

# Public Document Pack

**Tony Kershaw**  
Director of Law and Assurance

If calling please ask for:

Sally Manning on 033 022 23883  
Email: [sally.manning@westsussex.gov.uk](mailto:sally.manning@westsussex.gov.uk)

[www.westsussex.gov.uk](http://www.westsussex.gov.uk)

County Hall  
Chichester  
West Sussex  
PO19 1RQ  
Switchboard  
Tel no (01243) 777100



10 November 2020

## Environment and Communities Scrutiny Committee

A virtual meeting of the Committee will be held at **10.30 am** on **Wednesday, 18 November 2020**.

**Note:** In accordance with regulations in response to the current public health emergency, this meeting will be held virtually with members in remote attendance. Public access is via webcasting.

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

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

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### Agenda

- 10.30 am
- 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 7 - 14)  
The Committee is asked to agree the minutes of the meeting held on 14 September 2020 (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 15 - 20)

The Committee is asked to note the responses to recommendations made at the 14 September 2020 meeting from the Cabinet Member for Highways and Infrastructure and the Cabinet Member for Fire & Rescue and Communities.

10.45 am 5. **West Sussex Tree Plan** (Pages 21 - 56)

Report by Lee Harris, Executive Director Place Services and Matt Davey, Director of Highways, Transport and Planning.

The Plan seeks to ensure that the trees within the County Council's ownership are maintained, protected, and improved for current and future generations. It also seeks to influence how the wider tree resource within the County is managed and improved.

11.25 am 6. **Call-ins**

(a) **Call-in Emergency Active Travel Fund Cycle Lane Scheme in Chichester (HI10 20/21)** (Pages 57 - 100)

The Director of Law and Assurance has agreed to call-in the proposed decision by the Cabinet Member for Highways and Infrastructure concerning the Emergency Active Travel Fund Cycle Lane - A286 Chichester ring-road HI10 (20/21), published on the Executive Decision Database on 23 October 2020 and in the Member's Bulletin on 28 October 2020.

The decision report asks the Cabinet Member for Highways and Infrastructure to approve the removal of the Emergency Active Travel Cycle Scheme installed in Chichester.

The decision report by the Cabinet Member for Highways and Infrastructure is attached as Annex 1 to the cover report.

The call-in was initiated by Councillor Dr Kate O'Kelly, supported by Councillors Dr James Walsh, Louise Goldsmith, Jamie Fitzjohn, Kirsty Lord and Morwen Millson. The decision has not previously been previewed by the Environment and Communities Scrutiny Committee. Dr O'Kelly has been invited to outline the reasons for the call-in request to the Committee.

Mr Elkins, Cabinet Member for Highways and Infrastructure, has been invited to address the Committee and answer questions.

(b) **Call -in Emergency Active Travel Fund Cycle Lane Scheme A270 Upper Shoreham Road (HI11 20/21)** (Pages 101 - 140)

The Director of Law and Assurance has agreed to call-in the proposed decision by the Cabinet Member for Highways and Infrastructure concerning the Emergency Active Travel Fund Cycle Lanes HI11 (20/21) – specifically, as it pertains to the

A270 Upper Shoreham Road scheme, published on the Executive Decision Database on 3 November 2020 and in the Member's Bulletin on 4 November 2020.

The decision report asks the Cabinet Member for Highways and Infrastructure to approve the removal of the Emergency Active Travel Cycle Scheme installed in Shoreham, and four others. The decision report by the Cabinet Member for Highways and Infrastructure is attached as Annex 1 to the cover report.

The call-in was initiated by Councillor Kevin Boram, supported by Councillors Debbie Kennard, Ann Bridges, and George Barton. The decision has not previously been previewed by the Environment and Communities Scrutiny Committee. Mr Boram has been invited to outline the reasons for the call-in request to the Committee.

Mr Elkins, Cabinet Member for Highways and Infrastructure, has been invited to address the Committee and answer questions.

### **Break**

The Committee will adjourn for 15 minutes for a break.

- 12.40 pm 7. **Update on Cycling and Walking in West Sussex** (Pages 141 - 172)

Report by Director of Highways, Transport and Planning.

An update on work in this area, to include an update on Tranches 1 and 2 of the Emergency Active Travel Fund, and an update on work on the Cycling and Walking Strategy. Members of the Cycling and Walking Strategy Executive Task and Finish Group will assist the Cabinet Member in responding to the Committee's questions.

The Committee is asked to:

Review lessons learned from Tranche 1 of the Emergency Active Travel Fund, and how these are to be taken forward.

Consider and comment on the work of the TFG so far and agree suggestions to the Cabinet Member and Group on how the work on the Strategy is taken forward, particularly in respect of the Council's commitments in respect of climate change, Gear Change and LTN 1/20.

- 1.40 pm 8. **Pavement Parking Consultation response**

Members of the Committee who were involved are invited to verbally feed back to the Committee on what came out of the meeting with Miles Davy, Parking Manager, on the Pavement Parking Consultation Response.

9. **Requests for Call-in**

Call-in requests were received for the proposed decisions by the Cabinet Member for Highways and Infrastructure concerning the concerning the Emergency Active Travel Fund Cycle Lane - A286 Chichester ring-road HI10 (20/21), published on the Executive Decision Database on 23 October 2020 and in the Member's Bulletin on 28 October 2020 and concerning the Emergency Active Travel Fund Cycle Lanes HI11 (20/21) – specifically, as it pertains to the A270 Upper Shoreham Road scheme, published on the Executive Decision Database on 3 November 2020 and in the Member's Bulletin on 4 November 2020.

These requests were accepted by The Director of Law and Assurance and will be heard in Item 6.

10. **Forward Plan of Key Decisions** (Pages 173 - 182)

Extract from the Forward Plan dated 2 November 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.

11. **Possible Items for Future Scrutiny** (Pages 183 - 184)

Members to mention any items which they believe to be of relevance to the business of the Scrutiny 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.

The BPG met on 16 October 2020. The Work Programme, reflecting the output of the meeting is attached (Appendix A).

12. **Date of Next Meeting**

The next meeting of the Committee will be held on 11 January 2021 at 10.30 am. Probable agenda items include:

- Community Hub Update
- Climate Change Strategy Delivery Plan

- Savings Proposals

Any member wishing to place an item on the agenda for the meeting must notify the Director of Law and Assurance by 29 December 2020.

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

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## **Environment and Communities Scrutiny Committee**

14 September 2020 – At a virtual meeting of the Environment and Communities Scrutiny Committee held at 10.30 am.

Present: Cllr Barrett-Miles (Chairman)

Cllr S Oakley  
Cllr Baldwin  
Cllr Barnard  
Cllr Goldsmith

Cllr McDonald  
Cllr R Oakley  
Cllr Oppler  
Cllr Quinn

Cllr Waight  
Cllr Walsh

Apologies were received from Cllr Barton

Absent:

Also in attendance: Cllr Crow and Cllr Elkins

### **Part I**

#### **14. Declarations of Interest**

14.1 In accordance with the Council's code of conduct, the following declarations of interest were made:

- Cllr. S. Oakley declared a personal interest in item 4 as a member of Chichester District Council.
- Cllr Walsh declared a personal interest in item 6 as the Leader of Arun District Council.

#### **15. Minutes of the meeting of the Committee on 24 June 2020**

15.1 Resolved – that the minutes of the Committee held on 24 June 2020 be approved as a correct record, and that they be signed by the Chairman.

#### **16. Minutes of the Call-in meeting of the Committee on 2 July 2020**

16.1 Resolved – that the minutes of the Call-in meeting of the Committee held on 2 July 2020 be approved as a correct record, and that they be signed by the Chairman.

#### **17. Urgent Matters**

17.1 The Committee noted that further to the recently announced changes to the planning system, member of the Committee will be offered the opportunity to consider and comments on the Council's response to the Government consultation on the future of the current planning system. Two meetings, chaired by Mr Oakley, would take place: the first the week beginning 21 September 2020 which will consider the changes to the current system; the second the week beginning 12 October which will consider the proposed future planning system as per the Government's consultation.

17.2 Individual Committee members were asked to contact Ninesh Edwards, Senior Advisor directly should they wish to be involved.

## **18. Responses to Recommendations**

18.1 The Committee noted the response to the recommendations made at the 24 June meeting regarding the Climate Change Strategy from the Cabinet Member for Environment.

18.2 The Committee noted the response to the recommendations made at the 24 June 2020 meeting regarding the also Reallocating Road Space in Response to Covid-19 from the Cabinet Member for Highways and Infrastructure.

18.3 The Committee requested that the Cabinet Member for Highways and Transport undertakes to:

- Be mindful of the Committee's concerns regarding shortfalls in budgeted parking income and impacts on sustainable transport improvements and other initiatives as a result of this.
- Provide an expanded update to the Committee on the current position of the CPZ Review Programme.
- Review the Chichester and Worthing temporary cycleways before the end of October 2020 and provide an update to the Committee.

## **19. Serious Violence**

19.1 The Committee considered a report by the Executive Director of Place Services and the Acting Director of Communities (copy appended to the signed minutes).

19.2 The Committee received presentations from Jim Bartlett, Acting Head of Community Safety & Wellbeing and Emma Fawell, Violence Reduction Unit Lead; Nick Bowman, Chief Inspector, Sussex Police; Mark Burden, Head of LDU, National Probation Service, and Sophie Whitehouse, Lead for Early Help and Wellbeing at Adur & Worthing Councils. The presentations outlined the key points in the report, noted issues specific to individual agencies and the details of operations and initiatives to address serious violence in West Sussex.

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

- Noted:
  - That the report was comprehensive and valuable.
  - The issues around easy access to knives and was supportive of campaigns for the production of kitchen knives and pen-



knives to be blunt ended and campaigns to stop the sale of single kitchen knives.

- Concerns about the disproportionate numbers of children looked after and children with additional needs who end up in trouble with the police.
- That there is an ongoing need for training and information to be provided in schools about the risks and consequences of knife crime to children at risk of being involved in or becoming victims of serious violence.
- Sought clarification and information on:
  - The impacts of Covid-19 on serious violence.
  - Targeted work being undertaken in Arun district.
  - Actions taken in relation to minimising the number of children and young people being excluded from school.
  - Serious violence involving migrant workers and crime within these communities and what help and support is available.
  - How success is measured.
- Raised concerns that sentencing is often inadequate to act as a deterrent and sought clarification on sentencing.
- Was supportive of the Youth Violence Commission’s report on the root causes of and solutions to serious youth violence. The Committee echoed the Commission’s concerns about the impacts of short-term funding and lack of youth services including youth clubs.
- Raised concern about public confidence in police action being taken following intelligence and crimes being reported to them, but noted that the Police must maximise resources based on threat, harm and risk, and suggested that positive news stories and social media would help to address public confidence.

19.4 The Cabinet Member for Communities and Fire thanked the Safer West Sussex Partnership and Violence Reduction Units for the work they do. He noted that funding is an issue and guaranteed funding for future years would be helpful for planning ahead. And, that the requirement for partnership working will continue.

19.5 The Committee resolved that it:-

1. Regrets the demise of youth clubs and youth provision and would lobby the government for funding for these services.

2. Agrees that there is a need for a greater police presence following intelligence-led reports from the public and it would like to see more resources being made available. The Chairman will write to the Police and Crime Commissioner on these points.
3. Will receive a report from the Acting Director of Communities regarding the measures of success, including high level criteria provided to the Violence Reduction Units – to illustrate what would constitute success.
4. Supports the intention of the Safer West Sussex Partnership to increase publicity on the good work of the partnership and partnership members.
5. Supports continued education and advice to children and young people on dangers of knives and will look to the Safer West Sussex Partnership regarding ways of getting these messages across.
6. Agrees that exclusion from school is one of the causes of serious violence and agrees that The Chairman will write to the Cabinet Member for Education about how limiting school exclusions can be explored further.
7. Agrees that the Chairman will write to chairman of Corporate Parenting Panel and the Cabinet Member for Children and Young People to highlight that the issue of serious youth violence and disproportionate numbers of children looked after and children with additional needs who end up in trouble with the police.

19.6 The Committee recessed at 12.48 p.m. and reconvened at 12.55 p.m.

## **20. Highways and Transport Contract Delivery Update**

20.1 The Committee considered a report by the Executive Director for Place Services and Director of Highways, Transport and Planning (copy appended to the signed minutes).

20.2 The Cabinet Member for Highways and Transport introduced the report, advising that report provided an update on progress to date, the adequacy of resources and the strategy for the long-term management of highways assets.

20.3 The Committee received presentations from Guy Bell, Head of Highways – Planned Delivery and Michele Hulme, Head of Local Highways Operations. The presentation outlined the key details of the contract model, delivery programme, service preparedness, management of the network, investment matters, size of the task and road conditions and maintenance.

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

- Sought clarification and information on:
  - Costs to stop deterioration of the condition of the county's roads.
  - The amount of funding, including from block funding, provided to different aspects of road maintenance.
  - Methodologies and crewing for litter picking and filling of potholes.
  - How quality assurance is undertaken.
  - How the contracts are working in practice and the ability of contractors to deliver the contract outcomes within agreed timeframes, , including those contractors with multiple-contracts.
  - Previous and new road surfacing practices and materials and the impact on road conditions and safety and costs.
  - The Council's ability to inspect and manage the quality of road works and resurfacing carried out by external companies, e.g. utility companies and developers.
  - What is being done to address blocked drains and flooding, particularly in light of heavy weather incidents.
  - About preferred lorry routes in West Sussex and the impacts of HGVs on road conditions.
- Noted:
  - That in order to avoid the county's highways deteriorating borrowing is likely to be needed.
  - That there has been a significant improvement regarding cats eyes and white lining and that investment must continue.
  - An issue with sunken drainage covers (ironwork), particularly on minor roads and that this matter should given a higher priority.
  - That if improvements could be made to drainage resulting in reduced road surface water caused by poor drainage this would have a positive impact on the Council's ability to encourage more walking and cycling.
  - That public finances are not keeping up with the degradation of highways infrastructure and this needs to be born in mind when the Council agrees funding for other matters.

20.5 The Cabinet Member for Highways and Transport advised there has been a noticeable improvement in quality of repairs; that

competition is helping in delivery and capacity, and there have been improvements in the inspection regime. Additionally, he noted the improvements as a result of the funding received from the pothole fund but that continued investment will be required. The Cabinet Member advised that a review will be undertaken after the contract have been in place for a year.

20.6 The Committee resolved that it:-

1. Notes that officers and the Cabinet Member for Highways and Infrastructure are very positive about start of new contracts, which are allowing more control over what is being delivered and quality.
2. Will review the contract in one year to consider what the actual experience has been.
3. Has strong concerns regarding the state of the county's roads and that without investment the state of the County's highways will continue to deteriorate. The Committee recommends to Cabinet that that additional investment is allocated to the county's roads to ensure the deterioration does not continue. Furthermore, the Committee recommends the Council lobby the government for additional funding to resolve the issues of deterioration of the county's roads.
4. Has concerns about the capacity of contractors with multiple contracts to fulfil their contractual obligations, particularly in light of the compressed programme. It notes that the Council must allocate contracts fairly and may not refuse a contract on the basis that a company already has other contracts with the County Council. However, the compressed programme requires carefully monitoring.
5. Notes that the quality of potholes repairs is improving and this is due to contractual arrangements and improved internal quality insurance.
6. Welcomes the question and answer paper to be provided by Highways on potholes that will allow members to respond to their residents on this subject.
7. Welcomes the investment in white lines and cats eyes, but requests that this should not be a one off investment and it must continue.
8. Requests that action should be taken regarding the damage caused to vehicles by ironworks.
9. Notes the optimism of officers that a planned programme of maintenance can be carried out in 6 months and hopes it can be delivered, particularly over the winter months.

**21. Work Programme**

21.1 The Committee considered the Committee's current Work Programme (copy appended to the signed minutes).

21.2 Resolved – That the current Work Programme be noted.

## **22. Forward Plan of Key Decisions**

22.1 The Committee considered the Forward Plan dated 1 September (a copy appended to the signed minutes).

22.1 The Committee noted that the Review of the Integrated Parking Strategy is likely to be pushed back.

22.2 Resolved – That the Forward Plan be noted.

## **23. Possible Items for Future Scrutiny**

23.1 The Committee noted that it may wish to review the Integrated Parking Strategy at the Committee or via a Task and Finish Group.

## **24. Date of Next Meeting**

24.1 The next meeting of the Committee will be held on 25 November 2020 at 10.30 am. Probable agenda items include:

- West Sussex Tree Plan

24.2 Any member wishing to place an item on the agenda for the meeting must notify the Director of Law and Assurance by 13 November 2020.

The meeting ended at 2.09 pm

Chairman

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## Cabinet Member Responses

<b>Response from Cabinet Member for Fire &amp; Rescue and Communities – Mr Duncan Crow</b>		
<b>Agenda item</b>	<b>Environment Communities and Fire Select Committee recommendations (14 September 2020)</b>	<b>Response</b>
<b>Serious violence</b>	<ol style="list-style-type: none"> <li>1. Regrets the demise of youth clubs and youth provision and would lobby the government for funding for these services.</li> <li>2. Agrees that there is a need for a greater police presence following intelligence-led reports from the public and it would like to see more resources being made available. The Chairman will write to the Police and Crime Commissioner on these points.</li> <li>3. Will receive a report from the Acting Director of Communities regarding the measures of success, including high level criteria provided to the Violence Reduction Units – to illustrate what would constitute success.</li> <li>4. Supports the intention of the Safer West Sussex Partnership to increase publicity on the good work of the partnership and partnership members.</li> <li>5. Supports continued education and advice to children and young people on dangers of knives and will look to the Safer West Sussex Partnership regarding ways of getting these messages across.</li> </ol>	<p>Points 3 and 4 are acknowledged and agreed.</p> <p>The Director of Communities is working on the requested report but the nature of the partnership means that colleagues from Police, Probation, Courts, YOS etc are all very much in demand to deal with the real and present issues arising from the pandemic. We would need any framework to be signed off by partners which is unrealistic much before Christmas with the imminent lockdown.</p>

## Cabinet Member Responses

	<p>6. Agrees that exclusion from school is one of the causes of serious violence and agrees that The Chairman will write to the Cabinet Member for Education about how limiting school exclusions can be explored further.</p> <p>7. Agrees that the Chairman will write to chairman of Corporate Parenting Panel and the Cabinet Member for Children and Young People to highlight that the issue of serious youth violence and disproportionate numbers of children looked after and children with additional needs who end up in trouble with the police.</p>	
<b>Response from Cabinet Member for Highways and Infrastructure – Mr Roger Elkins</b>		
<b>Agenda item</b>	<b>Environment Communities and Fire Select Committee recommendations (14 September 2020)</b>	<b>Response</b>
<b>Highways and Transport Contract Delivery Update</b>	<p>1. Notes that officers and the Cabinet Member for Highways and Infrastructure are very positive about start of new contracts, which are allowing more control over what is being delivered and quality.</p> <p>2. Will review the contract in one year to consider what the actual experience has been.</p> <p>3. Has strong concerns regarding the state of the county’s roads and that without investment the state of the County’s highways will continue to deteriorate. The Committee recommends to Cabinet that</p>	See attached document Appendix A



## Cabinet Member Responses

	<p>that additional investment is allocated to the county's roads to ensure the deterioration does not continue. Furthermore, the Committee recommends the Council lobby the government for additional funding to resolve the issues of deterioration of the county's roads.</p> <ol style="list-style-type: none"><li>4. Has concerns about the capacity of contractors with multiple contracts to fulfil their contractual obligations, particularly in light of the compressed programme. It notes that the Council must allocate contracts fairly and may not refuse a contract on the basis that a company already has other contracts with the County Council. However, the compressed programme requires carefully monitoring.</li><li>5. Notes that the quality of potholes repairs is improving and this is due to contractual arrangements and improved internal quality insurance.</li><li>6. Welcomes the question and answer paper to be provided by Highways on potholes that will allow members to respond to their residents on this subject.</li><li>7. Welcomes the investment in white lines and cats eyes, but requests that this should not be a one off investment and it must continue.</li></ol>	
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**Cabinet Member Responses**

	<p>8. Requests that action should be taken regarding the damage caused to vehicles by ironworks.</p> <p>9. Notes the optimism of officers that a planned programme of maintenance can be carried out in 6 months and hopes it can be delivered, particularly over the winter months.</p>	
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**Cabinet Member for Highways and Infrastructure responses to questions asked at Environment and Communities Scrutiny Committee , 14 September 2020**

**1) Notes that officers and the Cabinet Member for Highways and Infrastructure are very positive about start of new contracts, which are allowing more control over what is being delivered and quality.**

Across the contract model (Lots 1-6) the new model has been developing well, and significant progress and improvement has been achieved during these early days of the new model. The Directorate is well placed particularly since the substantial service review and restructure to move forward with all lots to meet the goals and ambitions set out.

**2) Will review the contract in one year to consider what the actual experience has been.**

The service constantly and consistently reviews progress and reports against published delivery plan, service and corporate performance measures. Cabinet Member for Highways and Infrastructure is committed to reporting progress across the contract model to ECSC during summer 2021.

**3) Has strong concerns regarding the state of the county's roads and that without investment the state of the County's highways will continue to deteriorate. The Committee recommends to Cabinet that that additional investment is allocated to the county's roads to ensure the deterioration does not continue. Furthermore, the Committee recommends the Council lobby the government for additional funding to resolve the issues of deterioration of the county's roads.**

The service is developing its understanding of future investment need alongside the corporate strategy and update of the Asset Management Strategy (currently in the forward plan [here](#)).

**4) Has concerns about the capacity of contractors with multiple contracts to fulfil their contractual obligations, particularly in light of the compressed programme. It notes that the Council must allocate contracts fairly and may not refuse a contract on the basis that a company already has other contracts with the County Council. However, the compressed programme requires carefully monitoring.**

The service adheres to all procurement regulations and governance ensure contracts are awarded appropriately to framework contractors who meet all necessary standards. Risks and issues within the delivery programme are well managed and current the service has confidence that the programme is on course. It should be noted the current increase in restrictions due to the pandemic continue to be monitored and contingency understood.

**5) Notes that the quality of potholes repairs is improving and this is due to contractual arrangements and improved internal quality insurance.**

No additional comment

**6) Welcomes the question and answer paper to be provided by Highways on potholes that will allow members to respond to their residents on this subject.**

The service will circulate a FAQ briefing to all Members with the next 'Members Checklist'.

**7) Welcomes the investment in white lines and cats eyes, but requests that this should not be a one off investment and it must continue.**

The management of all highway assets (including lines and cats eyes) are aligned to the Asset Strategy and prioritised against all need and available budget.

**8) Requests that action should be taken regarding the damage caused to vehicles by ironworks.**

We apply our safety plus intervention levels when we find ironworks which are causing a safety concern. If this is our asset we will make it safe and will follow up with a programmed repair. If the apparatus belongs to a statutory undertaker, we will serve a notice under s81 of the Highway Act to request repair. Response time will depend on severity and risk. Any site identified will be allocated to our Streetworks team and they will chase the statutory undertaker to ensure the remedial works are carried out.

The following statistics for claims relate to ironworks. The claim numbers are relatively small and show a downward trend.

**Data by incident date**

<b>Year</b>	<b>Vehicle Damage</b>	<b>Injury</b>	<b>Total of Ironworks/Drain Cover Claims</b>
2015	17	24	41
2016	17	17	34
2017	25	29	54
2018	14	14	28
2019	9	12	21
2020	1	7	8

**9) Notes the optimism of officers that a planned programme of maintenance can be carried out in 6 months and hopes it can be delivered, particularly over the winter months.**

Works within the current [Delivery Plan](#) have been scheduled for delivery before April 2021. Risks are always monitored and where possible mitigated. It should be noted the current increase in restrictions due to the pandemic continue to be monitored and contingency understood. Optimism remains high for a successful delivery period that is already underway.

**Key decision: Yes  
Unrestricted**

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## **Report to Environment and Communities Scrutiny Committee**

**18 November 2020**

### **West Sussex Tree Plan**

**Report by Matt Davey, Director of Highways, Transport and Planning**

**Electoral division(s): All**

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#### **Summary**

The County Council is legally responsible for a significant number of trees that face unprecedented challenges with potentially significant impacts on the delivery of our services. The draft West Sussex Tree Plan (see Appendix A) addresses how the County Council will undertake its statutory duties and responsibilities with regard to trees and how it will operate as a landowner.

The draft Plan seeks to ensure that the trees within the County Council's ownership are maintained, protected, and improved for current and future generations. The draft Plan recognises the need to improve the way that we operate and the need to build the capabilities, processes and resources within the Authority that are necessary to support the delivery of a data-led, responsive, adaptable and sustainable approach to the stewardship of our trees. It also seeks to influence how the wider tree resource within the county is managed and improved.

#### **Focus for Scrutiny**

Taking account of the spatial, legislative and policy context set out in Sections 3 and 4 of the draft Plan:

- have the key issues been correctly identified in Section 5;
- have the right short-term objectives to deliver the longer-term strategic aims of the Plan been identified in Section 6;
- have the most appropriate key actions to be undertaken by the County Council over the next five years been identified in Section 6.

#### **Proposal**

##### **1 Background and context**

- 1.1 The trees of West Sussex are a valuable and essential element of the urban and rural landscape, contributing significantly to the character of the County, as well as providing other economic, social, and environmental benefits, all of which contribute to quality of life.

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- 1.2 The County Council is responsible for established woodland and individual trees on its landholdings, including highway land, school sites, country parks, tenanted land, residential homes, and other properties such as offices.
- 1.3 Against a backdrop of changing national policy and legislation, the pressure for new housing and other development, emerging new pests and diseases, and the effects of climate change, the draft West Sussex Tree Plan addresses how the County Council will undertake its statutory duties and responsibilities with regard to trees and how it will operate as a landowner. The draft Tree Plan seeks to ensure that we enable decision-making to be effective for short term operations whilst building resilience for the future.
- 1.4 The development of the draft Plan has been subject to critical review by key internal and external partners and is informed by their contributions.

## **2 Proposal details**

- 2.1 The draft Plan (see Appendix A) seeks to ensure that the trees within the County Council's ownership are maintained, protected, and improved for current and future generations. It also seeks to influence how the wider tree resource within the County is managed and improved.
- 2.2 Accordingly, it has three strategic aims:
  - to maintain the trees and woodlands in the County Council's ownership;
  - to protect trees and woodlands from new development and other threats; and
  - to improve woodland cover in West Sussex through natural regeneration, the planting of new trees, and the creation of new woodlands.
- 2.3 Although the focus of the draft Plan is on delivery over the next five years, the strategic aims provide a framework for the County Council over the medium and longer-term.
- 2.4 It is important to recognise the need to improve the way that the County Council operates and the need to build the capabilities, processes and resources within the Authority that are necessary to support the delivery of a data-led, responsive, adaptable and sustainable approach to the stewardship of Council trees.
- 2.5 In addition, the Council recognises the need to enable and inspire others to be progressive in the management of the trees in their ownership and, where appropriate, to use their landholdings to increase woodland cover in the county.
- 2.6 To deliver the longer-term strategic aims, five shorter-term strategic objectives have been identified:
  - Objective 1: Better data management and evidence-based decision-making
  - Objective 2: Establishing and embedding policies and processes
  - Objective 3: Managing the impacts of Ash Dieback and other tree pests and diseases

Objective 4: Identifying opportunities for investment and income generation

Objective 5: Working with partners and supporting communities and individuals

- 2.7 Each of the five objectives is supported by key actions to be undertaken by the County Council over the next five years. Given the constraints on the County Council's resources, it may be that some actions cannot be progressed or that they need to be delivered in a different way. However, they demonstrate the ambition of the Authority to effect positive change with regard to the trees in its ownership and more widely within the County.

### **3 Other options considered (and reasons for not proposing)**

- 3.1 The only other option available is the 'do nothing' approach. This approach would be characterised as continuing to manage trees reactively and without a planned approach. Being able to realise the opportunities available by operating in a proactive manner, increasing capacity and increasing our potential to deliver on more ambitious objectives will be lost. Therefore, no other options are being considered.

### **4 Consultation, engagement and advice**

- 4.1 Relevant internal consultees including subject matter experts and end-users have influenced the document's content.
- 4.2 External consultees included WSP (Highway Services framework provider), district & borough councils, South Downs National Park Authority, Sussex Wildlife Trust, Woodland Trust, Forestry Commission, Sussex Nature Partnership, Tree Council, and large estates in West Sussex. A summary of responses is attached as Appendix B.

### **5 Finance**

- 5.1 The cost of implementing the draft Tree Plan would ordinarily be met from within existing budgets. However, the extraordinary financial pressure associated with managing the impact of the Ash Dieback disease will require additional resource to be allocated. This is being addressed as part of the 2021/22 budget planning process.
- 5.2 Where possible, the opportunity will be taken to secure external sources of funding and to generate additional income to deliver this draft Plan. The opportunity will also be taken to continue working in partnership with other councils, agencies, statutory bodies, landowners, and other key stakeholders to share and make the best use of staff and other resources.

### **6 Risk implications and mitigations**

- 6.1 WSCC must be able to demonstrate compliance with legislation and policy. Adopting and implementing this draft West Sussex Tree Plan will ensure compliance and provide a planned approach that will minimise risks going forward.

Risk	Mitigating Action (in place or planned)
Out of date or incomplete data and intelligence compromises our ability to meet our statutory responsibilities and increases our legal risks.	Driven by the planned approach detailed within the draft West Sussex Tree Plan and incoming pests and diseases, extensive surveys are now underway using remote survey techniques to ensure speed, accuracy, best value and informing an appropriate response. The results provide WSCC with the ability adopt a targeted, risk based approach to the management of its estate.
Pests and diseases weaken trees that then threaten people and property.	The draft West Sussex Tree Plan develops the high level response to pests and diseases. Ash Dieback (ADB) management is now underway in accordance with the <a href="#">ADB Action Plan</a> . An Oak Processionary Moth action plan is now being drafted.

## 7 Policy alignment and compliance

- 7.1 Legal Implications – the County Council is subject to a wide range of legislation relating to trees, both as a landowner and as a service provider, covering highways (including Public Rights of Way), environmental issues, planning, heritage, and safety. This matter is addressed in paragraphs 4.4-4.11 of the draft Plan. The key objectives and actions identified in the Plan seek to ensure that the Authority meets its statutory duties and delivers its responsibilities.
- 7.2 Equalities – an Equality Impact Assessment has been undertaken. No negative impacts have been identified or are anticipated for customers or residents with protected characteristics.
- 7.3 Climate Change - the adoption of a West Sussex Tree Plan is one of the targets in the County Council’s [Climate Change Strategy](#), which is aligned with the Authority’s our ambitious target to be carbon neutral by 2030. The Tree Plan has an important role to play in helping to meet this commitment, including the sequestration of carbon in the natural environment and increasing resilience to climate change.
- 7.4 Crime and Disorder - not applicable.
- 7.5 Public Health - trees have a number of health benefits, including improving air quality and providing a positive effect on public health by addressing stress, anxiety and other mental health conditions. Higher levels of exposure to green spaces can also improve cognitive development in primary school children, including improvements in working memory and attentiveness. The key objectives and actions identified in the Plan seek to ensure that the health benefits of trees in the County Council’s ownership, and more widely, are maximised.
- 7.6 Social Value – Not applicable.

### **Matt Davey**

Director of Highways, Transport and Planning

**Contact Officer:** Don Baker, Environment & Heritage Team Manager, 033 022 36439, don.baker@westsussex.gov.uk

### **Appendices**



A - Draft West Sussex Tree Plan

B - Summary of external consultee responses

**Background papers**

None

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# West Sussex Tree Plan

## November 2020

### Draft v3 (following external consultation)

## 1. Introduction

- 1.1 The trees of West Sussex are a valuable and essential element of our urban and rural landscape, contributing significantly to the character of the County, as well as providing other economic, social, and environmental benefits, all of which contribute to our quality of life.
- 1.2 Against a backdrop of changing national policy and legislation, the pressure for new housing and other development, emerging new pests and diseases, and the effects of climate change, the West Sussex Tree Plan addresses how the County Council will undertake its statutory duties and responsibilities and how it will operate as a landowner.
- 1.3 The Plan seeks to ensure that the trees within our ownership are maintained, protected, and improved for current and future generations. It also seeks to influence how the wider tree resource within the County is managed and improved. Accordingly, it has three *strategic aims*:
- to **maintain** the trees and woodlands in the County Council's ownership;
  - to **protect** trees and woodlands from new development and other threats; and
  - to **improve** woodland cover in West Sussex through natural regeneration, the planting of new trees, and the creation of new woodlands.
- 1.4 Although the focus of the Plan is on delivery over the next five years, the strategic aims provide a framework for the County Council over the medium and longer-term.
- 1.5 The development of the Tree Plan has been subject to critical review by key internal and external partners and informed by their contributions.

