	Darryl Hemmings Tel: 033 022 26437
Contact	Judith Shore 033 022 26052

Acting Executive Director Place Services

Worthing Public Realm Works - Adur and Worthing Growth Programme

The approved Adur and Worthing Growth Programme identified public realm improvements in Worthing town centre to support the development of the regeneration sites and the town's future economy. A £12m programme of 8 public realm schemes between the station and the seafront was identified. West Sussex County Council (WSCC) committed £5m of growth funding to deliver the first phases of the programme. Worthing Borough Council (WBC) are committing to fund the remainder of the schemes

through CIL, s106 contributions and direct developer contributions.

Portland Road was identified as the first phase with South Street following on later. Following the working up of the preliminary designs for Portland Road the detailed costs to deliver the scheme rose from the initial options appraisal estimate of £1m to £2.7m. This was based on extensive public consultation and work with the Worthing Town Centre Improvements Project Board. Portland Road is still deliverable within the WSCC committed growth funding, but the increased cost of Portland Road had an implication on the phasing of the public realm package and what the WSCC capital can deliver within this.

Following a public realm board meeting on 6th June it was decided that the initial South Street preliminary design work should be paused, with the exception of the completion of a bus operational study, and pushed back to later in the phasing plan when CIL money will become available. The remaining preliminary design funds were instead diverted to complete the detailed design work for Portland Road to get it ready for contract tender and procurement and delivery.

The remaining capital allocated to the public realm programme will allow WSCC to bring forward the Railway Approach scheme in the public realm package phasing plan and deliver it (estimated at £1.3m to deliver) instead of South Street (estimated at £4m to deliver).

Railway Approach is a pivotal scheme in the public realm package outside of Worthing Station. It will improve the accessibility of the station and links through to the town centre enhancing the resident and visitor experience of Worthing and help to provide a greater sense of place on arrival.

WBC committed to forward fund part of the design costs for Railway Approach so that design work could start immediately.

The Acting Chief Executive will be asked to give authority to proceed with the procurement for delivery of the Portland Road public realm scheme and to proceed with the design of the Railway Approach public realm scheme.

Decision by	Steve Read - Acting Executive Director Place Services
West Sussex Plan priority	A Prosperous Place
Date added	13 May 2019
Month	February 2020
Consultation/ Representations	<p>Cabinet Member for Economy and Corporate Resources. Local Business Design Workshop Sep 2018, Stakeholder workshop Oct 2018, Public Exhibitions and consultation January - February 2019</p> <p>Representation concerning the proposed decision can be made to the Acting Chief Executive via the author or service contact, by the beginning of the month in which the decision is due to be taken.</p>
Background Documents (via website)	None

Author	Patrick Griffin Tel: 03302224562
Contact	Suzannah Hill Tel: 033 022 22551

Director of Highways, Transport and Planning

Adur and Worthing Agency Agreement for Parking Services	
<p>In 2015, the County Council entered into a five-year Agency Agreement with Adur and Worthing local authorities for the procurement, management and operation of Civil Parking Enforcement and the operational management of the Worthing Controlled Parking Zone.</p> <p>The Agreement, which expires on 31 March 2020, has been reviewed and the County Council wishes to extend the Agreement subject to some variations that reflect current working practices.</p> <p>The Director for Highways, Transport and Planning will be asked to approve the extension of the Agency Agreement for a period of four years.</p>	
Decision by	Matt Davey - Director of Highways, Transport and Planning
West Sussex Plan priority	A Prosperous Place
Date added	20 December 2019
Month	February 2020
Consultation/ Representations	<p>Adur and Worthing local authorities Director of Law and Assurance</p> <p>Representations concerning this proposed decision can be made to the Director of Highways, Transport and Planning, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
Background Documents (via website)	None
Author	Miles Davey Tel: 033 022 26688
Contact	Judith Shore 033 022 26052

Cabinet Member for Highways and Infrastructure

Highways and Transport Delivery Programmes 2020/21
<p>The Highway and Transport Delivery Programmes identify capital highways infrastructure maintenance and transport improvement schemes for delivery during 2020/21 and beyond. Capital funding for the Delivery Programmes is predominantly received from the Government for roads maintenance (the Local Highway Maintenance Block), and transport improvements (the Integrated Transport Block) supported by additional funding from developer agreements and contributions.</p>

The indicative forward programmes for Highway Infrastructure Maintenance, Local Transport Improvements (LTIP) and Community Highway Schemes (CHS), have informed the 2020/21 Highways and Transport Delivery Programmes. These provide transparency of the maintenance and improvements investment needs, and the funding priorities prepared and selected for review and approval in this decision.