## 2. The Value of Trees

- 2.1 The contribution of the trees and woodlands to the landscape and townscape character of West Sussex is well-known and valued by residents, businesses, and visitors alike. However, their value extends beyond this and includes a significant number of other, sometimes multifaceted, benefits.

### Economic Value

- 2.2 Trees have a wide variety of practical and commercial uses and the woodland economy has been growing over the last decade. Trees can provide wood pulp for paper and timber for fuel, building construction, furniture manufacture,

- tools, sporting equipment, and thousands of household and garden items. They can also benefit farming by improving the pollination of crops.
- 2.3 The woodland in the County not only provides direct employment through the need to management the resource, it is an essential contributor to a high quality environment that supports local economic growth by helping to attract visitors to West Sussex.
- 2.4 Notably, the social and environmental values of trees have real, if generally unmeasured, economic benefits. When these benefits are measured, the economic values can way exceed the traditional economic values given, for instance, to timber value. One study showed that although the value of England's trees and woods was about £11bn, 95% of this value was as a result of benefits provided to society, not value captured in traditional financial accounting.

### **Social Value**

- 2.4 Trees and other forms of vegetation can have a positive impact on our health by improving air quality in urban areas. They can filter dust and absorb other pollutants such as carbon monoxide, sulphur dioxide and nitrogen dioxide. After trees intercept unhealthy particles, rain washes them to the ground. They also help to physically separate people from major pollution sources, such as roads.
- 2.5 In addition, trees and green spaces can have a beneficial impact on our general health and wellbeing. Not only do they provide space for physical activity, regular exposure to trees can have a positive impact with regard to addressing stress, anxiety and other mental health conditions.
- 2.6 Trees and woodlands also provide an accessible educational resource allowing learning through play, adventure and exploration. Higher levels of exposure to green spaces can also improve cognitive development in primary school children, including improvements in working memory and attentiveness.

### **Environmental Value**

- 2.7 Trees, and other forms of natural capital, capture and store (or sequester) carbon dioxide (CO<sup>2</sup>), which is the most prevalent greenhouse gas in the United Kingdom. Woodland is the most effective habitat at CO<sup>2</sup> sequestration, as emissions are sequestered within the soil as well as the trees.
- 2.8 Trees control climate by moderating the effects of the sun, rain and wind. Leaves absorb and filter the sun's radiant energy, keeping things cool in summer. Trees also preserve warmth by providing a screen from harsh wind. In addition to influencing wind speed and direction, they shield us from the downfall of rain, sleet and hail. Trees also lower the air temperature and reduce the heat intensity of the greenhouse effect by maintaining low levels of carbon dioxide. Trees are also noted for cooling streams and rivers.
- 2.9 Trees can play an important part in helping to reduce the impact of flooding by intercepting rainfall and soaking up excess ground water. In addition, tree roots help to hold soil in place and reduce erosion. By preventing excessive

nutrients and sediment entering watercourses and aquifers, they can capture pollutants and prevent them entering groundwater.

- 2.10 Trees and woodland, and ancient woodland in particular, provide a habitat for a diverse range of species. Strips of trees and hedgerows can provide links between areas of woodland, urban parks, and gardens, creating additional habitat space and allowing wildlife to move freely in and out of urban areas.

### **3. Trees in West Sussex**

- 3.1 From early agriculture and animal husbandry, through industrial development including charcoal works, iron smelting, shipbuilding and construction, to more recent history, such as the two World Wars, the availability of wood and the landscapes within and around them have been crucial factors in how the countryside of West Sussex has evolved.
- 3.2 Evidence ranges from the smallest artefacts uncovered by archaeologists to landscapes of ancient settlements. Distinctive types of woodland archaeology include woodland pasture boundary bank earthworks, charcoal burning platforms, hammer ponds, and sawpits. These may also preserve largely intact extensive remains of prehistoric field systems, which are recorded as ancient monuments.
- 3.3 West Sussex was once much more extensively wooded. Over the centuries, the influence of human activity has contributed to clearance and loss of woodland to the levels we see today. However, it is not a tale of continual loss; appreciation of the value of woodland has meant that there was comparative stability in extent of woodland throughout much of history. The County has a mix of deciduous semi-natural woodland with remnants of ancient woodland scattered throughout. Plantations and agricultural planting are also evident along with boundary markings and trees planted for their aesthetic appeal. Examples of veteran and ancient trees are recorded throughout the landscape, with cultural or historical references likely to be associated with them.
- 3.4 Within the landscape, watercourses have mostly developed naturally, as catchment areas for local rivers, or been shaped for industry with canals, reservoirs and drainage evident in the County's landscape. Trees are often features deliberately associated with manmade structures and earthworks as well as occurring naturally.
- 3.5 The presence of wildlife and domesticated animals influences the nature of the landscape, with wood pasture used for grazing, commons, deer parks, enclosures, forests and holloways, all influenced by the ways that animals have been managed. Some landowners use animals as part of their management plan, with examples of rewilding, conservation management and more formal types of management such as landscape gardening all present within West Sussex. Each type of land use is likely to have heavily influenced the way that trees emerged in that local area, whether through ecological processes such as succession or spreading of seeds, or through direct human activity such as planting, hedge-laying, coppicing or pollarding.

- 3.6 Conservation efforts today draw from understanding historical practices, taking ecology, character, heritage, and infrastructure planning into account.
- 3.7 The result is a diverse tapestry of tree and woodland management history which has shaped the economic, political and cultural development of modern West Sussex.
- 3.8 The results from the last analysis of the Forestry Commission's National Forest Inventory by Local Authority (2013) records that West Sussex has 42,500 hectares of woodland, of which over 82% is broadleaved. This equates to woodland cover of 23% compared to 10% for England as a whole. 21,374 hectares is ancient woodland, of which 11,647 hectares is ancient and semi-natural woodland and around 9,727 hectares is plantation on ancient woodland sites.
- 3.9 The National Forest Inventory woodland map covers all forest and woodland areas over 0.5 hectare with a minimum of 20% canopy cover (or the potential to achieve it) and a minimum width of 20 metres, including areas of new planting, clearfell, windblow and restocked areas. The map excludes all tarmac roads, rivers and powerlines where the gap in the woodland is greater than 20 metres wide. It is updated on an annual basis.
- 3.10 Many older mature trees, particularly in rural hedgerows are now in decline and have a limited life expectancy. Dutch elm disease and more recently Ash Dieback have had, and are having, a significant detrimental effect on the County's landscape. An influx of new pests and diseases in recent years, with more likely to arrive, will exacerbate this situation together with pressures and losses from development, climate change, and habitat fragmentation.

## **4. Legislative and Policy Context**

- 4.1 The County Council is subject to a wide range of legislation relating to trees, both as a landowner and as a service provider, covering highways (including Public Rights of Way), environmental issues, planning, heritage, and safety.
- 4.2 This Plan has also been influenced by a range of policies and guidance at national and local level. In addition to policies specific to trees and woodlands, they include policies relating to broader issues such as planning, climate change, environmental net gain, and nature recovery strategies.
- 4.3 Although such policies may change during the lifetime of the Plan, it seeks to provide a broad framework to achieve the County Council's social, environmental and economic outcomes.

### **Legislation**

- 4.4 In common with other landowners, the County Council has a responsibility to ensure that the trees in its ownership are managed appropriately and that they do not pose a danger to the public or property as far as is reasonably practicable. In common with other landowners, it also has to ensure that it complies with legislation relating to the protection of trees and tree removal, even if they are diseased. There is also a legal obligation to protect wildlife

(not just birds and bats, but also invertebrates and rare lichens) when undertaking works to trees.

- 4.5 Some trees in the County Council's ownership are subject to Tree Preservation Orders (TPOs), which protect specific trees, groups of trees or woodlands in the interests of amenity. TPOs prohibit wilful damage and destruction of such protected trees and, in most cases, the cutting down, topping, lopping, and uprooting of them requires the written consent of the local planning authority (LPA).
- 4.6 Similarly, some of the County Council's trees are in Conservation Areas and have a degree of protection under legislation. Prior notice needs to be given to the LPA before such trees can be cut down or work carried out to them; this is to give the LPA an opportunity to consider whether a TPO should be made.
- 4.7 Felling growing trees in the County Council's ownership may require a felling licence issued by the Forestry Commission. Although certain types of felling and tree works are exempt, a licence is usually required for the felling of growing trees where more than five cubic metres of wood are to be felled in any calendar quarter.
- 4.8 Although there is no statutory duty on the County Council to replace any diseased trees that are removed, there is a general duty on local authorities to 'conserve biodiversity'. Furthermore, replacement may be a required for trees that are subject to Tree Preservation Orders and in Conservation Areas, or it may be required by a felling licence.
- 4.9 In addition to its responsibilities as a landowner, the County Council has specific duties and responsibilities in its role as a planning authority and the local highway authority.
- 4.10 The County Council is responsible for determining planning applications for mineral and waste development (outside the South Downs National Park) and for the Authority's own development. When determining a planning application, the impact of the proposed development on trees is a 'material consideration' that must be taken into account by the authority in reaching a decision. There is national guidance for both planning authorities and developers about the successful retention and integration of existing trees within new development. If planning permission is granted, planning conditions can be attached to protect trees and there are national guidelines to ensure that trees are adequately and effectively protected during the construction process. Ancient woodland and ancient and veteran trees need special considerations – see paragraph 4.13.
- 4.11 In addition to its responsibilities relating to trees on highway land, the County Council has a role in helping to ensure that trees in private ownership adjacent to the highway, do not pose a danger to users. As necessary, the County Council can serve notice on private landowners to undertake works to dangerous trees in their ownership; if such works are not carried out, it can undertake the works itself and recover the cost.

## **National Policy**

### ***National Planning Policy Framework (NPPF)***

- 4.12 The NPPF is a 'material consideration' in planning decisions. Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by, amongst other things, recognising the wider benefits from natural capital and ecosystem services – including of trees and woodland. It also states that they should minimise impacts on and provide net gains for biodiversity.
- 4.13 There are strong protections for ancient woodland and ancient and veteran trees, which are recognised in the NPPF and accompanying guidance as being irreplaceable habitats. The Framework requires that any development resulting in the loss or deterioration of such irreplaceable habitats should be refused, unless there are wholly exceptional reasons and only if a suitable compensation strategy exists (paragraph 175).

### ***25 Year Environment Plan and Environment Bill***

- 4.14 The Government's 25 Year Environment Plan (2018) includes the following goals relevant to trees and woodlands: encouraging larger scale woodland and forest creation and planting 180,000 hectares of new woodland by 2042, on the way to 12% woodland cover in 2060; creating or restoring 500,000 hectares of wildlife-rich habitat (outside protected sites) as part of a Nature Recovery Network (see paragraph 4.19); increasing the number of woodland Sites of Special Scientific Interest (SSSI) in favourable condition to maximise the range of benefits they provide; and taking action to recover threatened species.
- 4.15 The Plan also recognises the importance of the 'urban forest' - all the trees in urban areas, in public and private spaces- as a key part of 'green infrastructure'. This forest not only contributes to the attractiveness of our towns and villages, it improves biodiversity, it provides other environmental, social and economic benefits, and it can help with climate change adaptation, for example, by reducing flood risk and damage. Therefore, the maintenance of existing trees in urban areas and the planting of new urban trees is an important part of the national plan.
- 4.16 The Environment Bill, in its current form, was first introduced in October 2019, reintroduced in January 2020, and then updated in February 2020; the progression of the Bill has been halted as a result of the COVID-19 pandemic. However, the Bill includes a requirement for development to achieve biodiversity net gain and introduces the duty to consult regarding removal of street trees. The Government hopes that that this will help to discourage the loss of woodland to development, reduce the risk of pre-emptive habitat and tree clearance, and help to ensure that any losses are properly compensated for.

### ***England Tree Strategy***

- 4.17 In June 2020, the Government launched a consultation to inform a new national tree strategy that will be published later this year. The strategy will



set out policy priorities to 2050 to deliver the Government's tree planting programme. It will focus on expanding, protecting and improving woodlands, and on how trees and woodlands can connect people to nature, support the economy, combat climate change, help to reduce flood risk, and recover biodiversity. Significantly increasing tree establishment and woodland creation is seen as vital to support nature recovery, clean growth and the Government's commitment to achieve net zero carbon emissions by 2050.

- 4.18 In the March 2020 Budget, the Government announced the creation of a £640m *'Nature for Climate Fund'* that will include significant funding for tree planting. The new Tree Strategy will identify how the Fund will be used to best effect the change that the Government wants to see, including its commitment to increase woodland cover in England from 10% to 12% by 2060. The Fund will integrate with the new Environment Land Management Scheme (ELMS), which will replace the Common Agriculture Policy (CAP).
- 4.19 The creation of a Nature Recovery Network (NRN) is a goal in the 25 Year Environment Plan; it will be progressed through the upcoming national Nature Strategy. The aim is to restore existing sites and to create or restore an additional 500,000 hectares of wildlife-rich habitat to support a coherent, national ecological network. This will be funded through a Nature Recovery Fund investment of up to £25 million, which may be used to create new woodlands that provide space for nature.
- 4.20 Local Nature Recovery Strategies will be taken forward in the Environment Bill. The strategies will map the most valuable existing habitat for nature across the whole of England, set out proposals for creating or improving habitat (including woodlands) for nature and wider environment goals, and establish priorities for nature's recovery.

### ***Tree Health Resilience Strategy***

- 4.21 Pests and diseases, such as Ash Dieback (see paragraph 5.8), can have a devastating impact on trees and woodlands. Accordingly, there is a need to strengthen biosecurity and build resilience to protect and enhance trees, woods and forests, and to establish and manage diverse and healthy treescapes for the future. The Tree Health Resilience Strategy sets out an action plan to reduce the risk of threats occurring and to strengthen natural resources to better withstand future threats.

### ***National Tree Guidance***

- 4.22 In June 2020, the Forestry Commission published guidance for local authorities and land-owning businesses about the key role that trees, woods and forests can play in mitigating the effects of climate change. *'Responding to the climate emergency with new trees and woodlands'* encourages woodland creation to be placed at the heart of responses to climate change given their efficient and effective capture of carbon. It provides advice on creating and managing woodland, reducing the use of non-renewable resources through wood and timber products, and sources of further information on grant funding.

## **Local Policy**

### ***Climate Change Strategy***

- 4.23 The County Council's Climate Change Strategy is aligned with our ambitious target to be carbon neutral by 2030. The Strategy sets out commitments to achieve both this vision and the wider national commitment to be carbon neutral by 2050 and to strengthen the UK's preparedness for climate change. It addresses the County Council's direct roles and responsibilities and the part that it can play more widely in West Sussex by enabling and inspiring others to take action.
- 4.24 One of the five commitments in the Strategy is to "*adapt and be resilient to a changing climate*", which includes: adapting and building resilience to extreme weather events, such as heatwaves and flood; exploring and bringing forward natural capital solutions; and increasing opportunities to achieve biodiversity net gain.
- 4.25 This Tree Plan has an important role to play in helping to meet this commitment, including the sequestration of carbon in the natural environment.

### ***Planning Policy***

- 4.26 The West Sussex Waste Local Plan 2014 and the West Sussex Joint Minerals Local Plan 2018 are the most up-to-date statements of the County Council's land-use planning policies for waste and minerals and they provide the basis for consistent decision-making about planning applications. Both plans form part of the statutory 'development plan' for West Sussex and include criteria-based policies that seek to protect and, where possible, enhance the natural environment and resources of the County, which include trees and woodlands.
- 4.27 The statutory local plans prepared by the district and borough councils in West Sussex and the South Downs National Park Authority also seek to protect the natural environment and include policies relating to development affecting trees and woodlands, consistent with the policies in the minerals and waste local plans.

### ***Transport Policy***

- 4.28 The West Sussex Transport Plan 2011-2016 sets out the County Council's strategic approach to maintaining, managing and investing in transport. In exercising functions as the local transport authority for West Sussex, the Plan recognises the need to understand the potential impact of transport schemes on the natural environment, including important habitats. Accordingly, measures will be taken to minimise any negative impacts and opportunities will be sought to enhance biodiversity.

## **5. Key Issues**

- 5.1 This section identifies the key issues facing the County Council with regard to the management of the trees in its ownership and the management of trees more widely in West Sussex.

## **Data and Intelligence**

- 5.2 Nationally, recent injuries and fatalities resulting from failing trees and the outcome of subsequent litigation have placed an increasing obligation on tree owners to manage their trees more stringently but within what is considered 'reasonably practicable'.
- 5.3 Accordingly, there is an urgent need for the County Council to maintain an accurate record of the trees in its ownership. This requires surveying to locate the trees followed by inspections by specialists at appropriate intervals and records being maintained about their condition. Such inspection intervals need to be proportionate to the degree of risk posed by trees and will vary according to the level of use on each site. Any recommended maintenance work resulting from the inspections needs to be implemented and, again, records maintained of any work carried out.
- 5.4 Furthermore, given the duty as local highway authority to ensure that trees in private ownership do not pose a danger to users of the highway, there is a need to survey and record defective trees, and ensure that their owners take appropriate action.

## **Climate Change**

- 5.5 Planting trees has been considered to be one of the cheapest and most effective ways of taking CO<sup>2</sup> out of the atmosphere. However, for sequestration to occur, new trees need the right conditions to grow to maturity and that can take many years. Furthermore, the rates of CO<sup>2</sup> sequestration are affected by a number of factors including the species, the location, and the physiological and physical condition of the tree, as well as the underlying air and water pollution levels. It is also worth noting that 70% of woodland carbon is in fact in the soils, typically built up through the process of decay, and that soil management greatly affects its storage capacity.
- 5.6 It is also important to note that trees are dynamic and can release, as well as capture, CO<sup>2</sup>; for example, if the tree is burnt, then the CO<sup>2</sup> stored within it is released back into the atmosphere.
- 5.7 Furthermore, although tree planting and the creation of new woodlands has a role to play in addressing climate change, it is important to recognise that other types of natural capital may be established more quickly than new woodland as 'carbon sinks'. Therefore, there may be better options than woodland creation when considering how best to use land in the County Council's ownership.

## **Ash Dieback**

- 5.8 Chalara dieback of ash, also known as 'Chalara' or 'ash dieback' (ADB), is a disease of ash trees caused by a fungus. Once infected, the disease is usually fatal, either directly or indirectly by weakening the tree to the point where it succumbs more readily to attacks by other pests or pathogens. Typically, the tree becomes very brittle, snapping at the base.

- 5.9 The disease has been identified by Defra as an invasive fungus with significant potential risk to health and safety. It kills young ash trees quite quickly and although older trees can resist it for some time, prolonged exposure or another pest or pathogen attacking them in their weakened state, causes them to succumb. Although there is no treatment, a small percentage of ash may be resistant to, or tolerant of, the infection.
- 5.10 Just over 20% of all trees in West Sussex are ash. It is the most widespread and common tree in the County, with the greatest concentration being on the chalk substrate – the South Downs. The disease has the potential to kill 95% of the ash trees over the next 10–20 years. This will have a major impact on the county's landscape, the wildlife it supports and other ecosystem services that trees provide such as: filtering the air, storing carbon, reducing flooding, providing shade, and protecting soils.
- 5.11 In addition to the direct costs of removing diseased trees and replanting, there will be a significant cost to the economy resulting from full and partial road closures for tree removal.
- 5.12 An assessment of the ash tree population indicates that the County Council owns, manages, or has a legal interest in around 7,000 urban (WSSCC highway (including Public Rights of Way), schools, property) and 45,000 rural ash trees. Although only 5% of these trees are on County Council-owned land, we do have a role in helping to ensure, where possible, that trees in private ownership do not adversely impact on the highway.
- 5.13 ADB will have an increasing impact on the County Council, posing a risk to people, property, and the delivery of services. Accordingly, an Action Plan has been prepared, which seeks to manage the impacts of the disease on our estate and the threats from diseased trees in adjoining landownership. It identifies the need for reactive works to address risks arising from diseased trees, together with the need for evidence-based, service-specific responses to managing such risks.
- 5.14 Delivery of the ADB Action Plan will require significant levels of funding (in addition to existing revenue budgets for day-to-day arboricultural work) to undertake the reactive works, to undertake surveys and analysis, and to prepare and deliver proactive programmes of tree removal and, where appropriate, replanting.

### **Biodiversity Net Gain and Nature Recovery**

- 5.15 The Government's 25 Year Environment Plan includes a number of initiatives that will have an impact on existing woodlands and the creation of new wooded habitats.
- 5.16 As outlined in paragraph 4.16, the Environment Bill includes a requirement for development to achieve 'biodiversity net gain'. If a proposed development would result in the loss of existing trees and woodlands on a site, there would be a need for the developer to compensate for this biodiversity loss. This may be achieved through the creation of replacement habitats elsewhere on the site (particularly for larger sites) but it may also involve offsetting the loss through financial contributions towards the creation of new habitats off-site.

- 5.17 The Government's proposals to create a Nature Recovery Network (NRN) and put Local Nature Recovery Strategies in place (see paragraphs 4.19/4.20) may have an impact on land in the County Council's ownership, particularly where there is a need to improve existing woodlands or the opportunity to create new woodlands to support nature recovery.
- 5.18 Accordingly, land in the County Council's ownership may have a role to play to helping developers to achieve biodiversity net gain and/or as part of nature recovery initiatives. This may be through the creation of new woodlands but, as identified above, there may be better uses of the land to not only address any losses of biodiversity but also to help tackle climate change.

### **Natural Capital**

- 5.19 'Natural capital' is the way that elements of nature, such as woodlands, rivers, soils, and seas, offer value to people, society and the economy in various ways. The stocks of natural capital (referred to as 'natural capital assets') include all ecosystems on land and at sea.
- 5.20 In October 2019, the Sussex Local Nature Partnership (of which the County Council is a member) produced a 'Natural Capital Investment Strategy' to guide its approach to directing investment in nature across the terrestrial, coastal and marine environments for the next five year period and beyond.
- 5.21 The Strategy includes promoting a strategic approach to new tree planting and natural regeneration in Sussex to ensure it is located where it will provide other benefits (e.g. for wildlife, accessible nature and so on) and where it will not result in loss of other natural capital assets, such as heathland. A 'woodland heatmap' identifies existing four large-scale areas where investment should focus on protecting and improving the condition of existing woodlands *and* on expanding them and connect woodland fragments to strengthen their ecology. Outside these areas, the focus should be on protecting existing woodland and new planting where this will not damage existing habitats of value.
- 5.22 Again, land in the County Council's ownership may have a role to play in delivering this strategic investment in natural capital.

### **Resources**

- 5.23 The County Council employs a small number of arboriculturists to help the Authority meet its statutory responsibilities and duties. However, these skilled officers also contribute more widely by providing specialist advice to internal services, such as land-use planning, and working with key external partners on issues such as ADB. Therefore, there is a limit to how much can be achieved by the staff resource over and above the delivery of the 'business as usual' and, therefore, this needs to be reflected in identifying other priorities for action.
- 5.24 Similarly, operational revenue budgets to undertake surveys, inspections, and works to trees are severely constrained. This situation is unlikely to change given the pressure of local authority budgets. Furthermore, as identified in paragraph 5.14, the delivery of the ADB Action Plan will require significant

- levels of additional funding over the next 10-20 years to identify and deal with the risks posed by diseased trees. No funding from the Government is currently available to tackle this issue.
- 5.25 Given the ambitions sets out in the 25 Year Environment Plan, it may be that there are opportunities to access Government funding to improve existing woodland or to create new woodland, for example, through the proposed Nature for Climate Fund. However, it is difficult to plan at this time given the current uncertainty about levels of funding and qualifying criteria.
- 5.26 There may also be opportunities to access other sources of funding from external parties. However, even if such Government and other funds are available, there will still be a cost to the Authority, given the need to identify and develop schemes, prepare business cases and funding bids, and to administer the delivery of any schemes that secure funding.
- 5.27 Furthermore, there may be opportunities for other parties, including landowners, communities and individual members of the public, to access external sources of funding for tree planting that are not available to the County Council.

## **6. Strategic Objectives**

- 6.1 We recognise the need to improve the way that we operate and the need to build the capabilities, processes and resources within the Authority that are necessary to support the delivery of a data-led, responsive, adaptable and sustainable approach to the stewardship of our trees.
- 6.2 In addition, we also recognise the need to enable and inspire others to be progressive in the management of the trees in their ownership and, where appropriate, to use their landholdings to increase woodland cover in the County.
- 6.3 To deliver the longer-term strategic aims identified at paragraph 1.4, five shorter-term strategic objectives have been identified:
- Objective 1: Better data management and evidence-based decision-making
  - Objective 2: Establishing and embedding policies and processes
  - Objective 3: Managing the impacts of Ash Dieback and other tree pests and diseases
  - Objective 4: Identifying opportunities for investment and income generation
  - Objective 5: Working with partners and supporting communities and individuals
- 6.4 Key actions to be undertaken by the County Council over the next five years are identified below under each objective.

**Objective 1: Better data management and evidence-based decision-making**

6.5 This is a commitment to improve our data collection through routine surveys and data harvesting from third parties, to undertake regular evaluation of the data, and to facilitate data-led decision making.

6.6 Key actions to deliver Objective 1 include:

- reviewing how **tree data** is currently organised, managed, and stored across the Authority and, where possible, implementing recommendations for improvement;
- undertaking **regular surveys** of trees on land for which we have responsibility; excluding trees that are the legal responsibility of tenants on County Council land;
- continuing to work with Framework Partners to develop and implement rapid tree **assessment methodologies** for trees on and adjacent to the highway; and
- undertaking regular **evaluation** of survey data to inform strategic and operational decision-making.

**Objective 2: Establishing and embedding policies and processes**

6.7 This is a commitment to establish agreed operational policies, procedures and standards across the Authority in accordance with best practice.

6.8 Key actions to deliver Objective 2 include:

- adopting an **operational tree policy** that sets out an agreed set of standards and best practice for inspections, maintenance, and other matters, including tree replanting or natural regeneration in accordance with the 'right tree, right place' principle;
- reviewing **contracts with tenants** on County Council land to ensure that they are aware of their legal responsibilities with regard to trees under their stewardship;
- developing and publishing **guidance notes** for property managers, tenants and others (such as contractors) with responsibility for managing trees on County Council land;
- reviewing and, as necessary, strengthening land-use **planning policies** in the Minerals and Waste Local Plans, development management requirements (including the 'Local List'), and other statutory policies (including the Local Transport Plan); and
- protecting our tree stock from **third party development**, seeking compensation for any loss (using CAVAT (Capital Asset Value for Amenity Trees) and/or iTree to value the loss), and ring-fencing any compensation to support the delivery of the Tree Plan.

**Objective 3: Managing the impacts of Ash Dieback and other tree pests and diseases**

- 6.9 This is a commitment to respond quickly and decisively to predicted and identified high impact pests and diseases.
- 6.10 Key actions to deliver Objective 3 include:
- monitoring the spread of pests and diseases and maintaining a **plant health risk register** for the County;
  - adopting an **invasive species protocol** that includes a triage response to high impact pests and diseases;
  - working with Defra and other partners, such as the Forestry Commission's Plant Health Forestry Unit and the Tree Council, to continue developing **best practice** for the management of tree pests and diseases;
  - implementing the corporate **ADB Action Plan**, including the delivery of reactive works and preparation of proactive programmes of tree removal and, where appropriate, replacement planting; and
  - taking action to manage impacts arising from **other pests and diseases**, including Oak Processionary Moth (OPM).

**Objective 4: Identifying opportunities for investment and income generation**

- 6.11 This is a commitment to identify and develop opportunities for income generation and other investment in tree management and, where appropriate, the creation of new wooded habitat.
- 6.12 Key actions to deliver Objective 4 include:
- investigating sources of **income from trees** on the County Council's estate, including the potential to manage wood products in-house (for example, processing cut trees into pellets, chips, planks, firewood and stakes);
  - identifying potential opportunities to use County Council **land for tree planting or natural regeneration** as part of fee-based, carbon/biodiversity offsetting programme, and using the income to support the delivery of the Tree Plan;
  - identifying the role that County Council land can play in delivering the LNP's proposed strategic **investment in natural capital** and as part of nature recovery initiatives;
  - promoting emerging **Government funding streams**, such as the Nature for Climate Fund and the Environmental Land Management Scheme (ELMS), to County tenants; and
  - working with major landowners and other stakeholders to understand how investing in woodland products and the creation of new woodland can support **local economic growth**, including diversifying the rural economy.



**Objective 5: Working with partners and supporting communities and individuals**

- 6.13 This is a commitment to promote high standards of tree management, to enable others to manage and protect trees in their ownership, and to support them in delivering their ambitions to increase woodland cover in the County.
- 6.14 Key actions to deliver Objective 5 include:
- working with key partners such as the Forestry Commission, major landowners, and other statutory bodies to share knowledge and experience and to **promote best practice** in woodland management within the County;
  - reviewing the operation of the existing **tree warden scheme**, including benchmarking with similar schemes across the country;
  - enabling members of the public to plant a tree outside their property on highway land through our '**Donate a Tree**' scheme and investigate the viability of an 'Adopt a Tree' scheme for all street trees;
  - supporting local communities and individuals by using our **website** to direct them to guidance and best practice about the management of trees in their ownership, including the planting of new trees; and
  - investigating how the County Council can best support communities to develop and deliver **tree planting programmes**, including the creation of new woodlands.

**7. Implementation, Monitoring, and Review**

- 7.1 The focus of this Plan is on the delivery of the key actions identified above over the next five years. A high-level delivery plan is attached as Appendix A; it identifies the senior responsible officer, the internal services and external partners/parties that will be involved in their delivery, and likely sources of funding.
- 7.2 Given the constraints on the County Council's resources, it may be that some actions cannot be progressed or that they need to be delivered in a different way. However, they demonstrate the ambition of the Authority to effect positive change with regard to the trees in its ownership and more widely within the County.
- 7.3 The financial implications of taking forward the actions in this Plan must be considered in the light of the ongoing difficult financial circumstances facing this and all councils, exacerbated by the impact of COVID-19 on the Council's budget and the wider economy.
- 7.4 As identified in Section 5, operational budgets to undertake routine tree work are severely constrained and no money is available from the Government to help the County Council address the significant financial pressures of managing the threat of ADB. Furthermore, at present, no Government funding is available to improve existing woodlands or to help the Authority develop and take forward plan to help deliver the national ambition to increase woodland cover.

- 7.5 Where possible, the opportunity will be taken to secure external sources of funding and to generate additional income to deliver this Plan. The opportunity will also be taken to continue working in partnership with other Councils, agencies, statutory bodies, landowners, and other key stakeholders to share and make the best use of staff and other resources.
- 7.6 Delivery of the Plan will be subject to monitoring and annual review; as necessary, it will be amended in response to changing circumstances.

## Appendix A: Delivery Plan

Objective	Action	Senior Responsible Officer	Lead Service	Other Services	External Partners/Parties	Funding Mechanism/s
<b>Objective 1:</b> Better data management and evidence-based decision-making	Tree Data	Director of Highways, Transport and Planning	Local Highways Operations	Property, IT		Base budget
	Tree Surveys	Director of Highways, Transport and Planning	Local Highways Operations	Property		Base budget
	Assessment Methodologies	Director of Highways, Transport and Planning	Local Highways Operations	Property	WSP	Base budget
	Evaluation of Survey Data	Director of Highways, Transport and Planning	Local Highways Operations	Property		Base budget
<b>Objective 2:</b> Establishing and embedding policies and processes	Operational Tree Policy	Director of Highways, Transport and Planning	Local Highways Operations	Property, Legal Services		Base budget
	Contracts with Tenants	Director of Property and Assets	Property	Legal Services	WSCC tenants	Base budget
	Guidance Notes	Director of Property and Assets	Property	Legal Services	Property managers, WSCC tenants, contractors	Base budget
	Planning Policies	Director of Highways, Transport and Planning	Planning Services	Legal Services		Base budget

Objective	Action	Senior Responsible Officer	Lead Service	Other Services	External Partners/Parties	Funding Mechanism/s
	Third Party Development	Director of Highways, Transport and Planning	Planning Services	Local Highways Operations , Property, Legal Services		Base budget
<b>Objective 3:</b> Managing the impacts of Ash Dieback and other tree pests and diseases	Plant Health Risk Register	Director of Highways, Transport and Planning	Planning Services		Defra, Plant Health Forestry Unit	Base budget
	Invasive Species Protocol	Director of Highways, Transport and Planning	Planning Services		Defra, Tree Council, Plant Health Forestry Unit	Base budget
	Best Practice	Director of Highways, Transport and Planning	Planning Services		Defra, Tree Council, Forest Research	Base budget
	ADB Action Plan	Director of Highways, Transport and Planning	Local Highways Operations	Property	Adjoining landowners	Base budget plus in-year budget bids to address pressures
	Other Pests and Diseases	Director of Highways, Transport and Planning	Planning Services	Local Highways Operations, Property	Adjoining landowners, Defra, Plant Health Forestry Unit	Base budget
<b>Objective 4:</b> Identifying opportunities for investment and income generation	Income from Trees	Director of Property and Assets	Property	Local Highways Operations, Finance, Economic Growth Team	Local Economic Partnership	Base budget
	Land for Tree Planting	Director of Property and Assets	Property	Planning Services	District and Borough Councils, SDNPA	Base budget

Objective	Action	Senior Responsible Officer	Lead Service	Other Services	External Partners/Parties	Funding Mechanism/s
	Investment in Natural Capital	Director of Property and Assets	Property	Planning Services, Sustainability, Economic Growth Team	Local Nature Partnership	Base budget Indirect: Government funds
	Government Funding Streams	Director of Property and Assets	Property	Planning Services	WSCC tenants	Base budget Indirect: Government funds
	Local Economic Growth	Executive Director Place Services	Economic Growth		Major landowners, Coast2Capital LEP, area economic partnerships x3	Base budget
<b>Objective 5:</b> Working with partners and supporting communities and individuals	Best Practice	Director of Highways, Transport and Planning	Planning Services		Forestry Commission, major landowners	Base budget
	Tree Warden Scheme	Director of Highways, Transport and Planning	Planning Services		Tree wardens	Base budget
	'Donate/Adopt a Tree' Scheme	Director of Highways, Transport and Planning	Local Highways Operations		Members of the Public	Base budget Indirect: private contributions
	Website	Director of Highways, Transport and Planning	Planning Services			Base budget
	Tree Planting Programmes	Director of Highways, Transport and Planning	Planning Services		Woodland Trust, Forestry Commission, Sussex Wildlife Trust	Base budget Indirect: external funds



## Appendix B: Summary of external consultee responses

Name/Organisation	Summary of Comments	Response of Authority
Plant Health Forestry Team  Forestry Commission (FC)	<ol style="list-style-type: none"> <li>1. [...] include the Plant Health Forestry unit as external parties/partners in relation to Objective 3 especially ref the Plant Health Risk Register and other pests and diseases.</li> <li>2. We may be able to support you or share information from our aerial surveys (Objective 1)</li> <li>3. FC have also provided a short list of relevant pests and diseases to consider and relevant resources to refer to.</li> </ol>	<ol style="list-style-type: none"> <li>1. The actions supporting Objective 3 have been reviewed and amended.</li> <li>2. This is welcomed and we look forward to working with FC.</li> <li>3. Noted. Review West Sussex Plant Risk Register in the light of the details provided.</li> </ol>
Sussex Wildlife Trust	<ol style="list-style-type: none"> <li>1. "Overall, I found this an encouraging and well-articulated plan providing a good way forward for the Council."</li> <li>2. Section 2 can be enhanced by adding the point that that the listed social and environmental values do have real if generally unmeasured economic benefits. Traditional evaluation of economic benefit often misses large areas of real value and, nationally this has arguably resulted in poor decision making. [...] When they are measured these economic values can way exceed the traditional economic values given for instance to timber value. Such measures have been made at a national level. [...]</li> <li>3. A recommendation is made to balance section 3.3 with positive human actions.</li> <li>4. Section 4: It may be worth including the coming need for "net biodiversity gain" alongside the duty to "conserve biodiversity" (although this is well covered in 4.12 and elsewhere in the document).</li> <li>5. Section 5.5: key issue - carbon in soils. 75% of the carbon in forests is in the soil not the trees. [...] Carbon, however, is released with soil disturbance. [...] Poorly delivered tree planting can disturb soils and release carbon, especially if this disturbance extends deep into the soil profile. It can take decades for tree growth to make up the losses caused by soil disturbance from</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted with thanks.</li> <li>2. Section 2 has been reviewed and amended.</li> <li>3. Para 3.3 has been reviewed and amended.</li> <li>4. Noted. Para 4.16 specifically addresses this item. The progression of the Environment Bill is being monitored. Section 4, as a whole, and relevant actions will be kept under review as appropriate.</li> <li>5. Paras 5.5 &amp; 5.6 have been reviewed and amended.</li> <li>6. Noted.</li> <li>7. Para 5.21 and actions supporting Objective 2 &amp; 4 have been reviewed and amended.</li> <li>8. This principle is reflected under Objective 4 and the Council will keep this specific suggestion noted for further investigation.</li> <li>9. Noted: we will keep the plan under review with regard to this. At present and in the short to mid-term there is little additional capacity to commit the Council to this. Nonetheless we will share our data with and continue to support others who are in a better position to follow this</li> </ol>

	<p>planting. We probably need to emphasise that tree planting must be done sensitively to avoid this problem. Natural regeneration suffers less from losses from soil disturbance [...]</p> <ol style="list-style-type: none"> <li>6. Section 5.7: "Very good!"</li> <li>7. Section 5.21: Better resilience to climate change effects is achieved through a greater emphasis on natural regeneration.</li> <li>8. Section 5.23: Investigate the possibility of funding through Payment for Ecosystem Services.</li> <li>9. Objective 1 / section 6.6 - Paragraph 5.21 refers to a woodland opportunity heatmap and it may be useful to raise this in the actions to deliver objective 1. A good use of survey and data will be to identify areas for woodland regeneration.</li> <li>10. A suggestion to encourage citizen science to assist in identifying outbreaks of Oak Processionary Moth.</li> </ol>	<p>up, such as the Sussex Biodiversity Record Centre.</p> <ol style="list-style-type: none"> <li>10. Noted: Please also note that WSCC is currently drafting its action plan for OPM. We are in constant communication with Forestry Commission who have recently removed an infestation at Buchan Country Park.</li> </ol>
Private Landowner	<ol style="list-style-type: none"> <li>1. Would support all measures for corridor planting</li> <li>2. From an urban tree point of view would you be looking at large trees as well as the more fashionable and low maintenance trees that have been planted over the last 20 years? It would be good to know that as many new housing projects have the bare minimum of trees with no long-term habitat or climate change potential. The other issue seems to be replacement and maintenance of these trees where the housing has been completed [...].</li> </ol>	<ol style="list-style-type: none"> <li>1. Thank you. The Council looks forward to engaging more meaningfully with the Goodwood Estate to learn from your experiences as part of the implementation of Objective 5.</li> <li>2. Noted. The County Council will be working with our colleagues in Districts and Boroughs as the relevant new government guidance emerges from the Housing White Paper. The Tree Plan will be kept under review. Actions supporting Objective 5 have been reviewed and amended.</li> </ol>
Countryside and Policy SDNPA	<ol style="list-style-type: none"> <li>1. The draft plan is thorough and sets out West Sussex County Council's ambitions for trees in a clear manner.</li> <li>2. Possible use of imagery and the making of a Vision statement?</li> <li>3. It would be beneficial to show how the West Sussex Tree Plan relates to the South Downs Partnership Management Plan as it does with others under section 4 with local policy. Also under 4.27 it's imperative to mention the</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted with thanks</li> <li>2. There is no intention to use imagery within the document at this time nor add a vision statement.</li> <li>3. Section 4 is largely focussed on national policy and legislation that effects how we manage our trees and the internal policies that we have direct control over. The SDNPA Local Plan is referenced at para 4.27. The Council looks</li> </ol>



	<p>South Downs Local Plan which is the planning policy guidance for all planning within the SDNP.</p> <ol style="list-style-type: none"> <li>4. Section 5.2: Data and intelligence is just based on liability but will apply to other key areas of work</li> <li>5. Climate change – statement seems to write trees off and is full of false statement e.g. carbon from dead trees is released into the atmosphere when in fact it is absorbed into the soil through mycorrhizal activity. Any statements must be referenced to scientific documents.</li> <li>6. Will the delivery plan be SMART with targets?</li> </ol>	<p>forward to working with all our Local Authority colleagues in the future to identify how trees can be managed in the wider context.</p> <ol style="list-style-type: none"> <li>4. Noted. However, for the purpose of this document it is imperative that we focus on our priorities first. Please note that we will make the data available for others who are able to extract additional information from it.</li> <li>5. Paras 5.5–5.7 have been reviewed and amended. For the purpose of clarity the intention is to keep the Tree Plan reference free. Please note that intention for paras 5.5-5.7 is to indicate that carbon sequestration using trees is more than simply planting them and that they shouldn't be considered the only option available.</li> <li>6. The Tree Plan is a high level document. The delivery plan will be constructed in a SMART manner where know metrics allow us to do so.</li> </ol>
Woodlands: South East and London  Forestry Commission	Refer to Regional FC response from Mathew Woodcock	Noted
Partnerships & Expertise: South East  Forestry Commission	<ol style="list-style-type: none"> <li>1. Statistical woodland data and references has been provided</li> <li>2. Recommendation to link the commercial ambitions Tree Plan with the ambitions of Your Energy Sussex.</li> <li>3. Section 1.3, specific reference to ash dieback and the detrimental impact on recovery caused by deer.</li> <li>4. Information is provided on the latest market assessment for wood products.</li> <li>5. As well as providing ecological, landscape and social benefits the counties trees and woodland also provide many opportunities for employment and provide the</li> </ol>	<ol style="list-style-type: none"> <li>1. The latest summary data from FC is gratefully received. Para 3.8 has been reviewed and amended.</li> <li>2. Noted. This forms part of the delivery of objective 4.</li> <li>3. Noted. This information is being passed on to the ash dieback project manager</li> <li>4. Noted. The information provided will inform the delivery of objective 4.</li> <li>5. Noted. The information provided will inform the delivery of objective 4.</li> </ol>

	<p>backdrop for many more! Trees, woods and forestry are an integral part of land management.</p> <ol style="list-style-type: none"> <li>6. Recommendation to include water quality</li> <li>7. Historical references provide to inform relevant text</li> <li>8. Section 4.7 include a link to the recently revised guidance on 'Tree Felling – getting permission'</li> <li>9. Section 4.8 Note: disease alone does not constitute an exemption from the need for a Felling Licence</li> <li>10. Reference made to the Committee on Climate Change's report.</li> <li>11. Advisory: use modern mechanical tree management equipment to assist in achieving a proactive approach. Working in partnership with neighbouring landowners is encouraged.</li> <li>12. Objective 3: Perhaps reference to 'increasing resilience in our woodlands and wider treescape' perhaps through increasing diversity of tree age, species, provenance and management regime.</li> <li>13. Objective 4: Perhaps include reference to encouraging woodland design which delivers multiple benefits including green commuting corridors – better linking urban communities to our countryside.</li> <li>14. Objective 5: Recommendation for an 'adopt a tree' initiative and schools projects. A sign post to community funding is provided.</li> </ol>	<ol style="list-style-type: none"> <li>6. Paras 2.8 &amp; 2.9 have been reviewed and amended.</li> <li>7. Paras 3.1 &amp; 3.2 have been reviewed and amended.</li> <li>8. Noted. This will become part of guidance documents to support the Tree Plan.</li> <li>9. Noted</li> <li>10. Noted. Paras 5.5-5.7 have been reviewed. Amends made in the light of comments received by Dr Tony Whitbread cover this theme as it relates to carbon sequestration and natural regeneration.</li> <li>11. The Tree Plan's purpose is to assist in a proactive approach to tree management. Please note that the cost-benefits of using specialised plant machinery are being investigated as part of the ash dieback action plan. Working with neighbouring landowners and other partners will be addressed through the implementation of objective 5 and the delivery of the ash dieback action plan.</li> <li>12. Noted. The subject has been addressed in the review of the document following Dr Whitbread's advice. In addition to amends made objective 5 also seeks to address this.</li> <li>13. Noted. This form part of our detailed investigations going forward. This is also an area that will be delivered through the implementation objective 5.</li> <li>14. Actions supporting objective 5 have been reviewed and amended to investigate the viability of 'adopt a tree'. Schools projects will form part of the detailed delivery of objective 5. The funding opportunity is noted.</li> </ol>
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<p>Trees: Development Management</p> <p>Chichester District Council</p>	<ol style="list-style-type: none"> <li>1. The submitted draft plan addresses a number of the fundamentals in how important trees contribute to sustainability and quality of life and I hope it can be implemented and enables and adds weight for other authorities to create their own policies for the future sustainability of trees within the County.</li> <li>2. Comment on the need to engage with stakeholders in the delivery of a strategy in the long term.</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted with thanks.</li> <li>2. Noted. In the short term, the Council's intention is to establish a forum of stakeholders to identify and work together on key issues affecting trees in the county.</li> </ol>
<p>Private Landowner</p>	<ol style="list-style-type: none"> <li>1. In general, I think this is an excellent initiative and the document is fairly comprehensive and very well and clearly written.</li> <li>2. Justified request to include fruit trees and orchards including traditional orchards and local varieties.</li> <li>3. Section 2.9: address excessive sediment entering watercourses and the benefits of riparian trees.</li> <li>4. Section 3.11: There is no mention of squirrels and deer, both currently out of control and having a serious impact on the establishment of new trees and woodlands and the management of existing woodlands. [...]</li> <li>5. Greater clarity and accessibility to WSCC's Registered Title to highways verges and other land.</li> <li>6. There should be a commitment to make WSCC's tree safety survey results publicly available.</li> <li>7. Section 5.11: Strengthen cooperation and coordination with private landowners regarding road closures to increase cost effectiveness; specific reference to ash dieback.</li> <li>8. Section 6.14: 'Donate a Tree' scheme (para 6.14) to be expanded to encourage developers and other private sector landowners to plant street trees in both urban and rural settings. Concern raise at Highways' frequent reluctance to adopt highway verges in new development or accept liability for street and roadside trees.</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted with thanks.</li> <li>2. Noted. Our current intention is take this detailed item forward to inform the delivery of Objective 4 &amp; 5.</li> <li>3. Paras 2.8 &amp; 2.9 have been reviewed and amended.</li> <li>4. Noted. This wider point on mammalian pests is known and the impact on restoration plans has also been raised by the Forestry Commission. Managing their impact on future recovery plans will form part of our action plans however this is a topic that can be discussed further through the proposed annual tree forum.</li> <li>5. Noted. The Council is aware this issue and will seek to investigate potential solutions as part of the delivery of the ash dieback action plan. The recommendation has also been recorded as a detailed point to be addressed under Objective 5.</li> <li>6. Noted. This will be investigated further as part of the delivery of objectives 1 &amp; 5.</li> <li>7. Noted. This is an issue being specifically explored through the delivery of the ash dieback action plan. The detailed delivery of objective 5 will now carry this issue forward for further investigation and reporting. The proposed annual tree forum will assist in identifying mechanisms for co-ordination.</li> </ol>

		<p>8. Para 6.14 has been reviewed and amended. The concern raised has been noted and will be reviewed with the relevant teams. It is worth noting that the planning white paper has recognised this, at least in part and seeks to ensure a greater number of street trees with every new development. Unfortunately, every tree adopted by the High authority comes with a cost burden therefore new ways of financing their management must be sought. This will also be addressed through the implementation of Objective 4.</p>
Private Landowner	<p>1. Fully endorses everything set out by Sebastian Anstruther.</p>	<p>1. Noted.</p>
<p>Local Partnerships: South East and London  Forestry Commission</p>	<p>1. The three strategic aims that are currently framed around “maintain”, “protect”, “improve”. We would encourage a shift of aims to “protect, improve, expand”.</p> <p>2. Climate adaptation of woodlands: [...] being proactive in considering how the climate will change in West Sussex [...] the council should consider which species, and their seed stock provenance [...].</p> <p>3. Offer of advice and upskilling to assist in managing the impacts on trees and woodlands from climate change. Specific reference to ash dieback.</p> <p>4. ‘Sponsor a tree’ to be improved to include the concept of ‘right tree, right place’. Reference to urban tree failures.</p> <p>5. We have also noted the comment of “other types of natural capital [that] may be established more quickly than new woodland as ‘carbon sinks’”. We would appreciate clarity and examples of what these would be.</p>	<p>1. The term ‘improve’ allows us to pursue actions to promote higher quality woodlands as well as expansion.</p> <p>2. Noted. This will feed into the creation of the operational tree plan (in development). The concepts of right tree, right place and following review and amendment, the increased emphasis on natural regeneration will meet the spirit of this comment.</p> <p>3. Noted with grateful thanks. We look forward to exploring with you how best FC can assist the Council in responding to ash dieback.</p> <p>4. Para 6.14 has been reviewed and amended. The existing ‘Sponsor a tree’ scheme will be reviewed to ensure compliance with ‘right tree, right place’.</p> <p>5. Para 5.7 addresses the wider point of the right carbon sink in the right place. The aim is to encourage the policy maker or action plan deliverer to think twice before assuming trees are the perfect carbon sink in all situations. For example, planting trees on a relatively species rich meadow would be inappropriate. Where</p>

		available land is scarce funding might be put into establishing off shore kelp forests. Improving existing woodland soil health by modifying management practices could yield higher increases of carbon storage than planting alone. Para 5.5 has been reviewed and amended to reflect the importance of woodland soils as carbon sinks.
Regional External Affairs: South East Woodland Trust	<p>1. We strongly welcome the opportunity to work with West Sussex County Council to identify new opportunities for funding and partnership projects.</p> <p><u>Maintain</u></p> <p>2. We support policy that presumes in favour of tree retention, with tree removal and replacement as a last resort. We strongly encourage setting a ratio for tree replacement, in line with the Woodland Trust's guidance on Local Authority Tree Strategies.</p> <p>3. We recommend mapping appropriate locations for tree planting in partnership with local communities.</p> <p>4. The Trust's Lost Woods of the Low Weald and Downs project is an example of partnership working to improve the management of ancient woodland across the project area: we would be very happy to discuss including appropriate WSCC sites in the project.</p> <p><u>Protect</u></p> <p>5. [...] Ancient woodland has specific protection in the NPPF, and we ask that this be reflected in the council's policies, [...] we encourage policies that explore its potential for delivery of major tree planting and woodland creation, the construction of wildlife bridges and green corridors and the restoration of damaged ancient woodland.</p> <p><u>Improve</u></p> <p>6. We strongly support this approach and suggest it should be underpinned by specific targets for tree canopy cover, [...]</p>	<p>1. Noted with thanks.</p> <p>2. Noted, this detail will be addressed in the emerging Operational Policy and balanced with the opportunities taken to allow natural regeneration.</p> <p>3. Noted. To be investigated as part of the delivery for the delivery for the actions under Objective 5.</p> <p>4. Noted. An existing ongoing discussion.</p> <p>5. This recommendation is noted and will be addressed through the delivery of for the actions supporting Objective 2</p> <p>6. Targets at this stage are not possible but will be kept under review. Stage 1 is to establish sound data collection, collation and analysis. Once we understand the existing tree resource, rates of loss, available areas to expand into and the financial flexibility to support this we can then commit to firm realistic and achievable targets appropriate to West Sussex. We note the actions within the ETP and will be using these to inform our delivery going forward.</p> <p>7. Noted with thanks. We look forward to working with you. Reference Objectives 1 &amp; 5.</p> <p>8. Noted. With reference to Objectives 1 &amp; 5 we will work with our partners to help establish data grounded targets. The progression of the Environment Bill is being monitored closely.</p>

<p>7. The Sussex LNP has identified priority areas for woodland creation as part of its Natural Capital Investment Strategy. The Woodland Trust is supporting this mapping exercise and can advise on the presence of ancient woodland for restoration and regeneration, as well as the best sites for new woodland creation.</p> <p>8. Many of the district councils within West Sussex have already produced plans for increased tree cover as part of climate and biodiversity action plans. There is also the emerging national requirement for biodiversity net gain [...]. By setting these within an overall county tree target, WSCC can exercise its leadership and convening role, while encouraging delivery at district level and through partners.</p> <p>Objective 1</p> <p>9. The Woodland Trust can assist the Council with supplying a range of data.</p> <p>Objective 2</p> <p>10. A signpost to Woodland Trust guidance</p> <p>11. WT encourages a 'green thread' running through all council policies, noting the value of trees and woodland for education, mental well-being, air quality and as part of the local economy.</p> <p>12. WT highlights opportunities for funding and support.</p> <p>Objective 3</p> <p>13. One key action the Council can take is to specify UK&amp;Ireland sourced &amp; grown (UKISG) as the standard for tree procurement and to encourage this as the standard for procurement across the county, for example by inviting landowners and practitioners to sign up to a West Sussex tree procurement pledge.</p> <p>Objective 4</p> <p>14. Woodland creation and active woodland management has great potential for generating inward investment and income, we advise that timber production should be on a conservation-led basis.</p>	<p>9. Noted with thanks. We welcome the opportunity to develop our working relationship.</p> <p>10. Noted with thanks.</p> <p>11. Noted. In addition to the delivery of the actions under Objective 2 that will help deliver this the West Sussex Climate Change strategy seeks to do likewise.</p> <p>12. Noted, this point will inform the delivery of Objectives 4 &amp; 5.</p> <p>13. Noted. We will ensure this is worked up as appropriate with the operational plan and added as an agenda item at the first Annual Tree Forum.</p> <p>14. Noted. To be an agenda item at the first Annual Tree Forum.</p> <p>15. Noted and we will monitor these and maintain communication with the Woodland Trust.</p> <p>16. This point will help colour the delivery of Objectives 4 &amp; 5 and inform the Annual Tree Forum.</p> <p>17. Noted, this is underway and we look forward to working with the WT.</p> <p>18. Noted, these examples will inform the delivery of Objective 5; the examples fit well with the objective and could be implemented through the annual Tree Forum and our web development.</p> <p>19. Noted. These will each be investigated as part of the delivery of Objective 5.</p> <p>20. Noted with thanks.</p>
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	<p>15. There is a growing range of funding streams available to support Objective 4 (a short example list is provided).</p> <p>16. By making county land available for woodland creation, and signposting other landowners and organisations in West Sussex to do the same, WSCC can maximise the benefits for the local authority and the communities it serves.</p> <p>Objective 5</p> <p>17. The Council could consider holding an annual tree summit, [...] the Woodland Trust would be happy to participate in such an event.</p> <p>18. A list of potential community level projects is provided.</p> <p>19. Three current large partnership projects are highlighted for the council to endorse and promote.</p> <p>---</p> <p>20. The Woodland Trust welcomes the opportunity to work with West Sussex County Council to identify new opportunities for funding and partnership projects and to assist in further development of WSCC plans and policies.</p>	
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**Key decision: No  
Unrestricted  
Ref: HI10 (20/21)**

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## **Report to the Environment and Communities Scrutiny Committee**

**18 November 2020**

### **Emergency Active Travel Fund Cycle Lane - A286 Chichester ring-road HI10 (20/21) – Focus for Scrutiny**

**Report by Director of Law and Assurance**

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#### **Summary**

A proposal (HI10 (20/21)) was published for decision by the Cabinet Member for Highways and Infrastructure on 23 October 2020 in relation to the Emergency Active Travel Fund Cycle Lane – A286 Chichester ring-road. The Cabinet Member is being asked to agree to remove this temporary cycle scheme in Chichester. A request to call-in this decision for scrutiny has been accepted by the Monitoring Officer. The Committee is therefore asked to scrutinise the proposal set out in the decision report attached at Annex 1.

#### **The Focus for Scrutiny**

Key lines of enquiry for the Committee to consider include:

- (1) Whether removal of the scheme is at odds with a key aim of the Fund, to deliver “lasting transformative change”;
- (2) What consideration has been given to improving the scheme, rather than removing it;
- (3) Despite the time constraints, whether there could have been more engagement with local councillors, the public and other key interested parties;
- (4) Whether the scheme could be kept in place while improvements are devised, in consultation with the cycling forums;
- (5) How removal of the scheme fits with the Council’s strategic ambitions in respect of climate change;
- (6) The adequacy of the technical report, and the evidence base for the proposed decision more generally; and
- (7) What learning has arisen from the process.

The Chairman will summarise the debate and ask the Committee to agree its conclusions to be reported to the Cabinet Member.

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## **1 Background and context**

- 1.1 A call-in request has been accepted for the decision in relation to the Emergency Active Travel Fund Scheme in Chichester. The request was made by Councillor Dr Kate O’Kelly, supported by Councillors Dr James Walsh, Louise Goldsmith, Jamie Fitzjohn, Kirsty Lord and Morwen Millson.
- 1.2 The reasons for the call-in request were:
- a) The original aim of the scheme as specified by Secretary of State was: "We recognise this moment for what it is: a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities." The decision to remove has not considered this aim and the report includes a statement on returning the network back to the pre-pandemic state.
  - b) We are unaware whether the option to improve the scheme rather than remove it has been determined when considerable amount of public money has been spent.
  - c) We would like to explore the decision process from inception, it appears there has been a lack of Councillor and public engagement, we appreciate that there were time constraints in applying for grants, but this should have been managed better.
  - d) We believe there is considerable learning from the process which should form the basis of this call-in.
  - e) The decision is premature as it appears that Chichester is singled out and we would like to explore the whole policy for the Council and how it meets the County Council’s ambition on Climate Change (note – since the call-in request was submitted, decision have now been proposed for the balance of the EATF schemes).
  - f) We are concerned about bias and prejudice, as most of the reasons against scheme are not fully evidence based. The technical report provides no significant evidence of reduced air quality, safety concerns and drive through times which are satisfactory.
  - g) The aim of the call-in is to scrutinise the whole process leading up to the application for the grant to the decision to remove the scheme. It is vital for future schemes that we learn lessons and reflect on our processes.
  - h) In addition, to ask the Cabinet member to reconsider, in light of fast moving events in the pandemic which buys us more time, to keep the scheme in place whilst officers, with the cycling forums advising, work up a plan of improvements to the scheme.
- 1.3 The call-in request was considered with reference to the factors set out in Standing Order 8.32, the pre-conditions for the request set out in Standing Order 8.29-31 having been met. The call-in request was accepted as there has been no previous scrutiny of the proposals and the call-in request provides legitimate grounds for consideration prior to the proposal being determined. There are no factors to suggest that delaying the decision to accommodate a hearing would be contrary to the interests of the Council.

## **2 Details**

- 2.1 The background and context to this item for scrutiny are set out in the attached report including resource and risk implications and all factors taken into account.

### **Tony Kershaw**

Director of Law and Assurance

### **Contact Officer**

Ninesh Edwards, Senior Advisor (Democratic Services) 033 022 22542

### **Appendices**

Annex 1 – Emergency Active Travel Fund Cycle Lane – A286 Chichester ring-road HI10 (20/21)

### **Background papers**

None

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**Key decision: No  
Unrestricted  
Ref: HI10 (20/21)**

## **Report to Councillor Roger Elkins, Cabinet Member for Highways and Infrastructure**

**October 2020**

### **Emergency Active Travel Fund Cycle Lane – A286 Chichester ring-road**

#### **Report by Director of Highways, Transport and Planning**

**Electoral divisions: Chichester East, Chichester North and Chichester South**

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#### **Summary**

In May 2020, the government announced an opportunity to bid into the emergency active travel fund (EATF) for funding to provide temporary schemes that would facilitate walking or cycling in place of mass public transport in response to the Covid-19 crisis.

The County Council, in co-operation with District and Borough councils, identified 7 schemes that would fulfil the government's criteria and was successful in securing funding for all of these.

The schemes were implemented over a period of 8 weeks between July and September 2020.

The Chichester scheme has been operational since it opened on 24 August and sufficient data has been gathered to help assess its impact. A decision can now be made to determine if the scheme should be retained, removed or substantially revised.

#### **Recommendation**

- (1) That the Cabinet Member for Highways and Infrastructure approves the removal of the emergency active travel cycle scheme installed in Chichester.
- 

#### **Proposal**

##### **1 Background and context**

- 1.1 The government-led lockdown arising from the Covid 19 pandemic led to a dramatic reduction in vehicular traffic on the roads (measured at one point as a near 70% reduction in traffic on West Sussex roads) and an even greater reduction (up to 90%) in bus and train patronage (Appendix A). Alongside this there was a noticeable increase in cycling and walking on the network.
- 1.2 In response to a similar national picture, on 9 May 2020 the Secretary of State (SoS) for Transport announced a £2bn package to create a new era for cycling

and walking. His vision was that alternative ways to travel, such as walking and cycling, could relieve the pressure on public transport. The SoS's ambition was that pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors would be created in England within weeks as part of a £250 million emergency active travel fund - the first stage of a £2 billion investment, as part of the £5 billion in new funding announced for cycling and buses in February.

- 1.3 Following unprecedented levels of walking and cycling across the UK during the pandemic, the government hoped these plans would help encourage more people to choose alternatives to public transport when they need to travel, making healthier habits easier and helping make sure the road, bus and rail networks were ready to respond to future increases in demand.
- 1.4 The government intended to provide funding and to work with local authorities across the country to help make it easier for people to use bikes to get around.
- 1.5 [Fast tracked statutory guidance](#) clearly empowered councils to reallocate road space for cyclists and pedestrians. The SoS suggested some streets become bike and bus-only while others remained available for motorists. He further suggested side streets could be closed to through traffic, to create low-traffic neighbourhoods and reduce rat-running while maintaining access for vehicles.
- 1.6 On 27th May 2020 the Department for Transport wrote to all local transport authorities setting out the criteria for funding to be allocated from the emergency active travel fund (Appendix B). This letter turned out to be the only advice the government gave in relation to tranche 1 of the funding. West Sussex County Council was given an indicative allocation of £784k. Bids were required to be submitted by 5th June - 8 working days after the advice was received.
- 1.7 It was clearly stated within the letter that failing to respond positively to the tranche 1 offer (a total of £45m) would impact upon the likelihood of receiving money in future tranches (totalling £2bn). As such it was seen to be important that the County Council responded positively at this stage to help support future bids for more permanent active travel solutions.
- 1.8 The guidance was very clear that schemes should provide "meaningful reallocation of road space" i.e. taking space from motorised vehicles and allocating this to cycling and walking.
- 1.9 In developing the schemes that made up the tranche 1 bid, County Council officers worked closely with District and Borough council officers. Work that had already been undertaken in Districts and Boroughs on local cycling and walking infrastructure plans was used to inform the most appropriate routes to be included. Outline work was undertaken to determine the likely cost of these schemes. Unsolicited suggestions from others were also received. All the scheme proposals were subject to a technical assessment and prioritisation. Prioritisation was based upon the schemes fulfilling the criteria set out in the DfT letter, buildability within the very tight time scales, support from the District and Borough Councils and the results from the cycling infrastructure prioritisation toolkit (CyIPT) – as recommended by the Department for Transport.

- 1.10 County Members were also asked to contribute to route suggestions and 11 Members responded.
- 1.11 It should be noted that, due to the government's very tight timescales for the bidding process, factors such as public consultation, impact on traffic congestion and air quality could not be considered at this stage.
- 1.12 The final list of schemes to be included in the bid was supported by the Cabinet Member for Highways and Infrastructure. In total, 7 schemes were identified (one in each district / borough) with nearly all of the schemes having been drawn from suggestions made by Districts and Boroughs.
- 1.13 Whilst the schemes had been prioritised and approved from a technical perspective at this outline stage no specific criteria were set for determining the impact of the schemes. Targets were not set in terms of usage or impact on the road network or public transport.
- 1.14 The funding decision was received on 26th June and the County Council was successful in securing the full amount of its bid. The criteria for securing the money included that the programme of schemes be started within 4 weeks of the money being received and completed within 8 weeks of starting the installations. This again did not allow for scheme designs to be meaningfully, formally consulted on and only local county Members and District and Borough officers were given the opportunity to comment on schemes once the designs had been completed.
- 1.15 Scheme implementation started in Chichester on 27 July and the final scheme was opened on 24 August within the limits set as part of the award. These schemes were implemented as an emergency temporary measure – underlined by the speed at which they were delivered and the materials used.
- 1.16 A [page was created](#) on the County Council web site for each scheme giving anyone an opportunity to provide feedback on the individual schemes.
- 1.17 Data was collected during the operation of the schemes to monitor traffic congestion, cycle lane use, safety and (where possible) air quality. This data is presented in Appendix C
- 1.18 The EATF schemes were implemented in response to a specific set of conditions driven by the lockdown associated with Covid-19. At the time of the funding announcement traffic conditions were very different and the government was actively discouraging use of public transport. The volume of traffic on the county's roads has now largely returned to that seen pre-pandemic whilst public transport usage remains greatly reduced.
- 1.19 Whilst a key driver to implementing the schemes was to relieve pressure on public transport routes, local transport has continued to operate. Passenger numbers are now beginning to recover and the government continues to provide funding to support local public transport. Operators have learnt how to manage this capacity safely and so there is less need to find an alternative to public transport.
- 1.20 The EATF schemes fulfilled the requirements of the government's call to action. It is anticipated that this will be taken into consideration when the County Council submits future funding bids for active travel measures.