The Cabinet Member will be asked to approve –

1. The Local Highway Maintenance Block funded Delivery Programmes to allow implementation of schemes for delivery from 1 April 2020.
2. The Integrated Transport Block funded Delivery Programmes to commencement and implementation of schemes from 1 April 2020.
3. That the Highway and Transport Delivery Programme for 2020/21 is circulated to County Local Committees and other appropriate stakeholders and published on the West Sussex highways webpages for information.
4. That the Director of Highways, Transport and Planning has delegated authority to adjust the 2020/21 Highway and Transport Delivery Programme to take account of budgetary pressures and any changes in priority arising as a result of network availability, emergencies, or other operational circumstances, in consultation with the Cabinet Member.

Decision by	Mr Elkins - Cabinet Member for Highways and Infrastructure
West Sussex Plan priority	A Prosperous Place
Date added	17 December 2019
Month	February 2020
Consultation/ Representations	<p>The County Local Committees will be informed and asked to note schemes in their specific areas (anticipated during the February/March 2020 round of meetings).</p> <p>Internal consultation in development of the Delivery Programmes – those responsible for assets and programme leads within the Highways, Transport and Planning service.</p> <p>Representations concerning this proposed decision can be made to the Cabinet Member for Highways and Infrastructure, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
Background Documents (via website)	None
Author	Rowan Sheppard Tel: 033 022 23627
Contact	Judith Shore 033 022 26052

A Strong, Safe and Sustainable Place

Acting Executive Director Place Services

Worthing Community Hub Award of Contract	
<p>This decision is subject to the approval of the decision by the Cabinet member for Safer, Stronger Communities on the Worthing Community Hub to approve the allocation of funds and commencement of a procurement process to allow the building works required to create a Community Hub in Worthing, based on the agreed detailed designs in the building currently known as Worthing Library and to delegate authority to the Executive Director of Place Services.</p> <p>The Acting Executive Director Place Services will be asked to award the contract to the successful bidder in accordance with the Council’s Standing Orders on Procurement and Contracts.</p>	
Decision by	Steve Read - Acting Executive Director Place Services
West Sussex Plan priority	A Strong, Safe and Sustainable Place
Date added	9 April 2019
Month	February 2020
Consultation/ Representations	Representations concerning this proposed decision can be made to the Acting Executive Director of Place Services, via the author or officer contact, by the beginning of the month in which the decision is due to be taken.
Background Documents (via website)	None
Author	Lesley Sim Tel: 0330 022 24786
Contact	Erica Keegan Tel: 033 022 26050

Acting Executive Director Place Services

Electric Vehicle Charging Procurement and Contract Award	
<p>At a meeting of the Cabinet on 3 December 2019, the County Council adopted an Electric Vehicle Strategy. This strategy sets out the County Council’s vision for electric vehicles across the county, and the interventions required to deliver this vision. One of the actions is to enable a comprehensive and cohesive public charging solution on public land by appointing a market-based partner to provide the charging point network.</p>	

The Acting Executive Director Place Services will be asked to –	
<ul style="list-style-type: none"> a) commence the procurement process and b) award the contract to the successful bidder 	
Decision by	- Acting Executive Director Place Services
West Sussex Plan priority	A Strong, Safe and Sustainable Place
Date added	17 December 2019
Month	March 2020
Consultation/ Representations	<p>District and Borough Councils Internal stakeholders including legal, finance, procurement and highways</p> <p>Representations concerning this proposed decision can be made to the Executive Director Place Services, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
Background Documents (via website)	None
Author	Ruth O'Brien Tel: 033 022 26455
Contact	Judith Shore 033 022 26052

A Council that works for the Community

Acting Executive Director Place Services

Award of Contract for Self Service Library Kiosks	
<p>When visiting the West Sussex Library Service residents regularly use self-service kiosks to transact a range of library services.</p> <p>In order to provide modern, longer term services procurement (decision ref: OKD10 19/20) is currently underway for Self Service Library kiosk replacement in West Sussex libraries. An allocation of £1m is included in the 2019/20 – 2023/24 capital programme for the replacement of kiosks.</p> <p>Following the completion of the procurement process, the Acting Executive Director Place Services seeks to award the Contract for the Self-Service Library Kiosks to the preferred bidder.</p>	
Decision by	Steve Read - Acting Executive Director Place Services

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West Sussex Plan priority	A Council that Works for the Community
Date added	21 August 2019
Month	January 2020
Consultation/ Representations	Representations concerning the proposed decision can be made to the Acting Executive Director Place Services by the beginning of the month in which the decision is due to be taken.
Background Documents (via website)	None
Author	Lesley Sim Tel: 0330 022 24786
Contact	Erica Keegan Tel: 033 022 26050