- 1.21 The schemes were an opportunity to understand how effectively the County Council could respond quickly to demands for change. They provided data on the propensity for people to use these types of facility and the knock-on effect of some of the interventions. They do provide safe routes for cycling and demonstrated the County Council's aspirations to promote sustainable travel – a key part of fulfilling its ambitions regarding climate change, air quality and promoting healthier lifestyles. Implementing the routes has provided invaluable data for future travel planning that will support implementation of permanent cycle routes in line with the national vision to make England a great walking and cycling nation. This aligns with the County Council's continued ambition to support investment in sustainable travel. The data gathered and the experience of providing these facilities will help the County Council deliver schemes in future tranches of the funding.
- 1.22 The County Council's ability to deliver all of the schemes originally envisaged within the budget allocated underlines strength in terms of delivery capability and resolve to provide better facilities for safe, sustainable travel.

## **2 Proposal details**

- 2.1 The Chichester scheme has fulfilled its primary objectives and the extraordinary circumstances that necessitated its installation no longer exist. It is therefore proposed to remove the scheme in its entirety. Removing the scheme will return the network to its pre-pandemic state.
- 2.2 The data collected whilst the scheme was operational can be seen in Appendix c and this will be used to inform future proposals.
- 2.3 Elements of the temporary scheme may form the basis of permanent solutions that will be developed with future tranches of funding.

## **3 Other options considered**

The option of retaining the scheme in its current form has been discounted for the reasons set out in section 2. An option to modify the scheme would best be considered as part of the future design of any permanent scheme and as such subject to full consultation.

## **4 Consultation, engagement and advice**

The data collected has been shared with the executive task and finish group on cycling, local members, the relevant district or borough council and a sub set of cabinet. These groups have been asked to provide feedback that has been used to inform the decisions.

## **5 Finance**

The full costs associated with this project including the costs associated with removal have been grant funded by government. The costs of officer time relating to this project has not been covered and this has led to other projects being delayed.

## **6 Risk implications and mitigations**



Risk	Mitigating Action (in place or planned)
Injury or death relating to cycling on live carriageway where temporary schemes are removed	Monitoring local road safety and action taken as appropriate
Reputation damage – perception that schemes were to be more permanent in nature	Publicity to explain the rationale for the decision and promotion of other cycle projects across the county

## 7 Policy alignment and compliance

The proposal complies with current Council policy and has no implications in terms of equality duty, human rights or crime and disorder

Matt Davey

**Director of Highways, Transport and Planning**

**Contact Officer:** Matt Davey, Director of Highways, Transport and Planning, matt.davey@westsussex.gov.uk

### Appendices

Appendix A – transport statistics

Appendix B – EATF pre award letter

Appendix C – data collected for scheme

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Department for Transport statistics

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

Use of transport modes: Great Britain, since 1 March 2020<sup>a</sup>

Figures are percentages of an equivalent day or week.

Percentage

Date <sup>1</sup> (weekends and bank holidays in grey)	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>	National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>
01/03/20	103%	111%	108%	104%	97%	104%	102%	..	..
02/03/20	102%	106%	103%	103%	94%	95%	97%	..	..
03/03/20	101%	105%	102%	102%	95%	95%	96%	..	..
04/03/20	101%	104%	103%	101%	95%	95%	97%	..	..
05/03/20	100%	103%	102%	100%	97%	92%	92%	..	..
06/03/20	102%	103%	102%	102%	99%	92%	96%	..	..
07/03/20	101%	109%	108%	102%	99%	91%	93%	..	..
08/03/20	105%	113%	112%	106%	99%	87%	95%	0%	89%
09/03/20	101%	107%	104%	103%	100%	90%	95%	102%	105%
10/03/20	99%	105%	103%	101%	99%	89%	97%	102%	82%
11/03/20	99%	104%	103%	100%	98%	86%	93%	98%	118%
12/03/20	98%	102%	102%	99%	96%	81%	92%	98%	120%
13/03/20	98%	100%	102%	98%	92%	72%	87%	94%	99%
14/03/20	93%	102%	108%	95%	89%	61%	83%	85%	127%
15/03/20	94%	105%	112%	96%	85%	54%	74%	85%	93%
16/03/20	96%	103%	104%	98%	78%	60%	79%	88%	104%
17/03/20	86%	95%	103%	89%	69%	44%	70%	77%	77%
18/03/20	80%	90%	100%	83%	59%	35%	65%	62%	93%
19/03/20	79%	88%	100%	82%	51%	30%	59%	58%	91%
20/03/20	78%	85%	98%	81%	43%	24%	52%	53%	82%
21/03/20	70%	79%	102%	73%	37%	13%	39%	40%	118%
22/03/20	66%	73%	101%	69%	33%	11%	32%	35%	126%
23/03/20	64%	77%	97%	69%	25%	15%	31%	27%	85%
24/03/20	44%	56%	84%	49%	20%	9%	22%	17%	85%
25/03/20	37%	47%	77%	42%	16%	7%	19%	14%	127%
26/03/20	35%	43%	72%	39%	13%	6%	18%	13%	131%
27/03/20	35%	42%	69%	38%	10%	6%	18%	14%	106%
28/03/20	27%	34%	71%	30%	9%	4%	17%	12%	125%
29/03/20	23%	29%	72%	25%	8%	4%	16%	13%	83%
30/03/20	33%	41%	64%	36%	6%	5%	17%	12%	72%
31/03/20	32%	40%	62%	36%	5%	5%	17%	12%	96%
01/04/20	32%	39%	61%	35%	5%	5%	16%	11%	111%
02/04/20	32%	38%	60%	35%	5%	5%	16%	11%	110%
03/04/20	34%	40%	60%	36%	5%	5%	16%	12%	111%
04/04/20	28%	35%	66%	31%	5%	4%	17%	11%	199%
05/04/20	25%	31%	70%	27%	5%	4%	17%	12%	226%
06/04/20	34%	42%	61%	37%	5%	5%	18%	11%	105%
07/04/20	33%	41%	60%	36%	5%	5%	18%	11%	138%
08/04/20	34%	42%	62%	37%	5%	5%	17%	10%	154%
09/04/20	36%	43%	61%	39%	5%	5%	18%	12%	168%
10/04/20	27%	27%	33%	27%	4%	4%	17%	12%	179%
11/04/20	29%	35%	55%	31%	4%	4%	16%	10%	288%
12/04/20	22%	27%	50%	24%	4%	4%	14%	10%	247%
13/04/20	23%	22%	25%	23%	4%	5%	18%	12%	122%
14/04/20	35%	44%	60%	38%	4%	5%	19%	12%	134%
15/04/20	34%	44%	63%	38%	4%	5%	18%	10%	194%
16/04/20	34%	42%	63%	38%	4%	5%	18%	11%	203%
17/04/20	35%	43%	63%	39%	5%	5%	18%	11%	100%
18/04/20	31%	38%	71%	33%	5%	4%	16%	11%	143%
19/04/20	29%	36%	73%	32%	5%	4%	0%	13%	320%
20/04/20	38%	48%	65%	41%	6%	5%	0%	12%	139%
21/04/20	37%	47%	64%	41%	5%	5%	0%	11%	150%
22/04/20	37%	47%	65%	41%	5%	5%	0%	11%	201%
23/04/20	37%	46%	64%	41%	5%	5%	0%	11%	220%
24/04/20	39%	46%	65%	42%	4%	5%	0%	12%	188%
25/04/20	35%	43%	71%	38%	4%	4%	0%	12%	292%
26/04/20	32%	40%	75%	35%	4%	4%	0%	13%	343%
27/04/20	40%	51%	68%	44%	4%	5%	0%	12%	159%
28/04/20	38%	49%	67%	42%	4%	5%	0%	11%	49%
29/04/20	38%	49%	68%	42%	4%	5%	0%	11%	111%

Date <sup>1</sup> (weekends and bank holidays in grey)	Agenda Item 6a Appendix A				National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>
	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>					
30/04/20	39%	48%	67%	42%	4%	5%	0%	11%	97%
01/05/20	40%	50%	66%	44%	4%	5%	0%	12%	123%
02/05/20	38%	47%	72%	40%	4%	4%	0%	12%	310%
03/05/20	34%	42%	76%	37%	4%	4%	0%	13%	258%
04/05/20	42%	55%	70%	46%	5%	6%	0%	12%	155%
05/05/20	42%	54%	71%	46%	5%	6%	0%	12%	131%
06/05/20	43%	55%	73%	47%	5%	5%	0%	12%	226%
07/05/20	45%	56%	71%	49%	5%	5%	0%	13%	224%
08/05/20	33%	33%	35%	34%	5%	7%	0%	0%	236%
09/05/20	39%	46%	65%	41%	5%	5%	0%	13%	384%
10/05/20	35%	44%	77%	37%	5%	4%	0%	13%	150%
11/05/20	45%	58%	74%	49%	5%	6%	0%	12%	100%
12/05/20	45%	59%	75%	50%	5%	6%	0%	13%	143%
13/05/20	48%	61%	76%	53%	5%	6%	0%	12%	152%
14/05/20	50%	60%	75%	54%	5%	6%	0%	13%	209%
15/05/20	51%	61%	74%	55%	6%	6%	0%	13%	175%
16/05/20	52%	64%	80%	56%	6%	5%	0%	13%	316%
17/05/20	50%	63%	84%	54%	6%	5%	0%	15%	311%
18/05/20	53%	67%	79%	58%	6%	7%	0%	14%	164%
19/05/20	54%	67%	79%	58%	7%	7%	0%	14%	167%
20/05/20	56%	67%	80%	60%	7%	7%	0%	13%	232%
21/05/20	54%	66%	80%	59%	7%	7%	0%	13%	223%
22/05/20	56%	67%	79%	59%	7%	8%	0%	14%	121%
23/05/20	55%	68%	84%	58%	7%	6%	0%	14%	162%
24/05/20	55%	67%	80%	58%	7%	6%	0%	16%	263%
25/05/20	50%	46%	34%	50%	7%	9%	0%	19%	282%
26/05/20	59%	73%	81%	63%	7%	9%	0%	15%	166%
27/05/20	59%	72%	84%	63%	7%	8%	0%	14%	225%
28/05/20	59%	71%	83%	64%	7%	9%	0%	14%	235%
29/05/20	62%	72%	83%	66%	8%	9%	0%	15%	197%
30/05/20	66%	77%	92%	69%	8%	8%	0%	16%	323%
31/05/20	67%	79%	94%	71%	8%	9%	0%	19%	320%
01/06/20	65%	78%	87%	69%	8%	10%	0%	17%	182%
02/06/20	65%	78%	84%	69%	9%	10%	0%	18%	182%
03/06/20	59%	74%	85%	63%	10%	10%	0%	16%	118%
04/06/20	60%	73%	85%	64%	10%	10%	0%	17%	169%
05/06/20	62%	74%	85%	66%	11%	10%	0%	17%	114%
06/06/20	63%	76%	90%	66%	11%	10%	0%	16%	125%
07/06/20	63%	76%	93%	66%	12%	11%	0%	19%	222%
08/06/20	63%	78%	87%	68%	13%	11%	0%	18%	164%
09/06/20	64%	79%	88%	69%	13%	11%	25%	19%	168%
10/06/20	61%	77%	88%	66%	12%	11%	25%	17%	125%
11/06/20	61%	75%	88%	66%	12%	11%	26%	17%	124%
12/06/20	64%	76%	87%	67%	12%	11%	26%	18%	113%
13/06/20	73%	85%	93%	76%	13%	12%	31%	19%	286%
14/06/20	74%	86%	97%	77%	12%	11%	30%	21%	303%
15/06/20	70%	84%	92%	74%	12%	14%	32%	21%	168%
16/06/20	68%	82%	91%	72%	13%	13%	31%	21%	145%
17/06/20	67%	81%	92%	72%	13%	13%	30%	20%	167%
18/06/20	65%	79%	89%	69%	14%	13%	29%	19%	95%
19/06/20	70%	82%	90%	74%	14%	14%	29%	21%	117%
20/06/20	83%	93%	97%	86%	15%	15%	36%	24%	286%
21/06/20	81%	90%	95%	83%	15%	13%	34%	24%	186%
22/06/20	72%	87%	93%	77%	15%	16%	34%	23%	178%
23/06/20	74%	87%	94%	78%	15%	15%	34%	23%	180%
24/06/20	76%	88%	94%	80%	16%	15%	34%	22%	201%
25/06/20	76%	86%	92%	80%	16%	15%	34%	23%	243%
26/06/20	74%	85%	91%	78%	17%	15%	35%	22%	146%
27/06/20	75%	88%	97%	78%	16%	15%	36%	23%	127%
28/06/20	76%	90%	99%	79%	17%	15%	36%	26%	180%
29/06/20	72%	88%	96%	77%	16%	16%	33%	24%	93%
30/06/20	73%	88%	96%	77%	17%	16%	32%	26%	125%
01/07/20	73%	88%	97%	78%	16%	16%	33%	24%	154%
02/07/20	73%	86%	96%	77%	16%	16%	33%	25%	155%
03/07/20	75%	87%	96%	79%	17%	20%	35%	25%	114%
04/07/20	82%	95%	101%	84%	17%	18%	39%	29%	178%
05/07/20	84%	98%	105%	87%	18%	20%	40%	32%	175%

Date <sup>1</sup> (weekends and bank holidays in grey)					National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>
	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>					
06/07/20	79%	93%	97%	83%	19%	19%	37%	29%	138%
07/07/20	76%	91%	97%	80%	19%	19%	37%	29%	109%
08/07/20	75%	89%	97%	79%	20%	19%	36%	28%	100%
09/07/20	76%	89%	96%	80%	21%	19%	37%	28%	112%
10/07/20	83%	93%	96%	86%	21%	21%	39%	30%	133%
11/07/20	90%	101%	104%	93%	22%	24%	45%	34%	232%
12/07/20	95%	108%	111%	99%	22%	24%	45%	37%	252%
13/07/20	80%	94%	98%	84%	23%	21%	41%	31%	110%
14/07/20	79%	93%	98%	83%	23%	20%	40%	32%	125%
15/07/20	79%	93%	98%	83%	24%	21%	40%	31%	127%
16/07/20	81%	92%	98%	85%	25%	21%	42%	32%	165%
17/07/20	86%	94%	97%	89%	25%	24%	45%	33%	134%
18/07/20	91%	103%	104%	94%	26%	29%	50%	37%	186%
19/07/20	95%	109%	111%	98%	26%	24%	43%	41%	194%
20/07/20	85%	97%	99%	88%	27%	23%	45%	33%	143%
21/07/20	83%	95%	98%	87%	27%	23%	45%	34%	133%
22/07/20	82%	94%	98%	85%	27%	23%	46%	32%	151%
23/07/20	81%	91%	95%	84%	28%	25%	49%	33%	137%
24/07/20	88%	96%	97%	90%	28%	25%	49%	35%	130%
25/07/20	90%	102%	105%	92%	28%	28%	51%	38%	116%
26/07/20	96%	111%	112%	100%	29%	28%	50%	44%	207%
27/07/20	80%	93%	96%	83%	29%	24%	45%	31%	66%
28/07/20	82%	95%	97%	86%	29%	25%	50%	37%	114%
29/07/20	84%	94%	96%	87%	29%	25%	49%	35%	159%
30/07/20	86%	94%	96%	88%	29%	26%	49%	36%	174%
31/07/20	92%	97%	95%	93%	30%	27%	50%	37%	124%
01/08/20	97%	107%	106%	99%	31%	31%	54%	42%	189%
02/08/20	99%	114%	114%	103%	31%	28%	54%	47%	187%
03/08/20	88%	98%	97%	90%	32%	27%	51%	37%	124%
04/08/20	83%	95%	98%	87%	32%	27%	50%	37%	105%
05/08/20	84%	96%	98%	87%	33%	28%	51%	37%	120%
06/08/20	85%	93%	96%	88%	33%	27%	49%	37%	157%
07/08/20	89%	96%	96%	91%	33%	28%	50%	37%	126%
08/08/20	98%	108%	108%	101%	34%	32%	54%	45%	202%
09/08/20	101%	115%	116%	105%	34%	31%	51%	49%	189%
10/08/20	90%	100%	100%	93%	35%	28%	53%	39%	122%
11/08/20	86%	97%	99%	89%	34%	28%	49%	40%	119%
12/08/20	86%	97%	99%	89%	35%	28%	53%	38%	129%
13/08/20	85%	94%	98%	88%	34%	26%	48%	38%	125%
14/08/20	89%	97%	98%	92%	34%	29%	53%	39%	96%
15/08/20	96%	107%	107%	98%	33%	33%	54%	46%	135%
16/08/20	95%	110%	115%	98%	33%	32%	54%	48%	132%
17/08/20	88%	100%	100%	91%	33%	30%	53%	41%	102%
18/08/20	86%	98%	99%	89%	33%	30%	54%	43%	107%
19/08/20	84%	95%	97%	87%	33%	30%	51%	39%	82%
20/08/20	89%	98%	98%	92%	34%	31%	55%	43%	183%
21/08/20	89%	96%	95%	91%	34%	32%	54%	39%	62%
22/08/20	97%	109%	108%	99%	35%	36%	59%	48%	143%
23/08/20	99%	115%	116%	103%	36%	35%	58%	51%	166%
24/08/20	92%	102%	99%	94%	40%	32%	57%	45%	114%
25/08/20	82%	93%	95%	85%	38%	35%	56%	38%	44%
26/08/20	90%	100%	99%	93%	38%	36%	58%	44%	121%
27/08/20	87%	96%	98%	89%	38%	32%	53%	41%	94%
28/08/20	92%	98%	97%	93%	38%	34%	55%	43%	66%
29/08/20	98%	109%	107%	101%	38%	42%	61%	53%	133%
30/08/20	102%	116%	107%	105%	38%	39%	59%	59%	177%
31/08/20	86%	74%	46%	82%	32% <sup>12</sup>	45%	69%	54%	131%
01/09/20	91%	101%	99%	94%	35% <sup>12</sup>	33%	54%	49%	115%
02/09/20	87%	98%	103%	90%	36% <sup>12</sup>	35%	52%	44%	107%
03/09/20	87%	97%	102%	90%	37% <sup>12</sup>	33%	53%	48%	125%
04/09/20	93%	101%	102%	95%	38% <sup>12</sup>	35%	56%	50%	106%
05/09/20	100%	113%	116%	103%	38% <sup>12</sup>	42%	61%	54%	175%
06/09/20	101%	117%	120%	104%	39% <sup>12</sup>	41%	58%	56%	177%
07/09/20	90%	103%	104%	94%	43%	34%	58%	54%	99%
08/09/20	88%	101%	104%	92%	43%	34%	58%	57%	111%

Agenda Item 6a Appendix A										
Date <sup>1</sup> (weekends and bank holidays in grey)	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>	National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>	
09/09/20	89%	102%	104%	93%	43%	35%	58%	55%	142%	
10/09/20	89%	100%	102%	92%	42%	36%	58%	57%	142%	
11/09/20	94%	103%	103%	96%	42%	37%	59%	55%	99%	
12/09/20	98%	112%	113%	101%	41%	40%	59%	54%	168%	
13/09/20	103%	121%	123%	107%	41%	40%	59%	58%	195%	
14/09/20	93%	105%	105%	97%	40%	35%	58%	58%	122%	
15/09/20	89%	102%	102%	93%	40%	34%	57%	59%	117%	
16/09/20	89%	102%	105%	93%	40%	36%	58%	56%	133%	
17/09/20	90%	100%	103%	93%	39%	35%	58%	58%	154%	
18/09/20	95%	103%	103%	97%	39%	36%	59%	57%	119%	
19/09/20	99%	114%	114%	102%	39%	42%	58%	55%	167%	
20/09/20	102%	121%	125%	106%	39%	40%	61%	59%	182%	
21/09/20	92%	105%	106%	96%	39%	35%	58%	59%	125%	
22/09/20	88%	102%	104%	92%	39%	35%	59%	60%	122%	
23/09/20	85%	100%	105%	89%	38%	34%	57%	54%	81%	
24/09/20	86%	100%	104%	90%	38%	34%	57%	56%	116%	
25/09/20	91%	102%	103%	94%	r37%	36%	58%	56%	87%	
26/09/20	95%	110%	116%	98%	r37%	42%	57%	54%	123%	
27/09/20	96%	114%	124%	100%	r36%	41%	57%	58%	137%	
28/09/20	89%	104%	107%	93%	r35%	34%	57%	57%	113%	
29/09/20	87%	101%	105%	91%	r34%	34%	58%	61%	103%	
30/09/20	84%	100%	105%	88%	r33%	34%	57%	55%	86%	
01/10/20	86%	98%	105%	89%	34%	34%	58%	60%	129%	
02/10/20	87%	99%	102%	90%	r34%	34%	55%	55%	60%	
03/10/20	85%	100%	111%	87%	r33%	39%	54%	47%	60%	
04/10/20	86%	102%	116%	89%	r33%	37%	52%	55%	70%	
05/10/20	86%	103%	106%	91%	r33%	33%	59%	59%	95%	
06/10/20	84%	100%	105%	88%	p34% <sup>4</sup>	34%	58%	60%	84%	
07/10/20	86%	101%	106%	90%	p34% <sup>4</sup>	35%	59%	58%	127%	
08/10/20	84%	98%	104%	88%	p34% <sup>4</sup>	34%	57%	57%	109%	
09/10/20	88%	100%	104%	91%	p33% <sup>4</sup>	36%	60%	57%	95%	
10/10/20	91%	107%	113%	94%	p32% <sup>4</sup>	43%	61%	53%	..	
11/10/20	94%	113%	122%	98%	p33% <sup>4</sup>	41%	61%	58%	..	
12/10/20	85%	102%	106%	89%	p33% <sup>4</sup>	33%	59%	56%	..	

Date <sup>1</sup> (weekends and bank holidays in grey)	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>	National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>
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Notes:

.. Not available (see relevant notes for reason)

r Revised from previous edition

p Provisional

<sup>a</sup> We have published information on the data sources and methodology used to generate each of these headline measures:

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

<sup>1</sup> Although daily data is being reported, direct comparisons of change should not be made between weekdays and weekends/bank holidays. For public transport, there are typically different levels of service/timetable in place on weekends and bank holidays than on weekdays; and for road traffic, there is a different profile on weekend days compared to weekdays.

<sup>2</sup> Percentage of the equivalent day in the first week of February 2020.

<sup>3</sup> Percentage of the equivalent week in 2019.

<sup>4</sup> National Rail data is subject to revisions up to a week after initial publication. The latest days data would be an underestimate of the final result as the raw ticket sales data matures. Since the publication on 16th September, we have applied an adjustment to the latest weeks data to attempt to account for this average upward revision which would occur as the data matures.

The period should still be treated as provisional, but revisions should be smaller than they have been to date.

<sup>5</sup> Percentage of the equivalent day in 2019.

<sup>6</sup> Percentage of the equivalent day of the third week of January 2020.

<sup>7</sup> Data on TfL Buses is not available from Sunday 19th April to 8th June due to the change in boarding policy:

<https://tfl.gov.uk/info-for/media/press-releases/2020/april/tfl-introduces-middle-door-only-boarding-across-the-london-bus-network>

Fare collection was re-enabled for 406 routes on 9 June. By 4 July this had expanded to all but 18 routes. This data may be subject to under-reporting due to non-compliance with fare collection.

<sup>8</sup> Data on Buses (excl. London) has been adjusted to compare against typical usage on bank holidays, whereas all other data sources have not.

<sup>9</sup> Data on Buses (excl. London) is not available on 8th May.

<sup>10</sup> Percentage of the equivalent day in the first week of March.

<sup>11</sup> Cycling data covers England only. The data source is now available at a lag of 3 days rather than 1 from 11/9/20 so the data will be 2 days behind the other indicators going forward.

<sup>12</sup> National Rail data for the period 31st August to 6th September is an underestimate of the real rate of rail usage in this period.

This is due to the fact that the rolling weekly average for the days in this period includes the Bank Holiday Monday on 31st August but the equivalent period from the previous year which it is being compared to did not include a Bank Holiday.

<i>Contact</i>	<i>Email</i>	<i>Telephone</i>	
Motor vehicles	<a href="mailto:roadtraff.stats@dft.gov.uk">roadtraff.stats@dft.gov.uk</a>	020 7944 3095	Last updated: 14 October 2020
National Rail	<a href="mailto:rail.stats@dft.gov.uk">rail.stats@dft.gov.uk</a>	020 7944 2419	Next update: 21 October 2020
Transport for London Tube and Bus	<a href="mailto:cm.analytics@dft.gov.uk">cm.analytics@dft.gov.uk</a>		
Buses (excl. London)	<a href="mailto:bus.statistics@dft.gov.uk">bus.statistics@dft.gov.uk</a>	020 7944 3077	
Cycling	<a href="mailto:subnational.stats@dft.gov.uk">subnational.stats@dft.gov.uk</a>	020 7944 3077	
Any other queries	<a href="mailto:transport.statistics@dft.gov.uk">transport.statistics@dft.gov.uk</a>	020 7944 4847	
Media enquiries		020 7944 4292	

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Department  
for Transport

Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR  
Tel: 0300 330 3000

Web Site: [www.gov.uk/dft](http://www.gov.uk/dft)

Our Ref:  
Your Ref:

27 May 2020

To Local Transport Authority Officers

## Emergency Active Travel Funding Indicative Allocations

On behalf of the Department of Transport, I am pleased to give details of the indicative allocations for the first stage of the emergency active-travel fund [announced on 9 May](#). This new funding is designed to help you use pop-up and temporary interventions to create an environment that is safe for both walking and cycling in your area. Active travel allows people to get around whilst maintaining social distance and will have an essential role to play in helping us avoid overcrowding on public transport systems as the as we begin to open up parts of our economy. We have a window of opportunity to act now to embed walking and cycling as part of new long-term commuting habits and reap the associated health, air quality and congestion benefits.

Of the total £250 million fund, £225 million will be provided directly to local transport authorities and London boroughs, while £25 million will help support cycle repair schemes.

The £225 million allocated to local authorities will be released in two phases. The first tranche of £45 million will be released as soon as possible so that work can begin at pace on closing roads to through traffic, installing segregated cycle lanes and widening pavements.

Indicative amounts by authority for the first tranche are shown in Appendix A. The main purpose of the initial funding is to promote cycling as a replacement for journeys previously made by public transport. Funding is therefore weighted towards areas which until the crisis had high levels of public transport use, especially for short and local journeys which can now be cycled.

The amounts are only indicative. To receive any money under this or future tranches, you will need to show us that you have swift and meaningful plans to reallocate road space to cyclists and pedestrians, including on strategic corridors.

The quickest and cheapest way of achieving this will normally be point closures. These can be of certain main roads (with exceptions for buses, access and disabled people, and with other main roads kept free for through motor traffic); or of parallel side streets, if sufficiently direct to provide alternatives to the main road. Point closures can also be used to create low-traffic filtered neighbourhoods.

Pop-up segregated cycle lanes will also be funded, but are likely to be more difficult to implement quickly. As [the guidance](#) states, they must use full or light segregation. We will also fund the swift implementation, using temporary materials, of existing cycle plans that involve the meaningful reallocation of road space.

We expect all these measures to be delivered quickly using temporary materials, such as barriers and planters. Elaborate, costly materials will not be funded at this stage. Anything that does not meaningfully alter the status quo on the road will not be funded. As [the guidance](#) makes clear, 20mph zones can form part of a package of measures, but will not be sufficient on their own.

If work has not started within four weeks of receiving your allocation under this tranche of funding, or has not been completed within eight weeks of starting, the Department will reserve the right to claw the funding back by adjusting downwards a future grant payment to your authority. This will have a material impact on your ability to secure any funding in tranche 2.

To allow changes to be put in place more quickly, [a temporary process](#) for new emergency traffic orders was announced on 23 May halving the time needed for approval. The second tranche of £180m will be released later in the summer to enable authorities to install further, more permanent measures to cement cycling and walking habits. Where applicable, this will enable local authorities to implement schemes already planned in Local Cycling and Walking Infrastructure Plans (LCWIPs).

In order to access your authority's share for both phases, we will require the completion of an online proforma to allow us to assess your plans on how the money will be spent. The proforma is intended to be as simple and light-touch as possible and should not be onerous for you to complete. The proforma for tranche one should be completed as soon as possible and no later than Friday 5 June. It can be found online here: <https://www.smartsurvey.co.uk/s/ActiveTravelFund/>. We will write to you again shortly with instructions on how to access the second tranche of funding, together with a new proforma.

The indicative funding allocations can be found at Annex A. We will make the payments via a grant under section 31 of the Local Government Act 2003 together with a formal grant determination letter as soon as possible after you have submitted the proforma. In the event that any authority does not wish to receive a share of the funding, or does not submit proposals which meet the Department's expectations, we will reserve the right to increase or decrease indicative allocations. If you have any questions on any aspect of this funding, please email: [activetravel.pmo@dft.gov.uk](mailto:activetravel.pmo@dft.gov.uk)

Yours faithfully,



Rupert Furness  
Deputy Director, Active and Accessible Travel

Annex A – Indicative allocations of funds for phase 1 to combined and local authorities  
Annex B – Terms and conditions

## Annex A: Indicative allocations – phase 1

Formula is based on census data: all residents aged 16 and over in employment who use public transport<sup>1</sup> as their usual method of travel to work

	<b>Phase 1</b>
<b>Name</b>	
<b>England outside of London</b>	<b>40,000,000</b>
<b>London</b>	<b>5,000,000</b>
<b>Regions</b>	
East Midlands	2,964,000
East of England	6,075,000
North East	2,693,000
North West	6,709,000
South East	9,085,000
South West	2,853,000
West Midlands	4,713,000
Yorkshire and The Humber	4,910,000
<b>Combined Authorities</b>	
Cambridgeshire and Peterborough CA	575,000
Greater Manchester CA	3,174,000
Liverpool City Region CA	1,974,000
North East CA	2,262,000
Sheffield City Region CA	1,437,000
Tees Valley CA	431,000
West Midlands ITA	3,447,000
West of England CA	741,000
West Yorkshire CA	2,513,000
<b>Local Authorities</b>	
Barnsley	..
Bath and North East Somerset UA	..
Bedford UA	121,000
Birmingham	..
Blackburn with Darwen UA	77,000
Blackpool UA	104,000
Bolton	..
Bournemouth, Christchurch and Poole UA	280,000
Bracknell Forest UA	76,000
Bradford	..
Brighton and Hove UA	594,000
Bristol, City of UA	..
Buckinghamshire	460,000
Bury	..
Calderdale	..

Agenda Item 6a  
Appendix B

Cambridgeshire	..
Central Bedfordshire UA	200,000
Cheshire East UA	155,000
Cheshire West and Chester UA	161,000
Cornwall UA <sup>2</sup>	152,000
County Durham UA	..
Coventry	..
Cumbria	233,000
Darlington UA	..
Derby UA	204,000
Derbyshire	443,000
Devon	338,000
Doncaster	..
Dorset	115,000
Dudley	..
East Riding of Yorkshire UA	123,000
East Sussex	479,000
Essex	1,937,000
Gateshead	..
Gloucestershire	288,000
Halton UA	..
Hampshire	863,000
Hartlepool UA	..
Herefordshire, County of UA	40,000
Hertfordshire	1,698,000
Isle of Wight UA	62,000
Kent	1,605,000
Kingston upon Hull, City of UA	272,000
Kirklees	..
Knowsley	..
Lancashire	700,000
Leeds	..
Leicester UA	363,000
Leicestershire	300,000
Lincolnshire	211,000
Liverpool	..
Luton UA	216,000
Manchester	..
Medway UA	309,000
Middlesbrough UA	..
Milton Keynes UA	228,000
Newcastle upon Tyne	..
Norfolk	394,000
North East Lincolnshire UA	84,000
North Lincolnshire UA	41,000

North Somerset UA	95,000
North Tyneside	..
North Yorkshire	266,000
Northamptonshire	351,000
Northumberland UA	..
Nottingham UA	510,000
Nottinghamshire	573,000
Oldham	..
Oxfordshire	597,000
Peterborough UA	..
Plymouth UA	249,000
Portsmouth UA	192,000
Reading UA	295,000
Redcar and Cleveland UA	..
Rochdale	..
Rotherham	..
Rutland UA	10,000
Salford	..
Sandwell	..
Sefton	..
Sheffield	..
Shropshire UA	86,000
Slough UA	184,000
Solihull	..
Somerset	120,000
South Gloucestershire UA	..
South Tyneside	..
Southampton UA	245,000
Southend-on-Sea UA	309,000
St. Helens	..
Staffordshire	366,000
Stockport	..
Stockton-on-Tees UA	..
Stoke-on-Trent UA	168,000
Suffolk	337,000
Sunderland	..
Surrey	1,696,000
Swindon UA	192,000
Tameside	..
Telford and Wrekin UA	76,000
Thurrock UA	288,000
Torbay UA	55,000
Trafford	..
Wakefield	..
Walsall	..

Agenda Item 6a  
Appendix B

Warrington UA	130,000
Warwickshire	258,000
West Berkshire UA	124,000
West Sussex	784,000
Wigan	..
Wiltshire UA	227,000
Windsor and Maidenhead UA	140,000
Wirral	..
Wokingham UA	152,000
Wolverhampton	..
Worcestershire	271,000
York UA	173,000

1 Public transport train, underground, metro, light rail, tram, bus, minibus or coach

2 Includes Isle of Scilly

## **Annex B: Terms and conditions**

We expect each local authority to use this funding as proposed in their completed pro forma.

This funding will be paid via a grant under Section 31 of the Local Government Act 2003. Available online here: <http://www.legislation.gov.uk/ukpga/2003/26/section/31>

For any grant, Government is required to monitor the effectiveness of any public investment. We therefore expect you to have robust monitoring and evaluation plans in place. Funding for the second tranche of money will be conditional on demonstrating that bids represent value for money and evidence of suitable evaluation plans.

This grant may be subject to State Aid regulations. It is the responsibility of local authorities to satisfy themselves that they are State Aid compliant when using the Emergency Active-Travel Fund. Local authorities should ensure that their project teams are versed on State Aid law, as they are better placed to provide support on the operational matters within the authority. Guidance on State Aid is available from: <https://www.gov.uk/state-aid>.

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**Officer Technical Report - 6 Week Report on EATF Pop Up Cycle A286 Chichester**

Scheme Location: A286 Chichester ring road (2km) Starting at St Richard's Hospital, Spitalfield Lane and Ending at Southgate.

Scheme Scope: Lane one of the dual carriageway sections reallocated to provide lightly segregated cycle lanes in each direction. The existing cycle lane on the Northgate Gyratory system to be widened and protected with light segregation. Cycle symbols to be applied to the carriageway where light segregation is not possible. Shared bus and cycle lanes to be provided on Avenue de Chartres. A 20mph speed limit will apply to the extent of the scheme.

Build Start Date: 27<sup>th</sup> July 2020

Completion Date: 20<sup>th</sup> August 2020

Opening Date: 24<sup>th</sup> August 2020

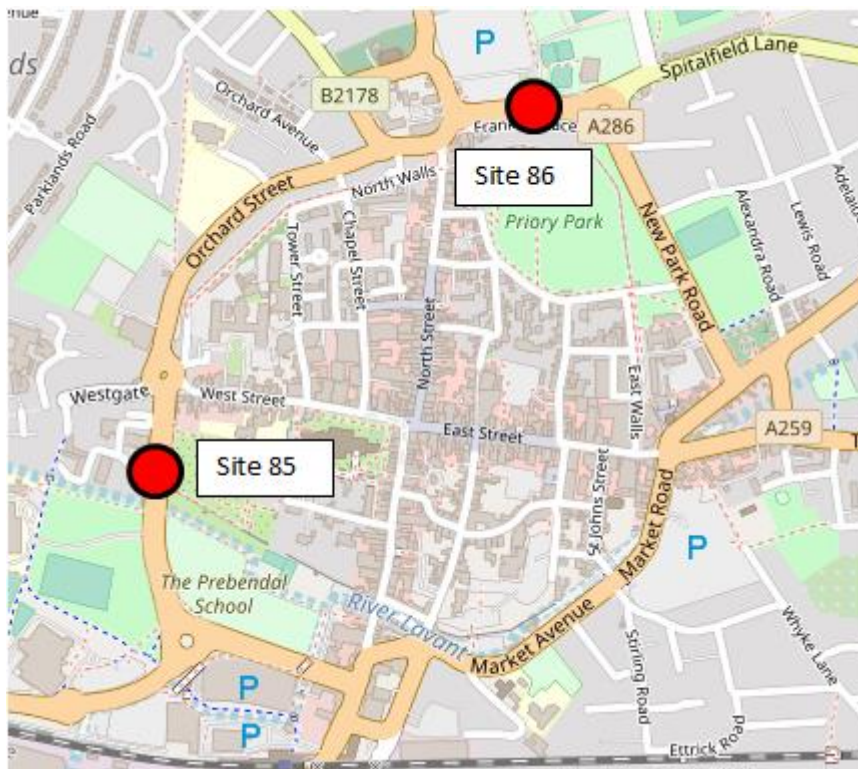
Indicative Cost: Exact cost still to be confirmed

## Introduction

In May the government announced £2 billion of new funding for walking and cycling over the next 5 years, with £225 million specifically allocated to the Emergency Active Travel Fund (EATF).

In addition, changes were made to the Traffic Management Act (2004) aimed at supporting the response to Covid-19 and building a green recovery. July saw the publication of 'Gear Change: a bold vision for walking and cycling', which describes the government's vision to make England a great walking and cycling nation. The plan sets out the actions required at all levels of government to make this a reality, grouped under four themes: better streets for cycling and people, cycling and walking at the heart of decision-making, empowering and encouraging local authorities, enabling people to cycle and protecting them when they do.

- The EATF Chichester Pop-Up Cycle Lane scheme was introduced along the A286 Chichester ring road (2km). The route starts at St Richard's Hospital, Spitalfield Lane and ends at Southgate
- The temporary cycle route was completed on the 20<sup>th</sup> August 2020 and officially opened on the **24<sup>th</sup> August 2020**. The report shows cycle and vehicle data from the 10<sup>th</sup> of August until the 27<sup>th</sup> September



### 1.1 - Stakeholder Consultation Process

Due to the limited time available as set out in the grant conditions, it was not possible to undertake wider public consultation. The Traffic Management Act 2004 has been specifically amended to enable swift implementation of these emergency works. Consequently, consultation was limited to key stakeholders including, West Sussex and District/Borough Council Members; emergency services; bus operators; Freight Services and key WSCC Officers. It was expected that District and Borough Officers would undertake the necessary internal consultation with their own Members.

WSCC Members were consulted as follows:

Location	Consultation	Keeping You Informed
Chichester	16/07/2020	23/07/2020

### 1.2 - Feedback from District Council

TBC

### 1.3 - F&RS, SECAMB and Police Consultation

We remain in regular contact with all three emergency services and are closely monitoring the impact on blue light services. Sussex Police have reported one incident where they were unable to pursue a blue light call due to Pop Up Scheme congestion in Chichester, when a suspect continued by foot from a moving vehicle.

Emergency Services have been invited to sit on the weekly 'Safe Space' working group. Some concerns have been raised that response times may be hindered due to the implementation of the pop-up cycle schemes and we are continuing to closely work alongside the emergency services to monitor this. West Sussex County Council have confirmed that emergency services responding under blue light emergency may use the temp cycle lanes if they cannot navigate through traffic but should be aware that they are likely to encounter cyclists and should exercise appropriate care.

A safe space working group meeting was held on 01/10/2020, representatives from ambulance service confirmed there have been no specific concerns over the Chichester scheme in previous 7 days.

### 2.1 - Casualty Data

Casualty data was reviewed before design and implementation of the route to compare with data for the duration of the route whilst live. Data for the first 6 weeks of route is not currently available but will be presented in future reports under this section. It is understood that there have been no known accidents.

## 2.2 - Safety auditing & Inspections

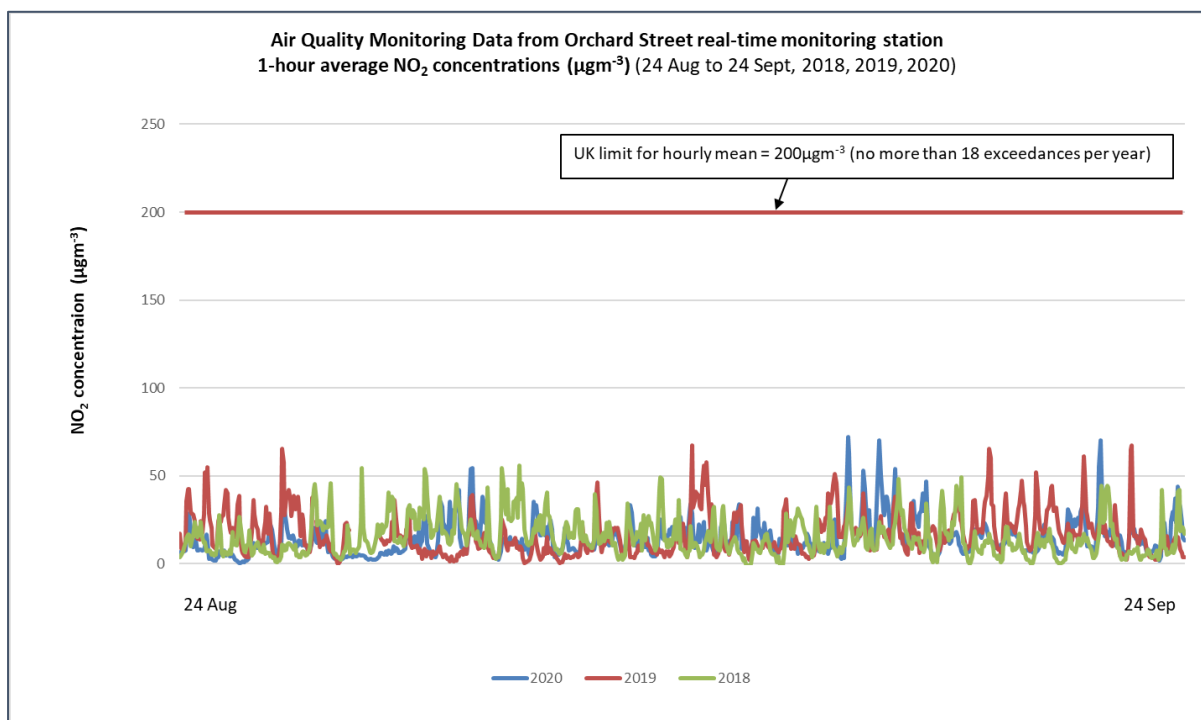
Road Safety Reviews were undertaken at the end of September by a qualified Road Safety Audit team. The Audit report is expected to be delivered on the 1<sup>st</sup> of October, not allowing sufficient time for review and inclusion within this report. The review also involved a representative from Sussex Police and the WSCC Cycling Development Officer.

West Sussex County Council has been assured that there is no major safety issues expected to be reported at this time. The safety review has acted upon all safety concerns and adjustments of schemes have been actioned for items such as signage and roundabouts.

## 3.1 - Air Quality

### Air Quality Monitoring Review

The data in the chart below has been taken from Chichester District Council's real-time air quality monitoring station in Orchard Street (near the junction with Northgate). It shows that the hourly average concentrations of nitrogen dioxide remain well below the UK limit/standard of 200  $\mu\text{g}\text{m}^{-3}$  and remains in line with previous years air quality at this location.



### 3.2 – Drive Through Times & Speed Data

#### Drive Through Data

WSCC Officers conducted a number of recorded and timed drive throughs of the Chichester scheme, in response to public concerns about traffic congestion and travel times:

- The routes were driven at 20mph at peak times (8-9am & 5-6pm) on multiple days.
- Average Route times were under 5 minutes in either direction. (Timed over 18 runs)
- The longest recorded journey was 8 minutes 15 seconds.
- Total Cyclists within the scheme boundaries over the 18 runs was 195, of these:74 used Pop Up Lane, 62 Cyclists with scheme boundary but on pavement and 59 were outside the cycle lane but within the scheme boundaries.

Average journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	1.3	3	44	20.9
<b>08:00 - 09:00 Southbound</b>	1.1	3	25	19.3
<b>17:00 - 18:00 Northbound</b>	1.3	3	35	21.8
<b>17:00 - 18:00 Southbound</b>	1.1	3	31	18.8
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	1.3	4	33	17.1
<b>08:00 - 09:00 Southbound</b>	1.1	4	50	13.7
<b>17:00 - 18:00 Northbound</b>	1.3	4	55	15.9
<b>17:00 - 18:00 Southbound</b>	1.1	4	40	14.1
<b>Slowest</b>				
<b>Slowest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	1.3	5	45	13.6
<b>08:00 - 09:00 Southbound</b>	1.1	8	15	8.0
<b>17:00 - 18:00 Northbound</b>	1.3	7	28	10.4
<b>17:00 - 18:00 Southbound</b>	1.1	5	46	11.4

**Speed Data**

The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph. The data captured from the Avenue de Chartres vehicle lanes has showed that the mean speed (across a 24 hour period) throughout the Northbound and Southbound lanes has remained similar, changing from an average of 32 mph to 31 mph after the scheme was introduced. Similarly, for Site 86, Oaklands Way, the mean vehicle speed has remained constant, 28 mph Eastbound and 24 mph Westbound.

**Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction**

Northbound - Mean Vehicle Speed (mph)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Mean
wc 24Aug20	31	31	31	31	28	31	32	31
wc 31Aug20	31	30	30	30	30	31	31	30
wc 7 Sept20	30	30	30	29	30	31	31	30
wc 14 Sept20	30	29	30	30	29	31	31	30
wc 21Sept20	30	29	29	30	29	30	32	30

Southbound - Mean Vehicle Speed (mph)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Mean
wc 24Aug20	32	30	32	31	30	31	31	31
wc 31Aug20	32	31	32	31	31	31	32	31
wc 7 Sept20	31	31	31	31	31	31	31	31
wc 14 Sept20	31	31	31	31	31	32	31	31
wc 21Sept20	31	31	31	31	31	32	31	31

**Site 86: Oaklands Way: Cycle Lane and Traffic Lane in each direction**

Eastbound - Mean Vehicle Speed (mph)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Mean
wc 24Aug20	27	29	28	27	26	27	27	27
wc 31Aug20	29	28	27	28	27	28	29	28
wc 7 Sept20	28	28	28	28	27	29	29	28
wc 14 Sept20	28	28	28	28	27	29	29	28
wc 21Sept20	28	28	28	27	28	29	29	28

Westbound - Mean Vehicle Speed (mph)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Mean
wc 24Aug20	23	24	22	22	22	24	26	23
wc 31Aug20	26	22	23	23	22	24	27	24
wc 7 Sept20	23	23	23	22	22	25	27	24
wc 14 Sept20	22	23	23	23	22	25	27	24
wc 21Sept20	23	23	23	23	23	25	28	24

#### 4.1 - Maintenance

Contractors have responded to reports of issues and damage to the 'pop up' infrastructure. The maintenance costs associated with these repairs are funded by the EATF DfT funding bid. The maintenance costs associated with this scheme are contained within the appendix.

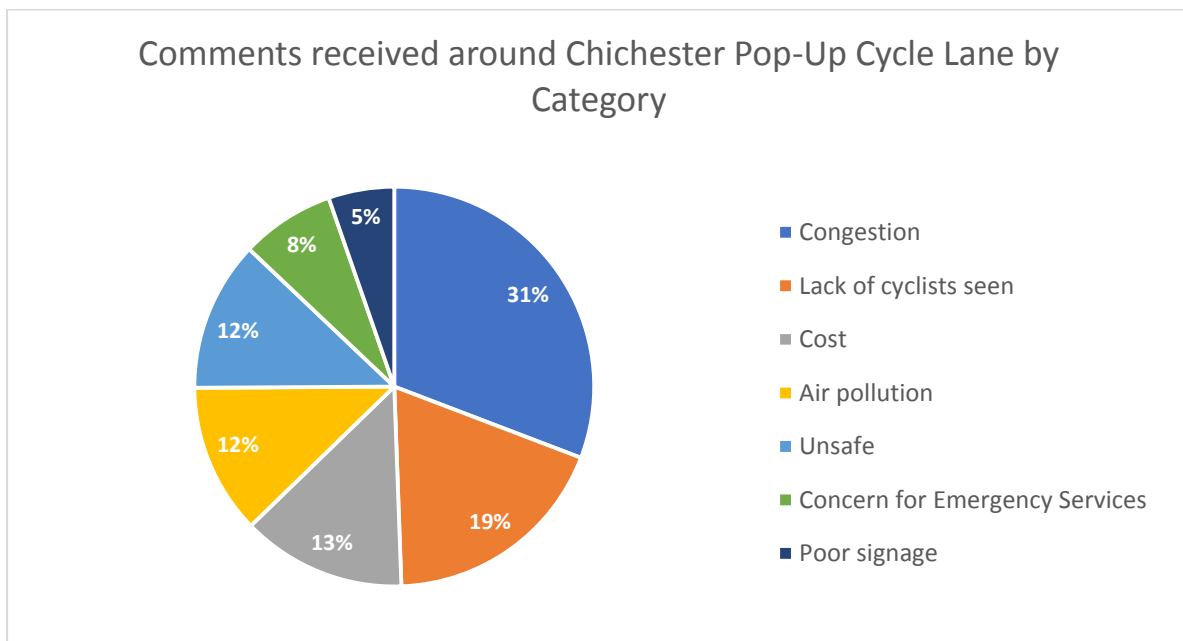
#### 5.1 - Feedback and Public Comment Database:

All direct scheme relevant communications received are being noted, with a standardised response being sent to customers where appropriate. The Breakdown is as follows:

- Total number of Comment on Chichester via Email – 150

Categories of comments are displayed in the chart below.

#### Categories of comments received:



Primarily, congestion was the biggest concern, with lack of cyclists seen being a secondary concern for residents.

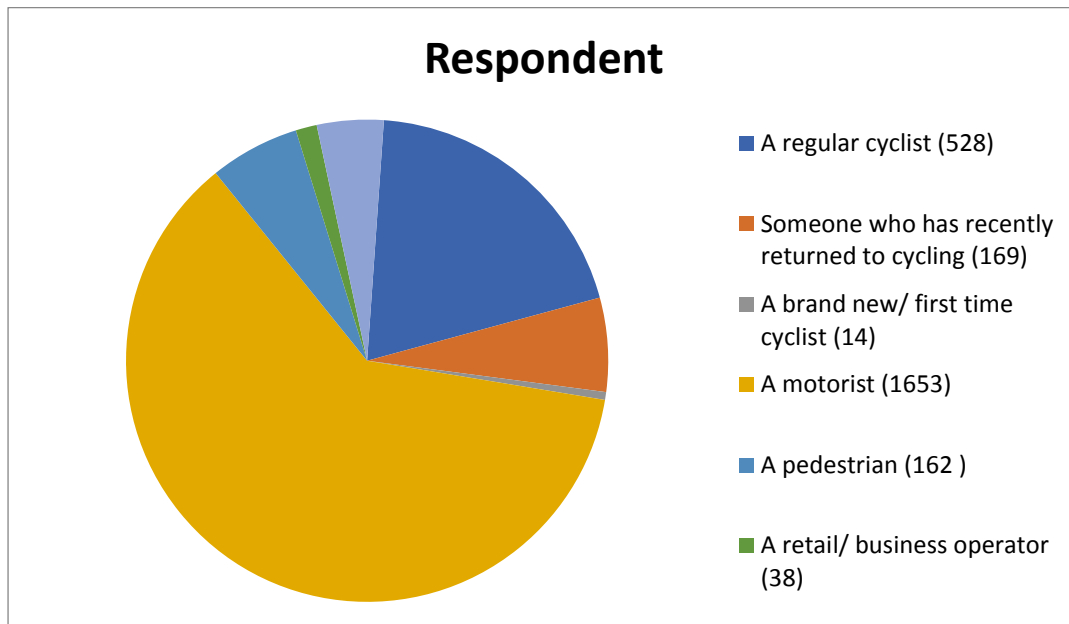
#### Overall comments review:

Most comments were against the scheme due to perceived cost of scheme in favour of cyclists. The perceived perception of the cycle routes is that they narrow carriageways and cause congestion. Based on the drive through date that was done the evidence suggests that this is not the case.

**Online Survey Data:**

Since the online survey has been live we have received a total of **2684** completed surveys.

Primarily responding as follows:



The survey asked the respondent if they had used or intended to use the new EATF A286 Chichester ring road (2km) temporary (“pop-up”) cycle lane with **344** having used it, **87** having intentions of using it, **1909** having no plans to use it and **344** not yet used it.

The survey also asked “**Would support or oppose the A286 Chichester temporary cycle lane being made permanent?**”

Option	Percent
Strongly oppose	80.70%
Oppose	8.38%
Neither support nor oppose	2.53%
Support	1.97%
Strongly support	6.41%

The survey data will be reviewed in the next report against the survey data in this report.

**Other Considerations**

Grayling Well Park development is due to deliver cycle infrastructure improvements on Oakland’s way, these improvements include a toucan crossing, therefore to avoid additional disruption of any potential removal or amendments should be considered before being actioned.



**Officers Involved in Data Capture:**

LTIP Team – Led by Ian Patrick

Liz Robbins – Traffic and Cycle Counts

Simon (CDC) – AQM

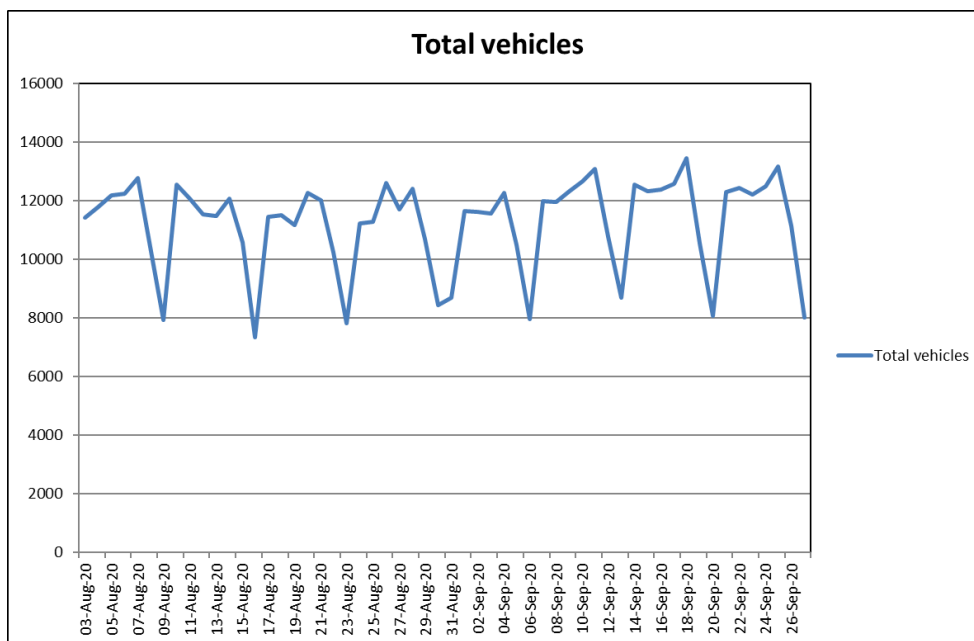
Helen Butcher – Online Survey Data

**Appendix**

**Traffic Flow Counts**

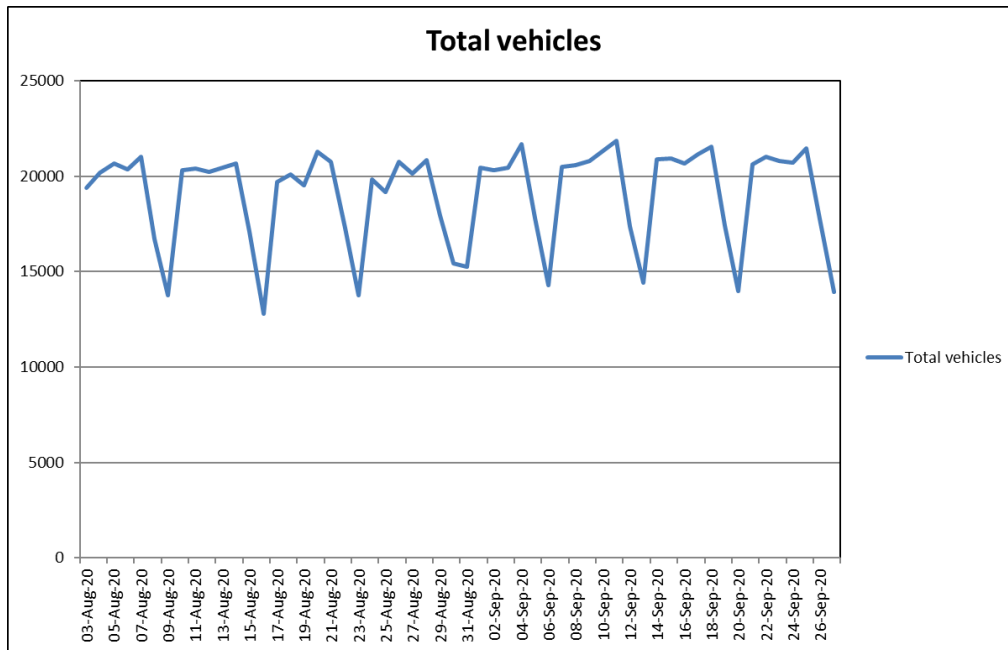
**Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction**

Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. Site 85, along Avenue de Chartres (Northbound and Southbound combined) typically sees an average of 11,200 vehicles using this road every day. The graph below details the change in vehicles using this road, with no evidence of vehicle numbers changing from the introduction of the scheme, but an increase in vehicles from September as school journeys resumed.



**Site 86: Oaklands Way: Cycle Lane and Traffic Lane in each direction**

Site 86, along Oaklands Way (Eastbound and Westbound combined) typically sees 19,100 vehicles using the road each day. Similarly, to Avenue de Chartres, there appears to be a slight increase in vehicle numbers from the week commencing 7<sup>th</sup> September, which is likely to coincide with schools reopening across the city. The cycle lanes do not appear to be affecting the number of vehicles using the road.



### Cycle Counts

As with vehicle counting, it was paramount to capture the number of cyclists using the pop-up cycle lanes across the sites in Chichester. As mentioned previously, there are concerns around the counter loops used in the cycle lanes as it is possible for cyclists to use the lane but not cycle over the counting loops. This is an issue that is currently being discussed and resolved with the counter loop installers. It is likely that the true cyclist figures will increase with new fitment of loops covering the entire cycle lane.

#### Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction

The table below shows the percentage change in number of cyclists using the Avenue de Chartres cycle lane. The numbers of cyclists per week utilising this part of the scheme increased from approximately 220 per week to up to 426 per week, during the week commencing 7<sup>th</sup> September.

Cycles % change from baseline	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 24Aug20 - BASELINE	0	0	0	0	0	0	0	0
wc 31Aug20	↑ 50.0	↑ 142.9	↓ -37.2	↑ 74.2	↑ 48.1	↑ 24.0	→ 7.1	↑ 23.8
wc 7 Sept20	↑ 68.8	↑ 133.3	↓ -34.9	↑ 145.2	↑ 21.2	↑ 10.0	↑ 30.4	↑ 29.9
wc 14 Sept20	↑ 84.4	↑ 142.9	↓ -31.4	↑ 35.5	↑ 13.5	↓ -16.0	↑ 12.5	↑ 14.3
wc 21Sept20	↑ 100.0	↑ 185.7	↓ -54.7	→ 6.5	↑ 11.5	↓ -6.0	↓ -14.3	→ 6.4

Number of Cycles	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 24Aug20 - BASELINE	32	21	86	31	52	50	56	328
wc 31Aug20	48	51	54	54	77	62	60	406
wc 7 Sept20	54	49	56	76	63	55	73	426
wc 14 Sept20	59	51	59	42	59	42	63	375
wc 21Sept20	64	60	39	33	58	47	48	349

#### Site 86: Oaklands Way: Cycle Lane and Traffic Lane in each direction

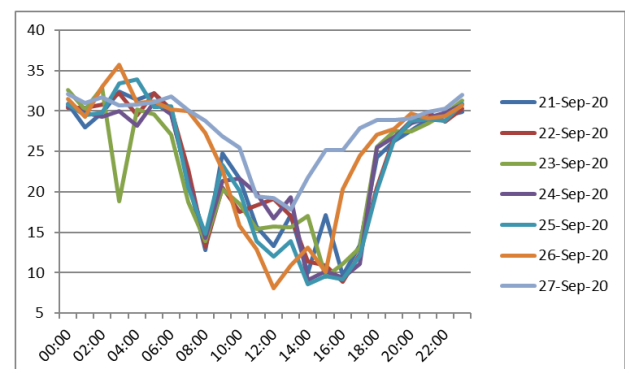
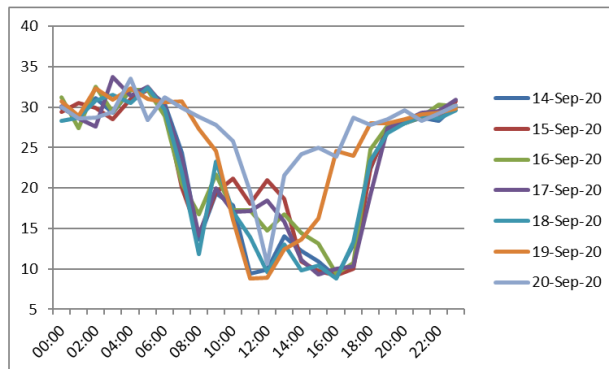
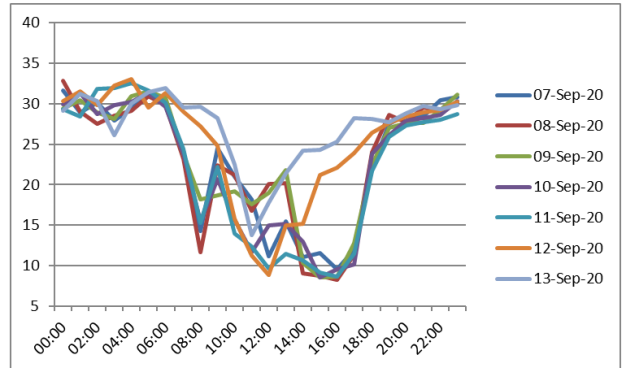
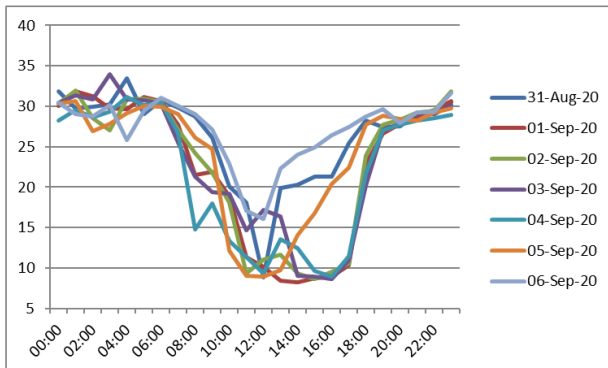
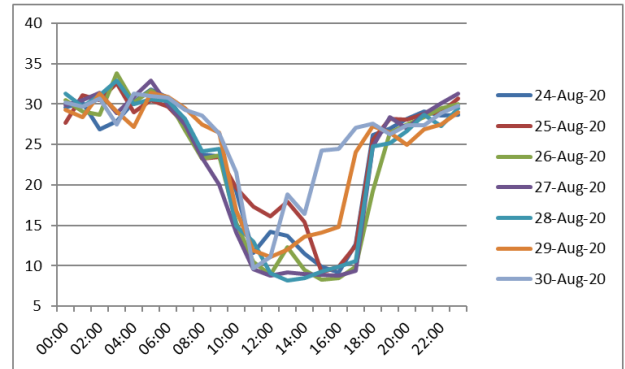
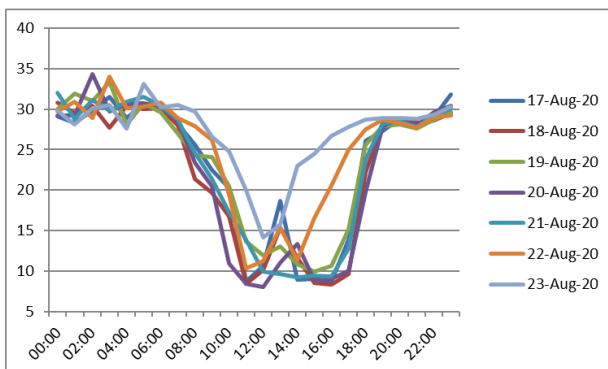
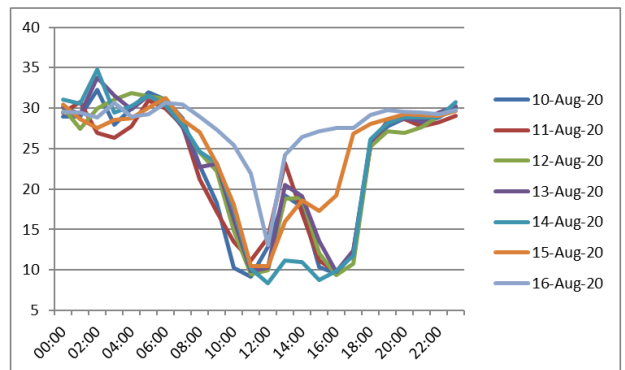
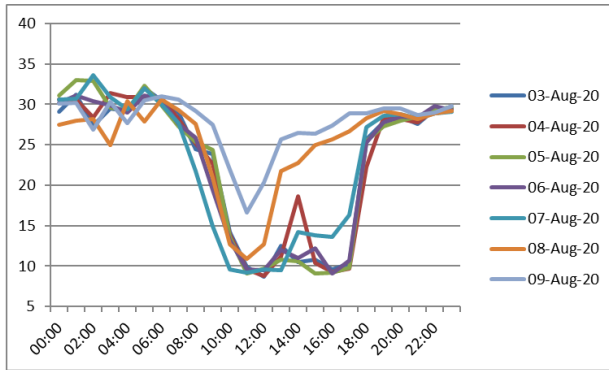
The table below shows the percentage change in number of cyclists using the Oaklands Way cycle lane. The numbers of cyclists per week utilising this part of the scheme increased from approximately 250 cyclists per week to up an average of 406 per week, over the last four weeks, from 31<sup>st</sup> August to the 27<sup>th</sup> September.

Cycles % change from baseline	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 24Aug20 - BASELINE	0	0	0	0	0	0	0	0
wc 31Aug20	↑ 35.9	↑ 200.0	↓ -8.9	→ 8.9	↓ -3.2	↑ 45.8	↑ 22.9	↑ 25.9
wc 7 Sept20	↑ 43.6	↑ 184.2	↓ -19.6	↑ 26.7	↑ 11.3	↑ 18.8	↑ 27.1	↑ 25.9
wc 14 Sept20	↑ 66.7	↑ 205.3	↑ 16.1	↑ 42.2	→ 1.6	→ 0.0	↑ 37.5	↑ 35.3
wc 21Sept20	↑ 79.5	↑ 284.2	↓ -10.7	→ 2.2	↓ -27.4	↑ 35.4	→ 0.0	↑ 25.2

Number of Cycles	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 24Aug20 - BASELINE	39	19	56	45	62	48	48	317
wc 31Aug20	53	57	51	49	60	70	59	399
wc 7 Sept20	56	54	45	57	69	57	61	399
wc 14 Sept20	65	58	65	64	63	48	66	429
wc 21Sept20	70	73	50	46	45	65	48	397

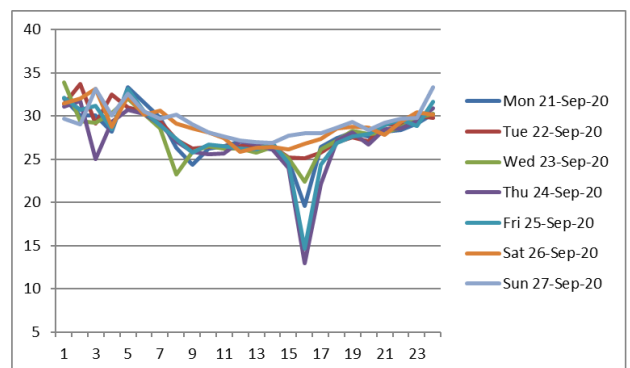
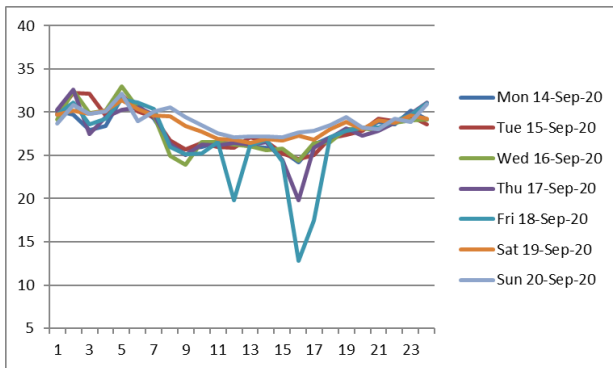
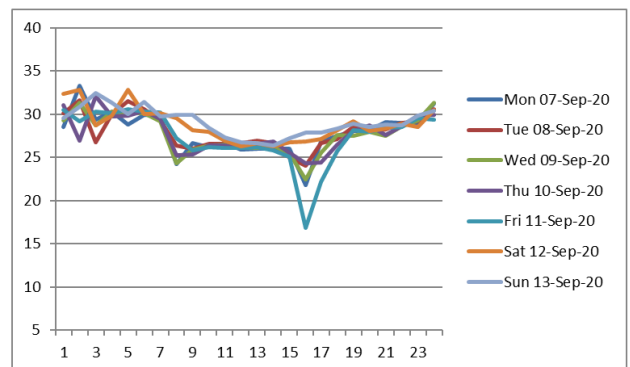
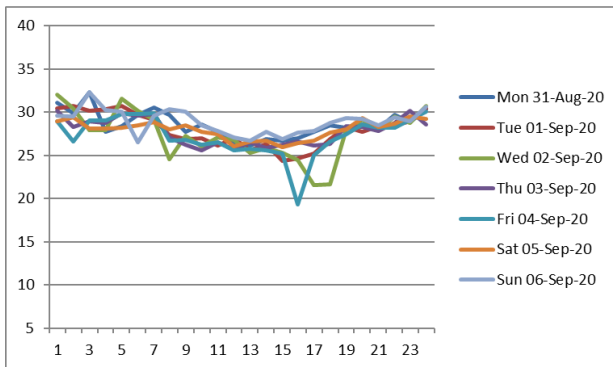
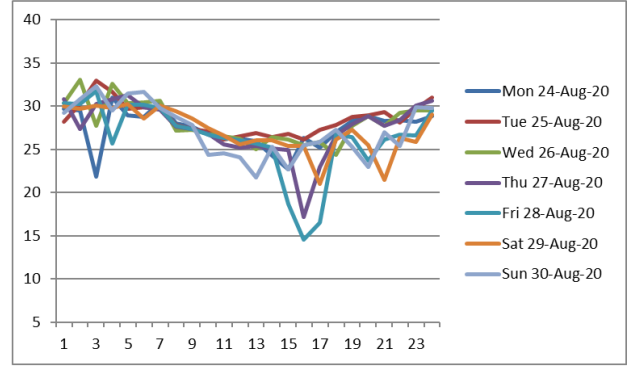
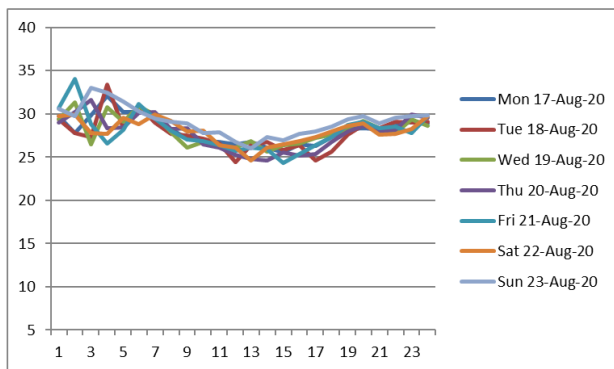
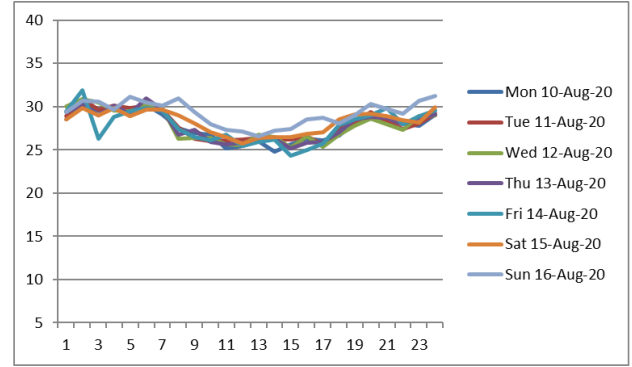
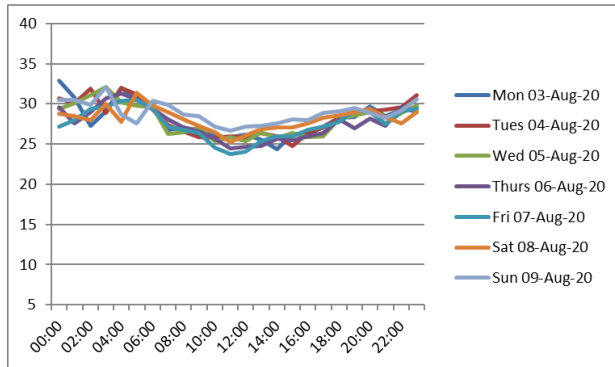
**Vehicle Speeds: Site 86: Oaklands Way: Cycle Lane and Traffic Lane in each direction**

**West Weekly**



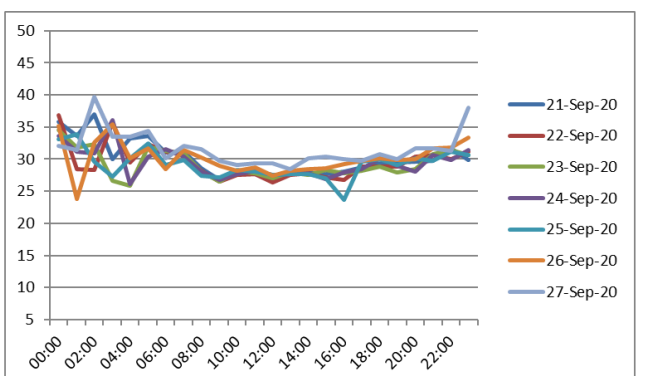
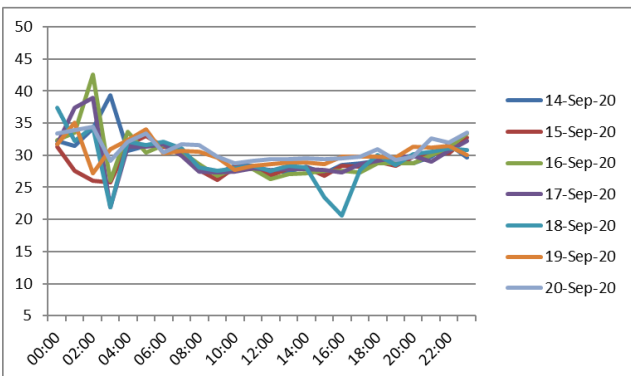
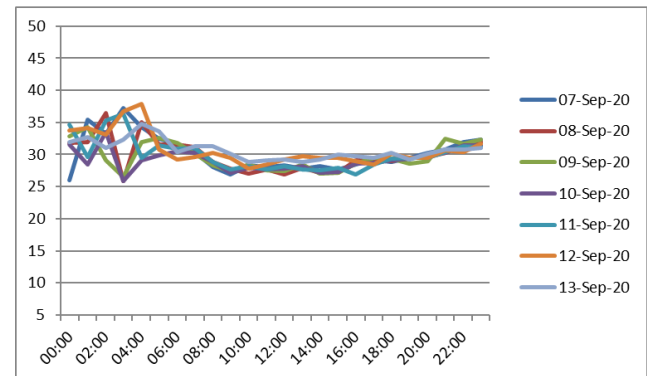
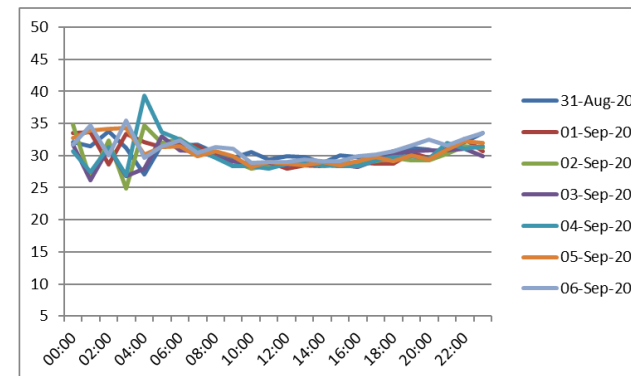
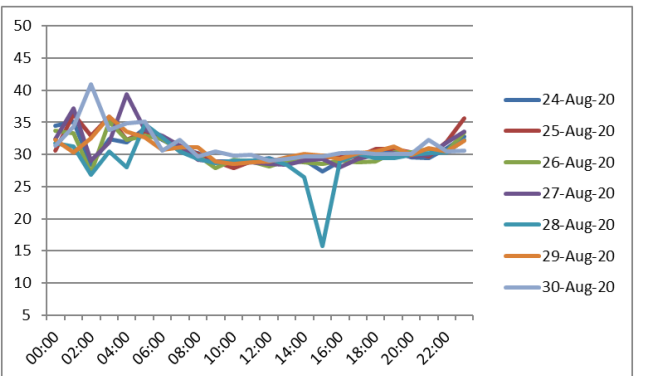
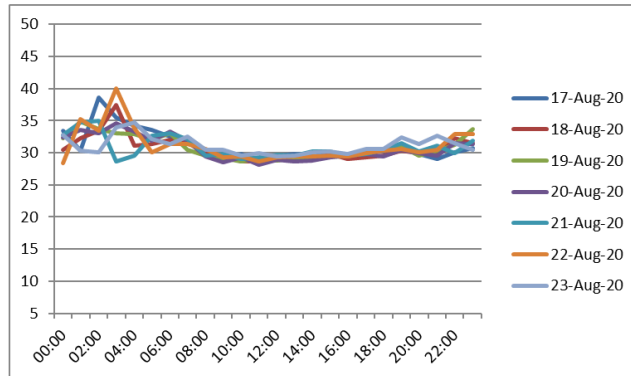
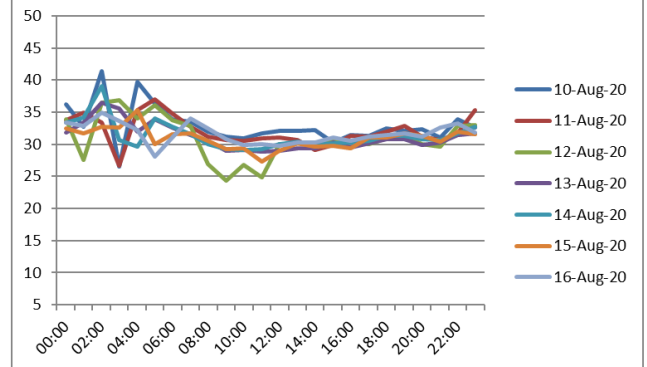
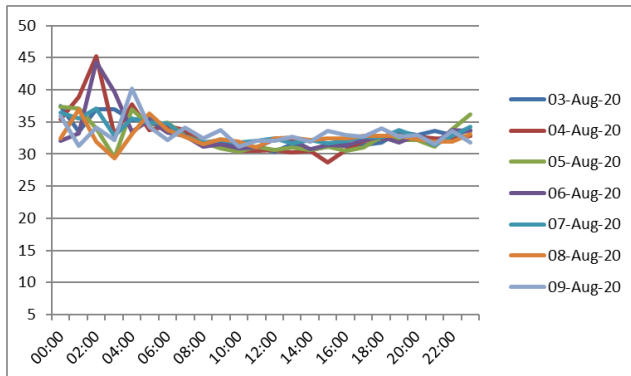
### Vehicle Speeds: Site 86: Oaklands Way: Cycle Lane and Traffic Lane in each direction

#### East Weekly



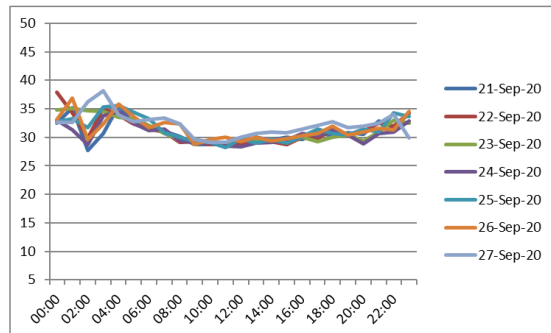
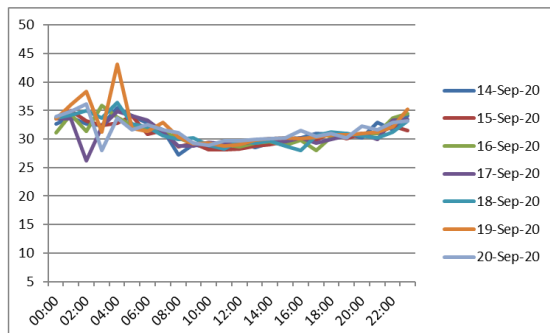
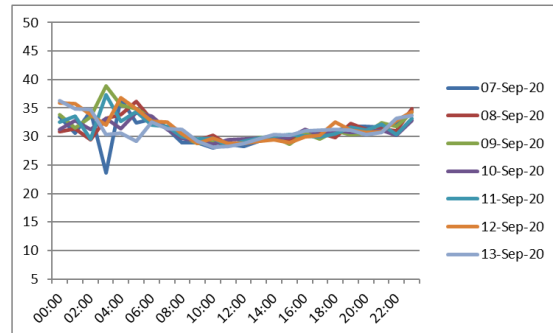
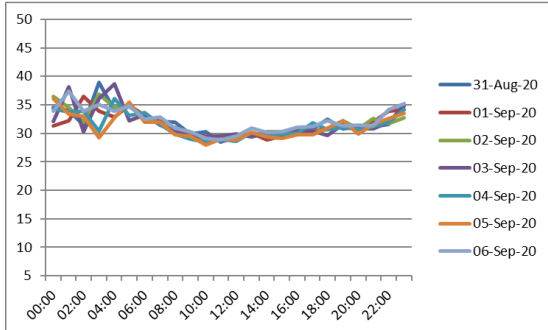
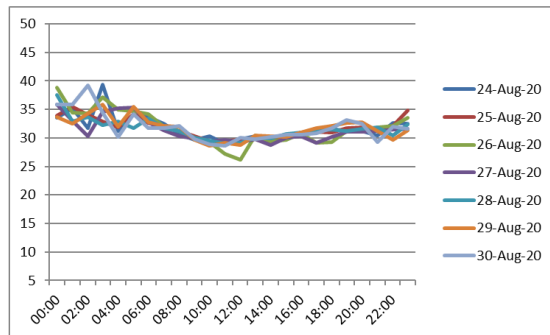
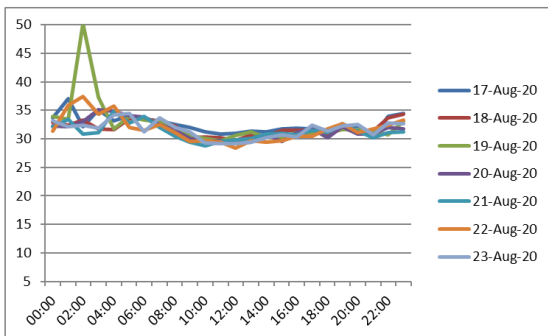
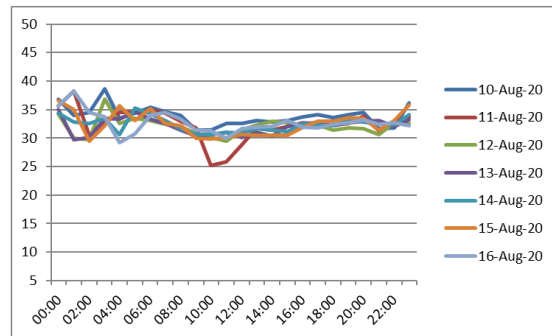
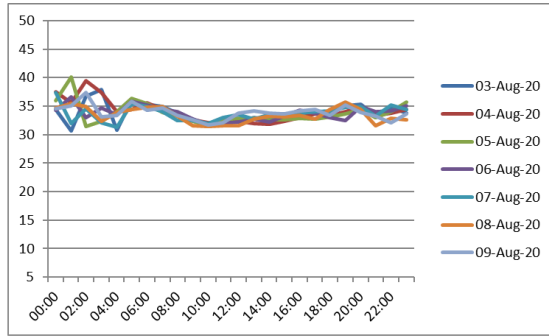
**Vehicle Speeds: Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction**

**Eastbound**



### Vehicle Speeds: Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction

#### Westbound

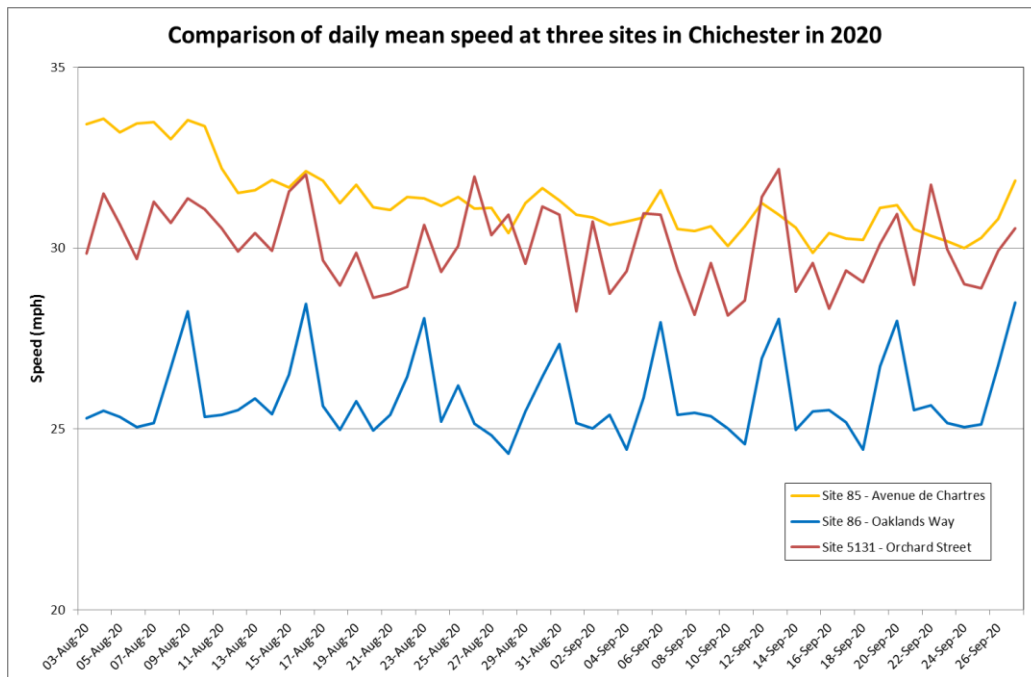


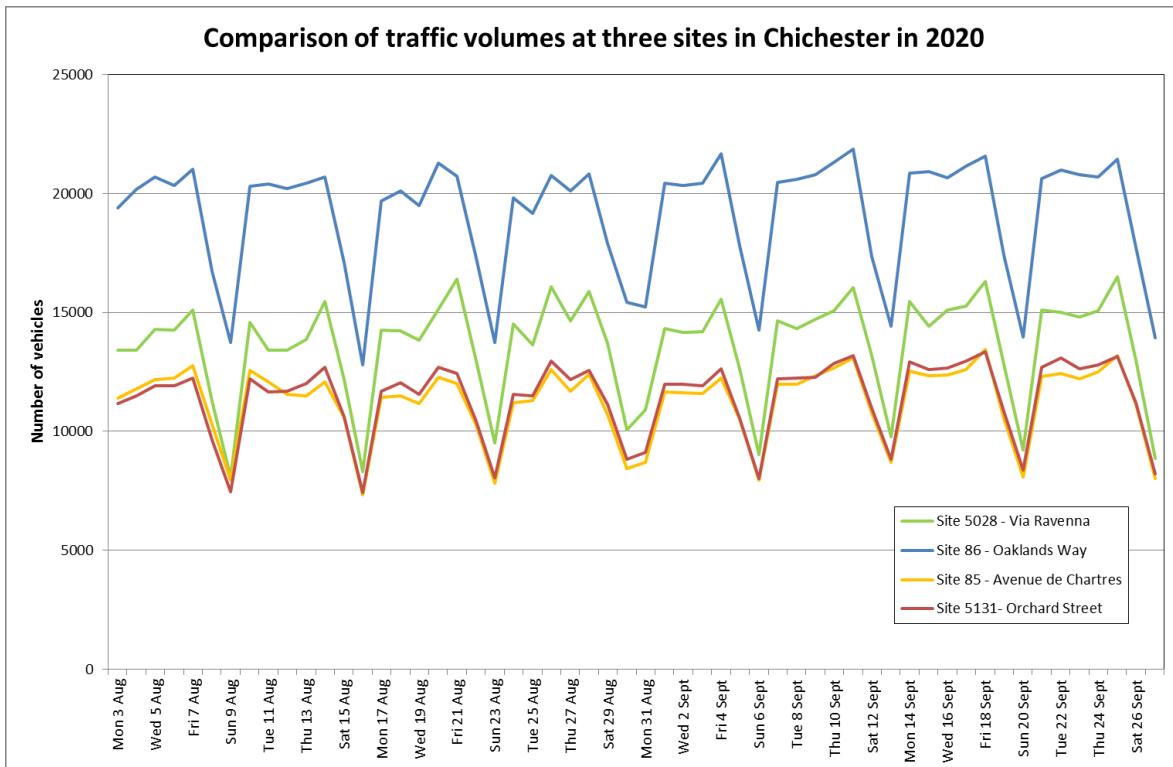
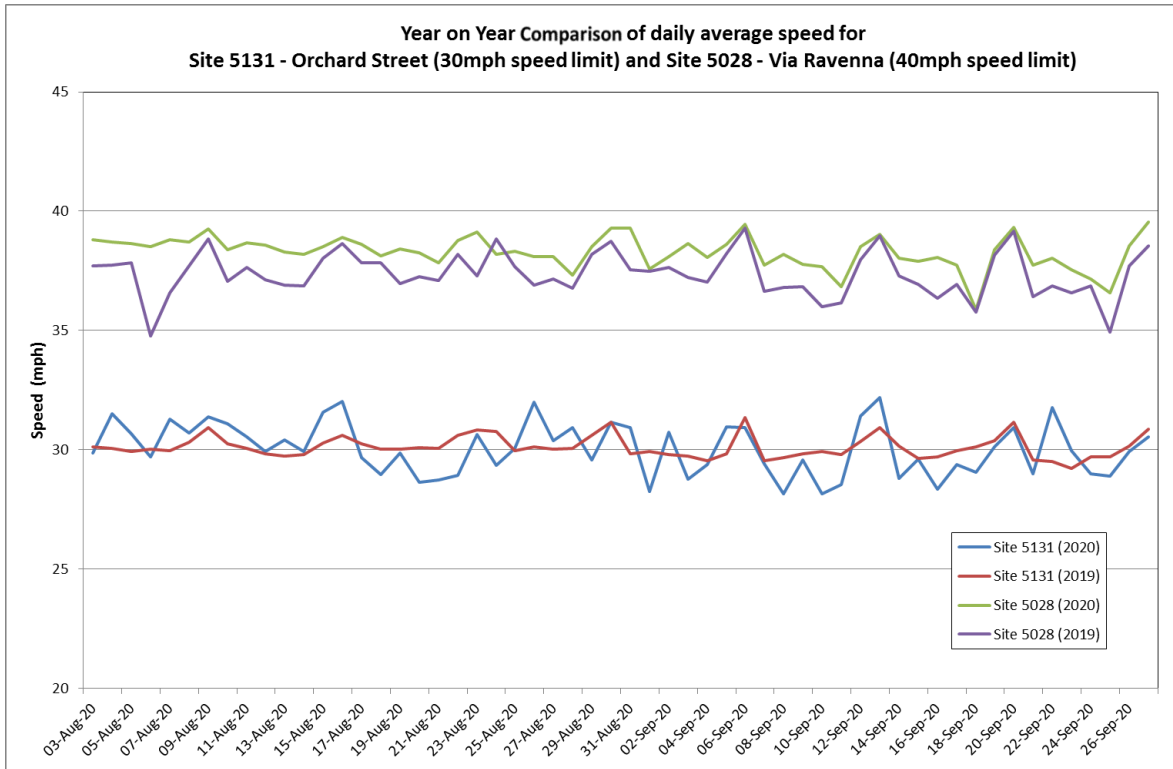


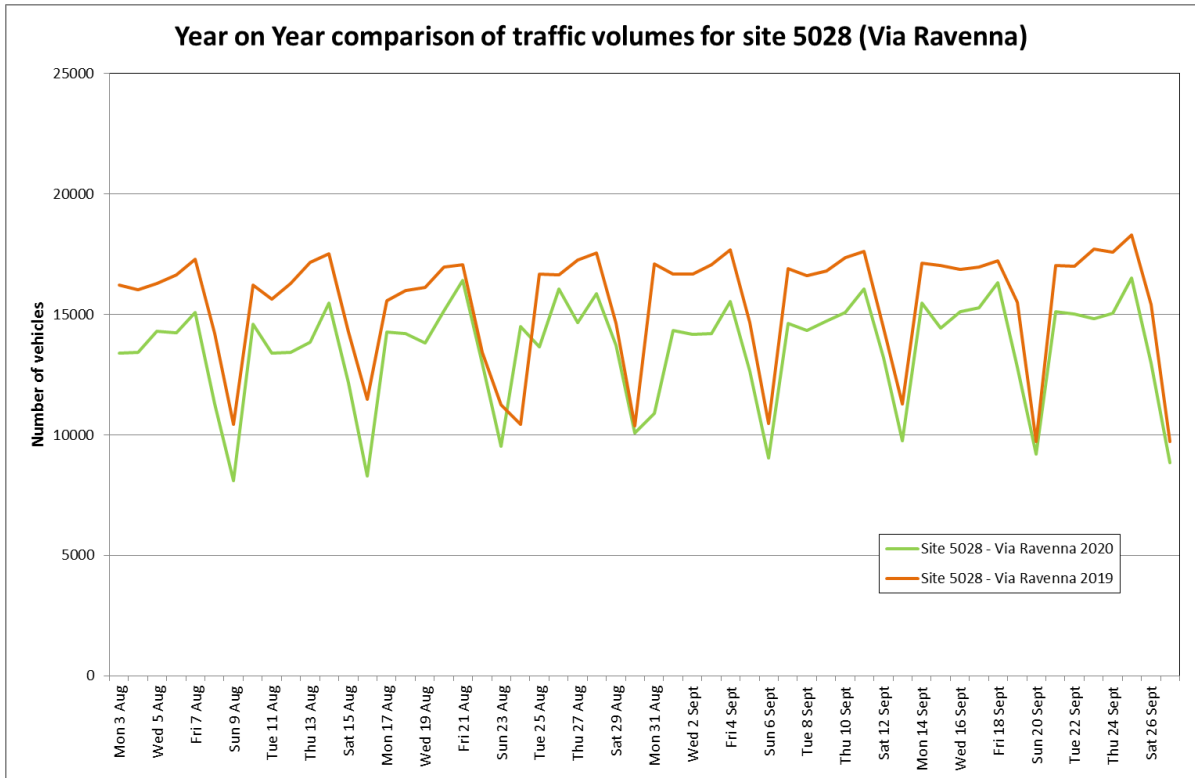
**Maintenance Costs**

Chichester Pop up Cycle Scheme EATF - Repairs & Maintenance		
Unit Rate / Day Rate	No. of Wands Repaired	Total Cost
<b>Unit Rate - £35</b> <b>Day Rate - £735</b>	<b>12</b>	<b>£1,155</b>

**Vehicle Speed and Volume Comparison Data**







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**Key decision: No  
Unrestricted  
Ref: HI11 (20/21)**

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## **Report to the Environment and Communities Scrutiny Committee**

**18 November 2020**

### **Emergency Active Travel Fund Cycle Lane - A270 Upper Shoreham Road HI 11 (20/21) – Focus for Scrutiny**

**Report by Director of Law and Assurance**

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#### **Summary**

A proposal (HI11 (20/21)) was published for a decision by the Cabinet Member for Highways and Infrastructure on 3 November 2020 in relation to five Emergency Active Travel Fund (EATF) Cycle Lanes. The Cabinet Member is being asked to agree to remove five temporary cycle schemes, including one in Shoreham. A request to call-in the Shoreham scheme decision for scrutiny has been accepted by the Monitoring Officer. The remaining four schemes are unaffected by this request. The Committee is therefore asked to scrutinise the proposal for the A270 Upper Shoreham Road temporary cycle lane set out as part of the decision report attached at Annex 1.

#### **The Focus for Scrutiny**

Key lines of enquiry for the Committee to consider include:

- (1) Whether the scheme been given enough time to operate in order to make an informed decision;
- (2) What consideration has been given to how the scheme could be improved;
- (3) How the impact of removal of the scheme has been assessed, particularly in terms of the safety of all road users (including cyclists) and also in terms of air quality and carbon footprint.
- (4) How data and engagement information has been collected and considered to inform this decision, given that the scheme is still being implemented.
- (5) What consideration has been given to how consultation and communication could be improved in the future, ensuring that a range opinions are gathered at different stages of such high profile schemes (given that views are likely to change over time)
- (6) Lessons learned for how the County Council will achieve its objective to be carbon neutral by 2030 and be a leader in this field in West Sussex, given that changes to our modes of transport are fundamental to its delivery.

The Chairman will summarise the debate and ask the Committee to agree its conclusions to be reported to the Cabinet Member.

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## **1 Background and context**

- 1.1 A call-in request has been accepted for the decision in relation to the Emergency Active Travel Fund Scheme in Shoreham. The request was made by Councillor Kevin Boram, supported by Councillors Debbie Kennard, Ann Bridges, George Barton.
- 1.2 The reasons for the call-in request were:
  - a) The government's aim of the scheme stated that "We recognise this moment for what it is: a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities." It is further noted that the schemes were to be maintained for a period of up to 18 months in order to collect meaningful data on their impact. The decision to remove has not considered this aim nor has there been an opportunity to collect data over a reasonable period of time to enable a fully informed decision to be made. Indeed, the Upper Shoreham Road scheme was still being implemented after the Cabinet Member's decision.
  - b) The aim of the cycle routes is to change long-held habits. We fail to see how the effectiveness of the government's aim can be measured in such circumstances.
  - c) We consider there are a significant number of issues which should be considered by the call-in process which will assist the County Council in delivering its Climate Change and air quality air objectives.
  - d) The decision was made prior to the government's recent announcement of a second lock down. It is clear from the government's intention that these schemes could last for up to 18 months so that they could be in operation until after the pandemic and our communities return to new normal - an event yet to be achieved.
- 1.3 The call-in request was considered with reference to the factors set out in Standing Order 8.32, the pre-conditions for the request set out in Standing Order 8.29-31 having been met. The call-in request was accepted as there has been no previous scrutiny of the proposals and the call-in request provides legitimate grounds for consideration prior to the proposal being determined. The matter has important implications for the area and the Council's policies on climate change and sustainable transport, and is therefore an appropriate issue for scrutiny. It is suggested that other information over and above that referred to in the decision report, and relevant to the options available to the Cabinet Member, should be taken into account. There are no factors to suggest that delaying the decision to accommodate a hearing would be contrary to the interests of the Council.

## **2 Details**

- 2.1 The background and context to this item for scrutiny are set out in the attached decision report, including resource and risk implications and all factors taken into account.

**Tony Kershaw**

Director of Law and Assurance

**Contact Officer**

Ninesh Edwards, Senior Advisor (Democratic Services) 033 022 22542

**Appendices**

Annex 1 – Emergency Active Travel Fund Cycle Lanes – HI 11 (20/21)

**Background papers**

None

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**Key decision: No  
Unrestricted  
Ref: HI11 (20/21)**

## **Report to Cllr Roger Elkins, Cabinet Member for Highways and Infrastructure**

**November 2020**

### **Emergency Active Travel Fund Cycle Lanes**

#### **Report by Director of Highways, Transport and Planning**

**Electoral divisions: Many**

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#### **Summary**

In May 2020, the government announced an opportunity to bid into the emergency active travel fund (EATF) for funding to provide temporary schemes that would facilitate walking or cycling in place of mass public transport in response to the Covid-19 public health crisis.

The County Council, in co-operation with all of the District and Borough councils, identified 7 schemes that would fulfil the government's criteria and was successful in securing funding for all of these.

The schemes were implemented over a period of 8 weeks between July and September 2020.

A decision can now be made to determine the future of each of the schemes, the decision in relation to the Chichester scheme having been taken.

#### **Recommendations**

- (1) That the Cabinet Member for Highways and Infrastructure approves the removal of the two emergency active travel cycle schemes installed in Crawley.
  - (2) That the Cabinet Member for Highways and Infrastructure approves the removal of the emergency active travel cycle scheme installed in Horsham.
  - (3) That the Cabinet Member for Highways and Infrastructure approves the removal of the emergency active travel cycle scheme installed in Worthing.
  - (4) That the Cabinet Member for Highways and Infrastructure approves the removal of the emergency active travel cycle scheme installed in Shoreham.
  - (5) That the Cabinet Member for Highways and Infrastructure approves the removal of the emergency active travel cycle scheme installed in East Grinstead.
-

## Proposal

### 1 Background and context

- 1.1 The national lockdown in March 2020 arising from the Covid 19 pandemic led to a dramatic reduction in vehicular traffic on the roads (up to 70% reduction on West Sussex roads) and an even greater reduction (up to 90%) in bus and train patronage (Appendix A). Alongside this there was a noticeable increase in cycling and walking on the network.
- 1.2 In response to a similar national picture, on 9 May 2020 the Secretary of State (SoS) for Transport announced a £2bn package to create new opportunities for cycling and walking. His aim was that alternative ways to travel, such as walking and cycling, could relieve the pressure on public transport. The SoS's proposal was that 'pop-up' bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors would be created in England within weeks as part of a £250 million emergency active travel fund - the first stage of a £2 billion investment, as part of the £5 billion in new funding announced for cycling and buses in February.
- 1.3 The government hoped these plans would help encourage more people to choose alternatives to public transport when they need to travel, making healthier habits easier and helping make sure the road, bus and rail networks were ready to respond to future increases in demand. The government intended to provide funding and to work with local authorities across the country to help make it easier for people to use bikes to get around.
- 1.4 [Fast tracked statutory guidance](#) set out the mechanisms for councils to reallocate road space for cyclists and pedestrians. The SoS suggested some streets become bike and bus only while others remained available for motorists. He further suggested side streets could be closed to through traffic, to create low-traffic neighbourhoods and reduce rat-running while maintaining access for vehicles.
- 1.5 On 27th May 2020, the Department for Transport wrote to all local transport authorities setting out the criteria for funding to be allocated from the emergency active travel fund (Appendix B). This letter turned out to be the only information the government gave in relation to tranche 1 of the funding. West Sussex County Council was given an indicative allocation of £784k. Bids were required to be submitted by 5th June - 8 working days after the letter was received.
- 1.6 It was clearly stated within the letter that failing to respond positively to the tranche 1 offer (a total of £45m) would impact upon the likelihood of receiving money in future tranches (totalling £2bn). As such it was seen to be important that the County Council responded positively to tranche one to help support future bids for more permanent and planned active travel solutions.
- 1.7 The guidance was very clear that schemes should provide "meaningful reallocation of road space" i.e. taking space from motorised vehicles and allocating this to cycling and walking.
- 1.8 In developing the schemes that made up the tranche 1 bid, County Council officers worked closely with District and Borough council officers. Work that had already been undertaken in Districts and Boroughs on local cycling and walking

infrastructure plans was used to inform the most appropriate routes to be included. Outline work was undertaken to determine the likely cost of these schemes. All the scheme proposals were subject to a technical assessment and prioritisation. Prioritisation was based upon the schemes fulfilling the criteria set out in the DfT letter, buildability within the very tight time scales, support from the District and Borough Councils and the results from the cycling infrastructure prioritisation toolkit (CyIPT) – as recommended by the Department for Transport.

- 1.9 County Members were also asked to contribute to route suggestions and 11 Members responded. It is acknowledged that the time available to Members for considering and responding to proposals or to make suggestions was short.
- 1.10 It should be noted that, due to the government's very tight timescales for the bidding process, factors such as public consultation, impact on traffic congestion and air quality could not be considered as part of the tranche 1 schemes prior to their submission.
- 1.11 The final list of schemes to be included in the bid was supported by the Cabinet Member for Highways and Infrastructure. In total, 7 schemes were identified (one in each district / borough) with nearly all of the schemes having been drawn from suggestions made by Districts and Boroughs.
- 1.12 The list of schemes (excepting Chichester, subject to a separate decision)
  - Upper Shoreham Road, Shoreham
  - A281/B2237 Horsham Ring Road
  - A22 East Grinstead
  - Three Bridges to Manor Royal, Crawley (1) and Pound Hill to Crawley town centre (2)
  - A24 Worthing
  - A259 Bognor Regis to Chichester (the scheme amounted to clearance along the route and there are no physical measures to remove)
- 1.13 Whilst the schemes had been prioritised and approved from a technical perspective at this outline stage no specific criteria were set for assessing the impact of the schemes. Targets were not set in terms of usage or impact on the road network or public transport. This was not viable in the short time available for planning, approval and implementation. Nor would it have been reasonable to devise success criteria or impact factors after the design and implementation phase as those would have not been built into the design. Rather the general feedback and data on use would be gathered to provide a more general data base to inform future scheme planning and design.
- 1.14 The funding decision was received on 26 June and the County Council was successful in securing the full amount of its bid. The criteria for securing the money included that the programme of schemes be started within 4 weeks of the money being received and completed within 8 weeks of starting the installations. This again did not allow for scheme designs to be meaningfully, formally consulted on and only local county Members and District and Borough

## Agenda Item 6b

### Annex 1

officers were given the opportunity to comment on schemes once the designs had been completed. Again it is acknowledged that the timescale was short and the opportunity for considered engagement by Members was limited.

- 1.15 Scheme implementation started on 27 July and the final scheme was opened in early September within the limits set as part of the award. These schemes were implemented as a temporary measure responding to a significant but likely short term change in travel requirements and road use activity – underlined by the speed at which they were required to be delivered and the materials used.
- 1.16 A [page was created](#) on the County Council web site for each scheme giving anyone an opportunity to provide feedback on the individual schemes.
- 1.17 Data was collected during the operation of the schemes to monitor traffic congestion, cycle lane use, safety and (where possible) air quality. This data is presented in Appendix C
- 1.18 The EATF schemes were implemented in response to a specific set of conditions and timetable driven by the lockdown associated with the Covid-19 pandemic. At the time of the funding announcement traffic conditions were very different and the government was actively discouraging use of public transport. The volume of traffic on the county's roads has now largely returned to that seen pre-pandemic whilst public transport usage remains greatly reduced.
- 1.19 Whilst a key driver to implementing the schemes was to relieve pressure on public transport routes, local public transport has continued to operate. Passenger numbers are now beginning to recover and the government continues to provide funding to support local public transport. Operators have learnt how to manage this capacity safely and so there is less need to find an alternative to public transport to deal with what was a real need when the proposal was first developed.
- 1.20 The emergency routes did fulfil the requirements of the government's call to action and, on that basis, it is anticipated that the response by the Council will be a consideration when the County Council bids for money in future rounds of funding.
- 1.21 The schemes were an opportunity to understand how effectively the County Council could respond quickly to demands for change. They provided data on the propensity for people to use these types of facility and the knock-on effect of some of the interventions in terms of design and materials. They do provide dedicated routes for cycling and demonstrated the County Council's commitment to promote sustainable travel – a key part of fulfilling its ambitions regarding climate change, improving air quality and promoting healthier lifestyles. Implementing the routes has provided data for future travel planning that will support implementation of permanent cycle routes in a planned way in line with the Council's approach to sustainable transport solutions. This aligns with the County Council's continued ambition to support investment in sustainable travel. The data gathered and the experience of providing these facilities will help the County Council deliver schemes in future tranches of the funding.
- 1.22 The County Council's ability to deliver all of the schemes originally envisaged within the budget allocated underlines strength in terms of delivery capability and resolve to provide better facilities for safe, sustainable travel.

## **2 Proposal details**

- 2.1 The schemes fulfilled their primary objectives in response to a unique set of circumstances offering dedicated facilities for people to use to cycle in place of driving. The extraordinary environment that triggered their installation no longer exists. Public transport usage is now considered safe and vehicular traffic on the network has returned to pre-pandemic levels. This may indicate a lower level of interest in travellers wishing to move to walking and cycling for their main journeys (work, education, shopping) but it has also altered the overall road usage and experience for walkers and cyclists compared with that in place at the time the proposals were being considered.
- 2.2 The schemes constituted significant changes to the network in the specific locations but there was no time to undertake meaningful engagement with local stakeholders – leading to compromises in terms of the design, assessment and impact criteria and an absence of public engagement and feedback.
- 2.3 It is therefore proposed that each of the schemes is removed. The schemes and all data gathered during their operation will be used to support plans for future schemes and the approach to their design and implementation. It is hoped that this can be undertaken in a more considered approach with wider and more meaningful public and stakeholder engagement and by reference to impact and success criteria built into their identification and design.
- 2.4 The data collected whilst each scheme was operational can be seen in Appendix C and this will be used to inform future proposals.
- 2.5 Elements of the temporary schemes may form the basis of permanent solutions. These will be developed subject to DfT funding being made available through future tranches and will give an opportunity for local members and for local stakeholders to voice their opinions about any proposals.

## **3 Other options considered**

- 3.1 The option of retaining the schemes has been discounted for the reasons set out in section 2 and by reference to the factors and rationale for their original selection and implementation set out in section 1. They were not designed or implemented for permanent use and, whilst some data and public and member feedback has been collated, this only provides information on these particular schemes rather than providing constructive and valuable information by reference to other scheme options or designs based on informed aims and objectives for the medium and longer term and in the context of broader transport planning. It would also need to be clear what traffic and travel needs context the schemes are being designed for.
- 3.2 An option to modify the scheme would also be compromised by the temporary nature of the original design and implementation, including the materials used. Modifications would also be something of a compromise of the principles of design planning and consultation which should drive sound and sustainable solutions for healthier and safer travel in our towns. Such modifications to the schemes would therefore best be considered as part of the future design of any permanent scheme and as such subject to full consultation.

#### 4 Consultation, engagement and advice

- 4.1 The data collected so far has been shared with the executive task and finish group (TFG) on cycling and walking. Local Members have also been able to comment on the schemes as they have been operating as have the relevant district or borough council and members of cabinet. It is acknowledged that there are mixed views held by local Members in relation to the schemes in their divisions. It is of course unfortunate that one of the consequences of the original time constraints set for tranche 1 was the lack of time for meaningful involvement by local Members in scheme ideas and designs for residents and road users within their divisions.
- 4.2 The executive TFG had previously been established to support the cabinet member in planning and strategy in relation to cycling and walking. Its remit was extended to cover the approach taken to the EATF approach and its implementation. On reflection, and in light of the context described in section 1 of this report, the TFG is asked to focus its reflections and advice on future scheme planning and the approach to design and implementation rather than to comment on the effectiveness of the tranche 1 schemes, which should be treated as temporary rather than for review as to whether they should be made permanent.

#### 5 Finance

The full costs associated with this project, including the costs associated with removal, have been grant funded by government. The costs of officer time relating to this project has not been covered and this has led to other projects being delayed.

#### 6 Risk implications and mitigations

Risk	Mitigating Action (in place or planned)
Increase in traffic incidents where temporary schemes are removed	Monitoring local road safety and action taken as appropriate Publicity and communication to advise of scheme removal. Adequate notice in advance of changes to road lay out.
Reputation damage – perception that schemes were to be more permanent in nature	Publicity to explain the rationale for the decision and promotion of other cycle projects across the county

#### 7 Policy alignment and compliance

The proposal complies with current Council policy and has no implications in terms of equality duty, human rights or crime and disorder

Matt Davey

**Director of Highways, Transport and Planning**

**Contact Officer:** Matt Davey, Director of Highways, Transport and Planning, matt.davey@westsussex.gov.uk

**Appendices**

Appendix A – transport statistics

Appendix B – EATF pre-award letter

Appendix C – data collected for each of the schemes

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## Department for Transport statistics

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>Use of transport modes: Great Britain, since 1 March 2020<sup>a</sup>

Figures are percentages of an equivalent day or week.

Percentage

Date <sup>1</sup> (weekends and bank holidays in grey)	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>	National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>
01/03/20	103%	111%	108%	104%	97%	104%	102%	..	..
02/03/20	102%	106%	103%	103%	94%	95%	97%	..	..
03/03/20	101%	105%	102%	102%	95%	95%	96%	..	..
04/03/20	101%	104%	103%	101%	95%	95%	97%	..	..
05/03/20	100%	103%	102%	100%	97%	92%	92%	..	..
06/03/20	102%	103%	102%	102%	99%	92%	96%	..	..
07/03/20	101%	109%	108%	102%	99%	91%	93%	..	..
08/03/20	105%	113%	112%	106%	99%	87%	95%	0%	89%
09/03/20	101%	107%	104%	103%	100%	90%	95%	102%	105%
10/03/20	99%	105%	103%	101%	99%	89%	97%	102%	82%
11/03/20	99%	104%	103%	100%	98%	86%	93%	98%	118%
12/03/20	98%	102%	102%	99%	96%	81%	92%	98%	120%
13/03/20	98%	100%	102%	98%	92%	72%	87%	94%	99%
14/03/20	93%	102%	108%	95%	89%	61%	83%	85%	127%
15/03/20	94%	105%	112%	96%	85%	54%	74%	85%	93%
16/03/20	96%	103%	104%	98%	78%	60%	79%	88%	104%
17/03/20	86%	95%	103%	89%	69%	44%	70%	77%	77%
18/03/20	80%	90%	100%	83%	59%	35%	65%	62%	93%
19/03/20	79%	88%	100%	82%	51%	30%	59%	58%	91%
20/03/20	78%	85%	98%	81%	43%	24%	52%	53%	82%
21/03/20	70%	79%	102%	73%	37%	13%	39%	40%	118%
22/03/20	66%	73%	101%	69%	33%	11%	32%	35%	126%
23/03/20	64%	77%	97%	69%	25%	15%	31%	27%	85%
24/03/20	44%	56%	84%	49%	20%	9%	22%	17%	85%
25/03/20	37%	47%	77%	42%	16%	7%	19%	14%	127%
26/03/20	35%	43%	72%	39%	13%	6%	18%	13%	131%
27/03/20	35%	42%	69%	38%	10%	6%	18%	14%	106%
28/03/20	27%	34%	71%	30%	9%	4%	17%	12%	125%
29/03/20	23%	29%	72%	25%	8%	4%	16%	13%	83%
30/03/20	33%	41%	64%	36%	6%	5%	17%	12%	72%
31/03/20	32%	40%	62%	36%	5%	5%	17%	12%	96%
01/04/20	32%	39%	61%	35%	5%	5%	16%	11%	111%
02/04/20	32%	38%	60%	35%	5%	5%	16%	11%	110%
03/04/20	34%	40%	60%	36%	5%	5%	16%	12%	111%
04/04/20	28%	35%	66%	31%	5%	4%	17%	11%	199%
05/04/20	25%	31%	70%	27%	5%	4%	17%	12%	226%
06/04/20	34%	42%	61%	37%	5%	5%	18%	11%	105%
07/04/20	33%	41%	60%	36%	5%	5%	18%	11%	138%
08/04/20	34%	42%	62%	37%	5%	5%	17%	10%	154%
09/04/20	36%	43%	61%	39%	5%	5%	18%	12%	168%
10/04/20	27%	27%	33%	27%	4%	4%	17%	12%	179%
11/04/20	29%	35%	55%	31%	4%	4%	16%	10%	288%
12/04/20	22%	27%	50%	24%	4%	4%	14%	10%	247%
13/04/20	23%	22%	25%	23%	4%	5%	18%	12%	122%
14/04/20	35%	44%	60%	38%	4%	5%	19%	12%	134%
15/04/20	34%	44%	63%	38%	4%	5%	18%	10%	194%
16/04/20	34%	42%	63%	38%	4%	5%	18%	11%	203%
17/04/20	35%	43%	63%	39%	5%	5%	18%	11%	100%
18/04/20	31%	38%	71%	33%	5%	4%	16%	11%	143%
19/04/20	29%	36%	73%	32%	5%	4%	0%	13%	320%
20/04/20	38%	48%	65%	41%	6%	5%	0%	12%	139%
21/04/20	37%	47%	64%	41%	5%	5%	0%	11%	150%
22/04/20	37%	47%	65%	41%	5%	5%	0%	11%	201%
23/04/20	37%	46%	64%	41%	5%	5%	0%	11%	220%
24/04/20	39%	46%	65%	42%	4%	5%	0%	12%	188%
25/04/20	35%	43%	71%	38%	4%	4%	0%	12%	292%
26/04/20	32%	40%	75%	35%	4%	4%	0%	13%	343%
27/04/20	40%	51%	68%	44%	4%	5%	0%	12%	159%
28/04/20	38%	49%	67%	42%	4%	5%	0%	11%	49%
29/04/20	38%	49%	68%	42%	4%	5%	0%	11%	111%

Date <sup>1</sup> (weekends and bank holidays in grey)	Agenda Item 6b Appendix A				National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>
	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>					
30/04/20	39%	48%	67%	42%	4%	5%	0%	11%	97%
01/05/20	40%	50%	66%	44%	4%	5%	0%	12%	123%
02/05/20	38%	47%	72%	40%	4%	4%	0%	12%	310%
03/05/20	34%	42%	76%	37%	4%	4%	0%	13%	258%
04/05/20	42%	55%	70%	46%	5%	6%	0%	12%	155%
05/05/20	42%	54%	71%	46%	5%	6%	0%	12%	131%
06/05/20	43%	55%	73%	47%	5%	5%	0%	12%	226%
07/05/20	45%	56%	71%	49%	5%	5%	0%	13%	224%
08/05/20	33%	33%	35%	34%	5%	7%	0%	0%	236%
09/05/20	39%	46%	65%	41%	5%	5%	0%	13%	384%
10/05/20	35%	44%	77%	37%	5%	4%	0%	13%	150%
11/05/20	45%	58%	74%	49%	5%	6%	0%	12%	100%
12/05/20	45%	59%	75%	50%	5%	6%	0%	13%	143%
13/05/20	48%	61%	76%	53%	5%	6%	0%	12%	152%
14/05/20	50%	60%	75%	54%	5%	6%	0%	13%	209%
15/05/20	51%	61%	74%	55%	6%	6%	0%	13%	175%
16/05/20	52%	64%	80%	56%	6%	5%	0%	13%	316%
17/05/20	50%	63%	84%	54%	6%	5%	0%	15%	311%
18/05/20	53%	67%	79%	58%	6%	7%	0%	14%	164%
19/05/20	54%	67%	79%	58%	7%	7%	0%	14%	167%
20/05/20	56%	67%	80%	60%	7%	7%	0%	13%	232%
21/05/20	54%	66%	80%	59%	7%	7%	0%	13%	223%
22/05/20	56%	67%	79%	59%	7%	8%	0%	14%	121%
23/05/20	55%	68%	84%	58%	7%	6%	0%	14%	162%
24/05/20	55%	67%	80%	58%	7%	6%	0%	16%	263%
25/05/20	50%	46%	34%	50%	7%	9%	0%	19%	282%
26/05/20	59%	73%	81%	63%	7%	9%	0%	15%	166%
27/05/20	59%	72%	84%	63%	7%	8%	0%	14%	225%
28/05/20	59%	71%	83%	64%	7%	9%	0%	14%	235%
29/05/20	62%	72%	83%	66%	8%	9%	0%	15%	197%
30/05/20	66%	77%	92%	69%	8%	8%	0%	16%	323%
31/05/20	67%	79%	94%	71%	8%	9%	0%	19%	320%
01/06/20	65%	78%	87%	69%	8%	10%	0%	17%	182%
02/06/20	65%	78%	84%	69%	9%	10%	0%	18%	182%
03/06/20	59%	74%	85%	63%	10%	10%	0%	16%	118%
04/06/20	60%	73%	85%	64%	10%	10%	0%	17%	169%
05/06/20	62%	74%	85%	66%	11%	10%	0%	17%	114%
06/06/20	63%	76%	90%	66%	11%	10%	0%	16%	125%
07/06/20	63%	76%	93%	66%	12%	11%	0%	19%	222%
08/06/20	63%	78%	87%	68%	13%	11%	0%	18%	164%
09/06/20	64%	79%	88%	69%	13%	11%	25%	19%	168%
10/06/20	61%	77%	88%	66%	12%	11%	25%	17%	125%
11/06/20	61%	75%	88%	66%	12%	11%	26%	17%	124%
12/06/20	64%	76%	87%	67%	12%	11%	26%	18%	113%
13/06/20	73%	85%	93%	76%	13%	12%	31%	19%	286%
14/06/20	74%	86%	97%	77%	12%	11%	30%	21%	303%
15/06/20	70%	84%	92%	74%	12%	14%	32%	21%	168%
16/06/20	68%	82%	91%	72%	13%	13%	31%	21%	145%
17/06/20	67%	81%	92%	72%	13%	13%	30%	20%	167%
18/06/20	65%	79%	89%	69%	14%	13%	29%	19%	95%
19/06/20	70%	82%	90%	74%	14%	14%	29%	21%	117%
20/06/20	83%	93%	97%	86%	15%	15%	36%	24%	286%
21/06/20	81%	90%	95%	83%	15%	13%	34%	24%	186%
22/06/20	72%	87%	93%	77%	15%	16%	34%	23%	178%
23/06/20	74%	87%	94%	78%	15%	15%	34%	23%	180%
24/06/20	76%	88%	94%	80%	16%	15%	34%	22%	201%
25/06/20	76%	86%	92%	80%	16%	15%	34%	23%	243%
26/06/20	74%	85%	91%	78%	17%	15%	35%	22%	146%
27/06/20	75%	88%	97%	78%	16%	15%	36%	23%	127%
28/06/20	76%	90%	99%	79%	17%	15%	36%	26%	180%
29/06/20	72%	88%	96%	77%	16%	16%	33%	24%	93%
30/06/20	73%	88%	96%	77%	17%	16%	32%	26%	125%
01/07/20	73%	88%	97%	78%	16%	16%	33%	24%	154%
02/07/20	73%	86%	96%	77%	16%	16%	33%	25%	155%
03/07/20	75%	87%	96%	79%	17%	20%	35%	25%	114%
04/07/20	82%	95%	101%	84%	17%	18%	39%	29%	178%
05/07/20	84%	98%	105%	87%	18%	20%	40%	32%	175%

Date <sup>1</sup> (weekends and bank holidays in grey)					National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>
	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>					
06/07/20	79%	93%	97%	83%	19%	19%	37%	29%	138%
07/07/20	76%	91%	97%	80%	19%	19%	37%	29%	109%
08/07/20	75%	89%	97%	79%	20%	19%	36%	28%	100%
09/07/20	76%	89%	96%	80%	21%	19%	37%	28%	112%
10/07/20	83%	93%	96%	86%	21%	21%	39%	30%	133%
11/07/20	90%	101%	104%	93%	22%	24%	45%	34%	232%
12/07/20	95%	108%	111%	99%	22%	24%	45%	37%	252%
13/07/20	80%	94%	98%	84%	23%	21%	41%	31%	110%
14/07/20	79%	93%	98%	83%	23%	20%	40%	32%	125%
15/07/20	79%	93%	98%	83%	24%	21%	40%	31%	127%
16/07/20	81%	92%	98%	85%	25%	21%	42%	32%	165%
17/07/20	86%	94%	97%	89%	25%	24%	45%	33%	134%
18/07/20	91%	103%	104%	94%	26%	29%	50%	37%	186%
19/07/20	95%	109%	111%	98%	26%	24%	43%	41%	194%
20/07/20	85%	97%	99%	88%	27%	23%	45%	33%	143%
21/07/20	83%	95%	98%	87%	27%	23%	45%	34%	133%
22/07/20	82%	94%	98%	85%	27%	23%	46%	32%	151%
23/07/20	81%	91%	95%	84%	28%	25%	49%	33%	137%
24/07/20	88%	96%	97%	90%	28%	25%	49%	35%	130%
25/07/20	90%	102%	105%	92%	28%	28%	51%	38%	116%
26/07/20	96%	111%	112%	100%	29%	28%	50%	44%	207%
27/07/20	80%	93%	96%	83%	29%	24%	45%	31%	66%
28/07/20	82%	95%	97%	86%	29%	25%	50%	37%	114%
29/07/20	84%	94%	96%	87%	29%	25%	49%	35%	159%
30/07/20	86%	94%	96%	88%	29%	26%	49%	36%	174%
31/07/20	92%	97%	95%	93%	30%	27%	50%	37%	124%
01/08/20	97%	107%	106%	99%	31%	31%	54%	42%	189%
02/08/20	99%	114%	114%	103%	31%	28%	54%	47%	187%
03/08/20	88%	98%	97%	90%	32%	27%	51%	37%	124%
04/08/20	83%	95%	98%	87%	32%	27%	50%	37%	105%
05/08/20	84%	96%	98%	87%	33%	28%	51%	37%	120%
06/08/20	85%	93%	96%	88%	33%	27%	49%	37%	157%
07/08/20	89%	96%	96%	91%	33%	28%	50%	37%	126%
08/08/20	98%	108%	108%	101%	34%	32%	54%	45%	202%
09/08/20	101%	115%	116%	105%	34%	31%	51%	49%	189%
10/08/20	90%	100%	100%	93%	35%	28%	53%	39%	122%
11/08/20	86%	97%	99%	89%	34%	28%	49%	40%	119%
12/08/20	86%	97%	99%	89%	35%	28%	53%	38%	129%
13/08/20	85%	94%	98%	88%	34%	26%	48%	38%	125%
14/08/20	89%	97%	98%	92%	34%	29%	53%	39%	96%
15/08/20	96%	107%	107%	98%	33%	33%	54%	46%	135%
16/08/20	95%	110%	115%	98%	33%	32%	54%	48%	132%
17/08/20	88%	100%	100%	91%	33%	30%	53%	41%	102%
18/08/20	86%	98%	99%	89%	33%	30%	54%	43%	107%
19/08/20	84%	95%	97%	87%	33%	30%	51%	39%	82%
20/08/20	89%	98%	98%	92%	34%	31%	55%	43%	183%
21/08/20	89%	96%	95%	91%	34%	32%	54%	39%	62%
22/08/20	97%	109%	108%	99%	35%	36%	59%	48%	143%
23/08/20	99%	115%	116%	103%	36%	35%	58%	51%	166%
24/08/20	92%	102%	99%	94%	40%	32%	57%	45%	114%
25/08/20	82%	93%	95%	85%	38%	35%	56%	38%	44%
26/08/20	90%	100%	99%	93%	38%	36%	58%	44%	121%
27/08/20	87%	96%	98%	89%	38%	32%	53%	41%	94%
28/08/20	92%	98%	97%	93%	38%	34%	55%	43%	66%
29/08/20	98%	109%	107%	101%	38%	42%	61%	53%	133%
30/08/20	102%	116%	107%	105%	38%	39%	59%	59%	177%
31/08/20	86%	74%	46%	82%	32% <sup>12</sup>	45%	69%	54%	131%
01/09/20	91%	101%	99%	94%	35% <sup>12</sup>	33%	54%	49%	115%
02/09/20	87%	98%	103%	90%	36% <sup>12</sup>	35%	52%	44%	107%
03/09/20	87%	97%	102%	90%	37% <sup>12</sup>	33%	53%	48%	125%
04/09/20	93%	101%	102%	95%	38% <sup>12</sup>	35%	56%	50%	106%
05/09/20	100%	113%	116%	103%	38% <sup>12</sup>	42%	61%	54%	175%
06/09/20	101%	117%	120%	104%	39% <sup>12</sup>	41%	58%	56%	177%
07/09/20	90%	103%	104%	94%	43%	34%	58%	54%	99%
08/09/20	88%	101%	104%	92%	43%	34%	58%	57%	111%

Agenda Item 6b Appendix A										
Date <sup>1</sup> (weekends and bank holidays in grey)	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>	National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>	
09/09/20	89%	102%	104%	93%	43%	35%	58%	55%	142%	
10/09/20	89%	100%	102%	92%	42%	36%	58%	57%	142%	
11/09/20	94%	103%	103%	96%	42%	37%	59%	55%	99%	
12/09/20	98%	112%	113%	101%	41%	40%	59%	54%	168%	
13/09/20	103%	121%	123%	107%	41%	40%	59%	58%	195%	
14/09/20	93%	105%	105%	97%	40%	35%	58%	58%	122%	
15/09/20	89%	102%	102%	93%	40%	34%	57%	59%	117%	
16/09/20	89%	102%	105%	93%	40%	36%	58%	56%	133%	
17/09/20	90%	100%	103%	93%	39%	35%	58%	58%	154%	
18/09/20	95%	103%	103%	97%	39%	36%	59%	57%	119%	
19/09/20	99%	114%	114%	102%	39%	42%	58%	55%	167%	
20/09/20	102%	121%	125%	106%	39%	40%	61%	59%	182%	
21/09/20	92%	105%	106%	96%	39%	35%	58%	59%	125%	
22/09/20	88%	102%	104%	92%	39%	35%	59%	60%	122%	
23/09/20	85%	100%	105%	89%	38%	34%	57%	54%	81%	
24/09/20	86%	100%	104%	90%	38%	34%	57%	56%	116%	
25/09/20	91%	102%	103%	94%	r37%	36%	58%	56%	87%	
26/09/20	95%	110%	116%	98%	r37%	42%	57%	54%	123%	
27/09/20	96%	114%	124%	100%	r36%	41%	57%	58%	137%	
28/09/20	89%	104%	107%	93%	r35%	34%	57%	57%	113%	
29/09/20	87%	101%	105%	91%	r34%	34%	58%	61%	103%	
30/09/20	84%	100%	105%	88%	r33%	34%	57%	55%	86%	
01/10/20	86%	98%	105%	89%	34%	34%	58%	60%	129%	
02/10/20	87%	99%	102%	90%	r34%	34%	55%	55%	60%	
03/10/20	85%	100%	111%	87%	r33%	39%	54%	47%	60%	
04/10/20	86%	102%	116%	89%	r33%	37%	52%	55%	70%	
05/10/20	86%	103%	106%	91%	r33%	33%	59%	59%	95%	
06/10/20	84%	100%	105%	88%	p34% <sup>4</sup>	34%	58%	60%	84%	
07/10/20	86%	101%	106%	90%	p34% <sup>4</sup>	35%	59%	58%	127%	
08/10/20	84%	98%	104%	88%	p34% <sup>4</sup>	34%	57%	57%	109%	
09/10/20	88%	100%	104%	91%	p33% <sup>4</sup>	36%	60%	57%	95%	
10/10/20	91%	107%	113%	94%	p32% <sup>4</sup>	43%	61%	53%	..	
11/10/20	94%	113%	122%	98%	p33% <sup>4</sup>	41%	61%	58%	..	
12/10/20	85%	102%	106%	89%	p33% <sup>4</sup>	33%	59%	56%	..	

Date <sup>1</sup> (weekends and bank holidays in grey)	Cars <sup>2</sup>	Light Commercial Vehicles <sup>2</sup>	Heavy Goods Vehicles <sup>2</sup>	All motor vehicles <sup>2</sup>	National Rail <sup>3,4</sup>	Transport for London Tube <sup>5</sup>	Transport for London Bus <sup>5,7</sup>	Bus (excl. London) <sup>6,8,9</sup>	Cycling <sup>10,11</sup>
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Notes:

.. Not available (see relevant notes for reason)

r Revised from previous edition

p Provisional

<sup>a</sup> We have published information on the data sources and methodology used to generate each of these headline measures:

<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

<sup>1</sup> Although daily data is being reported, direct comparisons of change should not be made between weekdays and weekends/bank holidays. For public transport, there are typically different levels of service/timetable in place on weekends and bank holidays than on weekdays; and for road traffic, there is a different profile on weekend days compared to weekdays.

<sup>2</sup> Percentage of the equivalent day in the first week of February 2020.

<sup>3</sup> Percentage of the equivalent week in 2019.

<sup>4</sup> National Rail data is subject to revisions up to a week after initial publication. The latest days data would be an underestimate of the final result as the raw ticket sales data matures. Since the publication on 16th September, we have applied an adjustment to the latest weeks data to attempt to account for this average upward revision which would occur as the data matures.

The period should still be treated as provisional, but revisions should be smaller than they have been to date.

<sup>5</sup> Percentage of the equivalent day in 2019.

<sup>6</sup> Percentage of the equivalent day of the third week of January 2020.

<sup>7</sup> Data on TfL Buses is not available from Sunday 19th April to 8th June due to the change in boarding policy:

<https://tfl.gov.uk/info-for/media/press-releases/2020/april/tfl-introduces-middle-door-only-boarding-across-the-london-bus-network>

Fare collection was re-enabled for 406 routes on 9 June. By 4 July this had expanded to all but 18 routes. This data may be subject to under-reporting due to non-compliance with fare collection.

<sup>8</sup> Data on Buses (excl. London) has been adjusted to compare against typical usage on bank holidays, whereas all other data sources have not.

<sup>9</sup> Data on Buses (excl. London) is not available on 8th May.

<sup>10</sup> Percentage of the equivalent day in the first week of March.

<sup>11</sup> Cycling data covers England only. The data source is now available at a lag of 3 days rather than 1 from 11/9/20 so the data will be 2 days behind the other indicators going forward.

<sup>12</sup> National Rail data for the period 31st August to 6th September is an underestimate of the real rate of rail usage in this period.

This is due to the fact that the rolling weekly average for the days in this period includes the Bank Holiday Monday on 31st August but the equivalent period from the previous year which it is being compared to did not include a Bank Holiday.

<i>Contact</i>	<i>Email</i>	<i>Telephone</i>	
Motor vehicles	<a href="mailto:roadtraff.stats@dft.gov.uk">roadtraff.stats@dft.gov.uk</a>	020 7944 3095	Last updated: 14 October 2020
National Rail	<a href="mailto:rail.stats@dft.gov.uk">rail.stats@dft.gov.uk</a>	020 7944 2419	Next update: 21 October 2020
Transport for London Tube and Bus	<a href="mailto:cm.analytics@dft.gov.uk">cm.analytics@dft.gov.uk</a>		
Buses (excl. London)	<a href="mailto:bus.statistics@dft.gov.uk">bus.statistics@dft.gov.uk</a>	020 7944 3077	
Cycling	<a href="mailto:subnational.stats@dft.gov.uk">subnational.stats@dft.gov.uk</a>	020 7944 3077	
Any other queries	<a href="mailto:transport.statistics@dft.gov.uk">transport.statistics@dft.gov.uk</a>	020 7944 4847	
Media enquiries		020 7944 4292	

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Department  
for Transport

Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR  
Tel: 0300 330 3000

Web Site: [www.gov.uk/dft](http://www.gov.uk/dft)

Our Ref:  
Your Ref:

27 May 2020

To Local Transport Authority Officers

## Emergency Active Travel Funding Indicative Allocations

On behalf of the Department of Transport, I am pleased to give details of the indicative allocations for the first stage of the emergency active-travel fund [announced on 9 May](#). This new funding is designed to help you use pop-up and temporary interventions to create an environment that is safe for both walking and cycling in your area. Active travel allows people to get around whilst maintaining social distance and will have an essential role to play in helping us avoid overcrowding on public transport systems as the as we begin to open up parts of our economy. We have a window of opportunity to act now to embed walking and cycling as part of new long-term commuting habits and reap the associated health, air quality and congestion benefits.

Of the total £250 million fund, £225 million will be provided directly to local transport authorities and London boroughs, while £25 million will help support cycle repair schemes.

The £225 million allocated to local authorities will be released in two phases. The first tranche of £45 million will be released as soon as possible so that work can begin at pace on closing roads to through traffic, installing segregated cycle lanes and widening pavements.

Indicative amounts by authority for the first tranche are shown in Appendix A. The main purpose of the initial funding is to promote cycling as a replacement for journeys previously made by public transport. Funding is therefore weighted towards areas which until the crisis had high levels of public transport use, especially for short and local journeys which can now be cycled.

The amounts are only indicative. To receive any money under this or future tranches, you will need to show us that you have swift and meaningful plans to reallocate road space to cyclists and pedestrians, including on strategic corridors.

The quickest and cheapest way of achieving this will normally be point closures. These can be of certain main roads (with exceptions for buses, access and disabled people, and with other main roads kept free for through motor traffic); or of parallel side streets, if sufficiently direct to provide alternatives to the main road. Point closures can also be used to create low-traffic filtered neighbourhoods.

Pop-up segregated cycle lanes will also be funded, but are likely to be more difficult to implement quickly. As [the guidance](#) states, they must use full or light segregation. We will also fund the swift implementation, using temporary materials, of existing cycle plans that involve the meaningful reallocation of road space.

We expect all these measures to be delivered quickly using temporary materials, such as barriers and planters. Elaborate, costly materials will not be funded at this stage. Anything that does not meaningfully alter the status quo on the road will not be funded. As [the guidance](#) makes clear, 20mph zones can form part of a package of measures, but will not be sufficient on their own.

If work has not started within four weeks of receiving your allocation under this tranche of funding, or has not been completed within eight weeks of starting, the Department will reserve the right to claw the funding back by adjusting downwards a future grant payment to your authority. This will have a material impact on your ability to secure any funding in tranche 2.

To allow changes to be put in place more quickly, [a temporary process](#) for new emergency traffic orders was announced on 23 May halving the time needed for approval. The second tranche of £180m will be released later in the summer to enable authorities to install further, more permanent measures to cement cycling and walking habits. Where applicable, this will enable local authorities to implement schemes already planned in Local Cycling and Walking Infrastructure Plans (LCWIPs).

In order to access your authority's share for both phases, we will require the completion of an online proforma to allow us to assess your plans on how the money will be spent. The proforma is intended to be as simple and light-touch as possible and should not be onerous for you to complete. The proforma for tranche one should be completed as soon as possible and no later than Friday 5 June. It can be found online here: <https://www.smartsurvey.co.uk/s/ActiveTravelFund/>. We will write to you again shortly with instructions on how to access the second tranche of funding, together with a new proforma.

The indicative funding allocations can be found at Annex A. We will make the payments via a grant under section 31 of the Local Government Act 2003 together with a formal grant determination letter as soon as possible after you have submitted the proforma. In the event that any authority does not wish to receive a share of the funding, or does not submit proposals which meet the Department's expectations, we will reserve the right to increase or decrease indicative allocations. If you have any questions on any aspect of this funding, please email: [activetravel.pmo@dft.gov.uk](mailto:activetravel.pmo@dft.gov.uk)

Yours faithfully,



Rupert Furness  
Deputy Director, Active and Accessible Travel

Annex A – Indicative allocations of funds for phase 1 to combined and local authorities  
Annex B – Terms and conditions



## Annex A: Indicative allocations – phase 1

Formula is based on census data: all residents aged 16 and over in employment who use public transport<sup>1</sup> as their usual method of travel to work

	<b>Phase 1</b>
<b>Name</b>	
<b>England outside of London</b>	<b>40,000,000</b>
<b>London</b>	<b>5,000,000</b>
<b>Regions</b>	
East Midlands	2,964,000
East of England	6,075,000
North East	2,693,000
North West	6,709,000
South East	9,085,000
South West	2,853,000
West Midlands	4,713,000
Yorkshire and The Humber	4,910,000
<b>Combined Authorities</b>	
Cambridgeshire and Peterborough CA	575,000
Greater Manchester CA	3,174,000
Liverpool City Region CA	1,974,000
North East CA	2,262,000
Sheffield City Region CA	1,437,000
Tees Valley CA	431,000
West Midlands ITA	3,447,000
West of England CA	741,000
West Yorkshire CA	2,513,000
<b>Local Authorities</b>	
Barnsley	..
Bath and North East Somerset UA	..
Bedford UA	121,000
Birmingham	..
Blackburn with Darwen UA	77,000
Blackpool UA	104,000
Bolton	..
Bournemouth, Christchurch and Poole UA	280,000
Bracknell Forest UA	76,000
Bradford	..
Brighton and Hove UA	594,000
Bristol, City of UA	..
Buckinghamshire	460,000
Bury	..
Calderdale	..

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Appendix B

Cambridgeshire	..
Central Bedfordshire UA	200,000
Cheshire East UA	155,000
Cheshire West and Chester UA	161,000
Cornwall UA <sup>2</sup>	152,000
County Durham UA	..
Coventry	..
Cumbria	233,000
Darlington UA	..
Derby UA	204,000
Derbyshire	443,000
Devon	338,000
Doncaster	..
Dorset	115,000
Dudley	..
East Riding of Yorkshire UA	123,000
East Sussex	479,000
Essex	1,937,000
Gateshead	..
Gloucestershire	288,000
Halton UA	..
Hampshire	863,000
Hartlepool UA	..
Herefordshire, County of UA	40,000
Hertfordshire	1,698,000
Isle of Wight UA	62,000
Kent	1,605,000
Kingston upon Hull, City of UA	272,000
Kirklees	..
Knowsley	..
Lancashire	700,000
Leeds	..
Leicester UA	363,000
Leicestershire	300,000
Lincolnshire	211,000
Liverpool	..
Luton UA	216,000
Manchester	..
Medway UA	309,000
Middlesbrough UA	..
Milton Keynes UA	228,000
Newcastle upon Tyne	..
Norfolk	394,000
North East Lincolnshire UA	84,000
North Lincolnshire UA	41,000

North Somerset UA	95,000
North Tyneside	..
North Yorkshire	266,000
Northamptonshire	351,000
Northumberland UA	..
Nottingham UA	510,000
Nottinghamshire	573,000
Oldham	..
Oxfordshire	597,000
Peterborough UA	..
Plymouth UA	249,000
Portsmouth UA	192,000
Reading UA	295,000
Redcar and Cleveland UA	..
Rochdale	..
Rotherham	..
Rutland UA	10,000
Salford	..
Sandwell	..
Sefton	..
Sheffield	..
Shropshire UA	86,000
Slough UA	184,000
Solihull	..
Somerset	120,000
South Gloucestershire UA	..
South Tyneside	..
Southampton UA	245,000
Southend-on-Sea UA	309,000
St. Helens	..
Staffordshire	366,000
Stockport	..
Stockton-on-Tees UA	..
Stoke-on-Trent UA	168,000
Suffolk	337,000
Sunderland	..
Surrey	1,696,000
Swindon UA	192,000
Tameside	..
Telford and Wrekin UA	76,000
Thurrock UA	288,000
Torbay UA	55,000
Trafford	..
Wakefield	..
Walsall	..

Agenda Item 6b  
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Warrington UA	130,000
Warwickshire	258,000
West Berkshire UA	124,000
West Sussex	784,000
Wigan	..
Wiltshire UA	227,000
Windsor and Maidenhead UA	140,000
Wirral	..
Wokingham UA	152,000
Wolverhampton	..
Worcestershire	271,000
York UA	173,000

1 Public transport train, underground, metro, light rail, tram, bus, minibus or coach

2 Includes Isle of Scilly

## **Annex B: Terms and conditions**

We expect each local authority to use this funding as proposed in their completed pro forma.

This funding will be paid via a grant under Section 31 of the Local Government Act 2003. Available online here: <http://www.legislation.gov.uk/ukpga/2003/26/section/31>

For any grant, Government is required to monitor the effectiveness of any public investment. We therefore expect you to have robust monitoring and evaluation plans in place. Funding for the second tranche of money will be conditional on demonstrating that bids represent value for money and evidence of suitable evaluation plans.

This grant may be subject to State Aid regulations. It is the responsibility of local authorities to satisfy themselves that they are State Aid compliant when using the Emergency Active-Travel Fund. Local authorities should ensure that their project teams are versed on State Aid law, as they are better placed to provide support on the operational matters within the authority. Guidance on State Aid is available from: <https://www.gov.uk/state-aid>.

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**Officer Technical Report - 6 Week Report on EATF Pop Up Cycle Scheme in Shoreham**

Scheme Location: Upper Shoreham Road from the A283 to Holmbush Roundabout (2.7km)

Scheme Scope: Light segregation using traffic delineator posts will be provided on Upper Shoreham Road. The minimum width of the cycle lane will be 1.5m, although may be wider where road space allows.

Build Start Date: W/C 7<sup>th</sup> September 2020

Completion Date: 25<sup>th</sup> September 2020

Indicative Cost: Exact cost to be confirmed



## **Executive Summary**

### **Introduction**

In May the government announced £2 billion of new funding for walking and cycling over the next 5 years, with £225 million specifically allocated to the Emergency Active Travel Fund (EATF).

In addition, changes were made to the Traffic Management Act (2004) aimed at supporting the response to Covid-19 and building a green recovery. July saw the publication of ‘Gear Change: a bold vision for walking and cycling’, which describes the government’s vision to make England a great walking and cycling nation. The plan sets out the actions required at all levels of government to make this a reality, grouped under four themes: better streets for cycling and people, cycling and walking at the heart of decision-making, empowering and encouraging local authorities, enabling people to cycle and protecting them when they do.

- The EATF Shoreham Pop-Up Cycle Lane scheme is located along the Upper Shoreham Road from the A283 to Holmbush Roundabout (2.7km)

### **Initial Findings**

- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes have significantly increased with minimal changes to the total number of vehicle movements through the same areas.
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme

### **Site 93 – Upper Shoreham Road**

<b>Number of Cycle Movements</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>	<b>Weekly Total</b>
wc 31Aug20 BASELINE	123	104	197	57	91	82	114	768
wc 7Sept20	95	119	124	155	120	125	142	880
wc 14Sept20	165	128	139	140	120	98	141	931
wc 21Sept20	133	159	71	80	157	243	159	1002
wc 28Sept20	333	407	227	360	105	192	110	1734
wc 5Oct20	288	255	398	192	309	270	319	2031
wc 12Oct20	247	238	283	305	299	303	335	2010
wc 19Oct20	365	276	170	351	254	162	117	1695
wc 26Oct20	261	123	141	147	182	154	138	1146



Cycles % change from baseline (31st August)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 31Aug20 BASELINE	0	0	0	0	0	0	0	0
wc 7Sept20	↓ -22.8	↑ 14.4	↓ -37.1	↑ 171.9	↑ 31.9	↑ 52.4	↑ 24.6	↑ 14.6
wc 14Sept20	↑ 34.1	↑ 23.1	↓ -29.4	↑ 145.6	↑ 31.9	↑ 19.5	↑ 23.7	↑ 21.2
wc 21Sept20	→ 8.1	↑ 52.9	↓ -64.0	↑ 40.4	↑ 72.5	↑ 196.3	↑ 39.5	↑ 30.5
wc 28Sept20	↑ 170.7	↑ 291.3	↑ 15.2	↑ 531.6	↑ 15.4	↑ 134.1	↓ -3.5	↑ 125.8
wc 5Oct20	↑ 134.1	↑ 145.2	↑ 102.0	↑ 236.8	↑ 239.6	↑ 229.3	↑ 179.8	↑ 164.5
wc 12Oct20	↑ 100.8	↑ 128.8	↑ 43.7	↑ 435.1	↑ 228.6	↑ 269.5	↑ 193.9	↑ 161.7
wc 19Oct20	↑ 196.7	↑ 165.4	↓ -13.7	↑ 515.8	↑ 179.1	↑ 97.6	→ 2.6	↑ 120.7
wc 26Oct20	↑ 112.2	↑ 18.3	↓ -28.4	↑ 157.9	↑ 100.0	↑ 87.8	↑ 21.1	↑ 49.2

## Challenges

- There have been 164 comments from 74 individuals via email concerning the pop-up cycle scheme in Shoreham. The topics have been detailed within the report but are primarily concerning the safety of road users.

### 1.1 - Stakeholder Consultation Process

Due to the limited time available as set out in the grant conditions, it was not possible to undertake wider public consultation. The Traffic Management Act 2004 has been specifically amended to enable swift implementation of these emergency works. Consequently, consultation was limited to key stakeholders including, West Sussex and District/Borough Council Members; emergency services; bus operators; Freight Services and key WSCC Officers. It was expected that Borough Officers would undertake the necessary internal consultation with their own Members.

WSCC Members were consulted as follows:

Location	Consultation	Keeping You Informed
Shoreham	28/07/2020	02/09/2020

### 1.2 - Feedback from Adur & Worthing Walking & Cycling Action Group

The pop-up cycle routes align with their strategic policy objectives and the Shoreham cycle route is identified as a primary route in the Adur & Worthing LCWIP (Local Cycling and Walking Infrastructure Plan).

Regarding the Shoreham scheme, the Group strongly support the scheme but feel that some aspects should be addressed to improve the number of cycle movements on the scheme including: parked cars within the scheme boundaries, narrow lane widths in some areas, some unclear markings and signage and improving the entry points to the scheme.

The scheme has been seen to be successful in encourage greater levels of cycling across a variety of users/age groups/abilities without impacting traffic flow. The scheme is especially

beneficial to parents and children for school access in addition to students at local secondary schools.

Suggested improvements to the scheme include widening to 2m lane widths along the entire cycle route, enforcement of parking restrictions, improving signage for motorists when there are left turns or parking areas and repairs to damaged road surfaces within the cycle lane boundaries.

### **1.3 - F&RS, SECAMB and Police Consultation**

We remain in regular contact with all three emergency services and are closely monitoring the impact on blue light services. Although concerns have often been raised by the public regarding emergency vehicles being unable to navigate the scheme at busy periods, this does not reflect the regular feedback from the Emergency Services

Emergency Services sit on the weekly 'Safe Space' working group. Some concerns have been raised that response times may be hindered due to the implementation of the pop-up cycle schemes and we are continuing to closely work alongside the emergency services to monitor this.

Safe space working group meetings are held every Thursday, with representatives from the ambulance service confirming that there have been no specific concerns over the Shoreham scheme in previous 7 days.

### **2.1 - Casualty Data**

Casualty data was reviewed before design and implementation of the route to compare with data for the duration of the route whilst live. Data for the first 6 weeks of route is not currently available but will be presented in future reports under this section. It is understood there have been no reported accidents.

### **2.2 - Safety auditing & Inspections**

Road Safety Reviews were undertaken on the 1<sup>st</sup> of October by an independent qualified Road Safety Auditor. The review team also included a representative from Sussex Police and the WSCC Cycling Development Officer.

No significant issues or concerns were identified, and some minor design adjustments have been actioned

### **3.1 - Air Quality**

#### **Air Quality Monitoring Review**

The air quality diffusion tube used for the Holmbush Roundabout measurements is located close to the A270 roundabout and as a result, NO<sub>2</sub> levels are likely to be higher than the nearby Upper Shoreham Road. It should be noted that the hourly mean for September of 25.62µgm<sup>-3</sup> is significantly below the UK limit of 200µgm<sup>-3</sup>. Peaks in NO<sub>2</sub> levels at a site can be

due to weather conditions, in particular wind. Other diffusion tubes across Shoreham show a similar trend in NO<sub>2</sub> levels across the year.

The scheme was only fully completed at the end of September, so the monthly mean would largely reflect the period before the scheme was opened. However, the pop-up cycle scheme in Shoreham has not materially affected traffic volumes and flows, so an increase in pollution is not expected. As a result of the scheme, some parking on the roads impacted has been removed, and there is some evidence to suggest more parents and pupils are walking and/or cycling to school, which should positively impact local air quality.

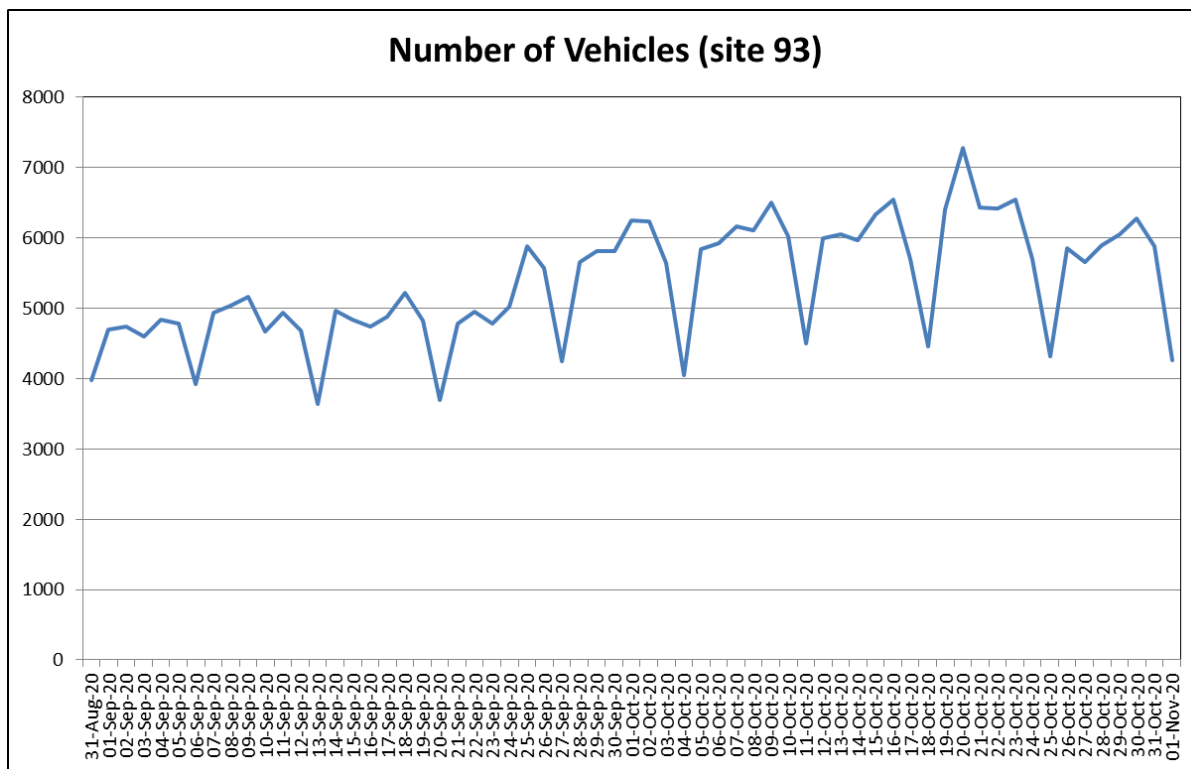
ADUR DISTRICT COUNCIL NITROGEN DIOXIDE CONCENTRATIONS 2020 (µg/m <sup>3</sup> )										
SITE		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
		09/01- 05/02	05/02- 03/03	03/03- 01/04	01/04- 05/05	05/05- 03/06	03/06- 30/06	30/06- 28/07	28/07- 01/09	01/09- 29/09
		33.77								
HOLMBUSH ROUNDAABOUT	SHOREHAM	27.84	22.42	21.85	19.97	19.87	18.46	14.82	21.41	25.62

### 3.2 – Traffic counts

#### Traffic Flow Counts

##### Site 93 – Upper Shoreham Road

Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. The number of vehicles passing through Site 93, along Upper Shoreham Road has increased from approximately 5000 vehicles per weekday in September to 6000 vehicles by the end of October. The graph below details the change in vehicles using this road, with no decline in road vehicle numbers since the scheme was introduced.



*NOTE: Only eastbound vehicles have been included in the above chart. Unfortunately, westbound loops have not been recording vehicles.*

### 3.3 – Cyclist counts

#### Cycle Counts

As with vehicle counting, it was paramount to capture the number of cyclists using the pop-up cycle lanes across the sites in Shoreham.

#### Site 93 – Upper Shoreham Road

The tables below show the number of cyclists using the Upper Shoreham Road cycle lane and the percentage change in number of cyclists using the cycle lane. The numbers of cyclists per week utilising this part of the scheme has increased from 800 cycle movements per week to a peak of 2000 cycle movements during the weeks of 5<sup>th</sup> of October and 12<sup>th</sup> of October.

Number of Cycle Movements	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 31Aug20 BASELINE	123	104	197	57	91	82	114	768
wc 7Sept20	95	119	124	155	120	125	142	880
wc 14Sept20	165	128	139	140	120	98	141	931
wc 21Sept20	133	159	71	80	157	243	159	1002
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wc 12Oct20	247	238	283	305	299	303	335	2010
wc 19Oct20	365	276	170	351	254	162	117	1695
wc 26Oct20	261	123	141	147	182	154	138	1146

Cycles % change from baseline (31st August)	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly Total
wc 31Aug20 BASELINE	0	0	0	0	0	0	0	0
wc 7Sept20	↓ -22.8	↑ 14.4	↓ -37.1	↑ 171.9	↑ 31.9	↑ 52.4	↑ 24.6	↑ 14.6
wc 14Sept20	↑ 34.1	↑ 23.1	↓ -29.4	↑ 145.6	↑ 31.9	↑ 19.5	↑ 23.7	↑ 21.2
wc 21Sept20	→ 8.1	↑ 52.9	↓ -64.0	↑ 40.4	↑ 72.5	↑ 196.3	↑ 39.5	↑ 30.5
wc 28Sept20	↑ 170.7	↑ 291.3	↑ 15.2	↑ 531.6	↑ 15.4	↑ 134.1	↓ -3.5	↑ 125.8
wc 5Oct20	↑ 134.1	↑ 145.2	↑ 102.0	↑ 236.8	↑ 239.6	↑ 229.3	↑ 179.8	↑ 164.5
wc 12Oct20	↑ 100.8	↑ 128.8	↑ 43.7	↑ 435.1	↑ 228.6	↑ 269.5	↑ 193.9	↑ 161.7
wc 19Oct20	↑ 196.7	↑ 165.4	↓ -13.7	↑ 515.8	↑ 179.1	↑ 97.6	→ 2.6	↑ 120.7
wc 26Oct20	↑ 112.2	↑ 18.3	↓ -28.4	↑ 157.9	↑ 100.0	↑ 87.8	↑ 21.1	↑ 49.2

### 3.4 – Drive Through Times & Speed Data

#### Drive Through Data (Recorded between 6 and 9 October 2020)

WSCC Officers conducted several dash-cam recorded and timed drive throughs of the Shoreham scheme, in response to public concerns about traffic congestion and travel times:

- The routes were driven at 30 mph at peak times (8-9am & 5-6pm) on multiple days.
- Morning Average Route times were under 4 minute 30 seconds in either direction. (Timed over 20 runs)
- Evening Average Route times were under 4 minutes in either direction. (Timed over 28 runs)
- The longest recorded journey was 6 minutes 34 seconds.
- The fastest recorded journey was 3 minutes 25 seconds
- Total Cyclists within the scheme boundaries over the runs was 433, of these:
  - AM - 148 used Pop Up Lane, 46 Cyclists within scheme boundary but on pavement and 66 were outside the cycle lane but within the scheme boundaries.
  - PM – 110 used Pop Up Lane, 27 Cyclists within scheme boundary but on pavement and 36 were outside the cycle lane but within the scheme boundaries.

Journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Westbound</b>	2	3	29	34.4
<b>08:00 - 09:00 Eastbound</b>	2	3	28	34.6
<b>17:00 - 18:00 Westbound</b>	2	3	28	34.6
<b>17:00 - 18:00 Eastbound</b>	2	3	25	35.1
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Westbound</b>	2	4	13	28.4
<b>08:00 - 09:00 Eastbound</b>	2	4	07	29.1
<b>17:00 - 18:00 Westbound</b>	2	3	46	31.8
<b>17:00 - 18:00 Eastbound</b>	2	3	42	32.4
<b>Slowest</b>				
<b>Slowest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Westbound</b>	2	6	34	18.2
<b>08:00 - 09:00 Eastbound</b>	2	5	44	20.9
<b>17:00 - 18:00 Westbound</b>	2	4	27	26.9
<b>17:00 - 18:00 Eastbound</b>	2	4	01	29.8

**Speed Data**

The data captured from vehicle lanes has showed that the mean speed (across a 24-hour period) along Upper Shoreham Road varied throughout September but in October has remained constant at approximately 28 mph.

**Site 93 – Upper Shoreham Road**

<b>Eastbound - Mean Vehicle Speed (mph)</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>	<b>Sun</b>	<b>Weekly Mean</b>
wc 31Aug20 BASELINE	25	25	25	25	25	24	25	25
wc 7Sept20	24	25	24	24	23	21	22	23
wc 14Sept20	21	21	21	21	21	22	22	21
wc 21Sept20	22	22	22	23	29	29	29	25
wc 28Sept20	28	28	28	28	27	28	28	28
wc 5Oct20	28	28	28	27	27	28	28	28
wc 12Oct20	28	28	27	28	28	28	28	28
wc 19Oct20	29	28	28	28	27	28	27	28
wc 26Oct20	28	28	28	28	28	28	28	28

*NOTE: Only eastbound vehicles have been included in the above chart. Unfortunately, westbound loops have not been recording vehicles.*

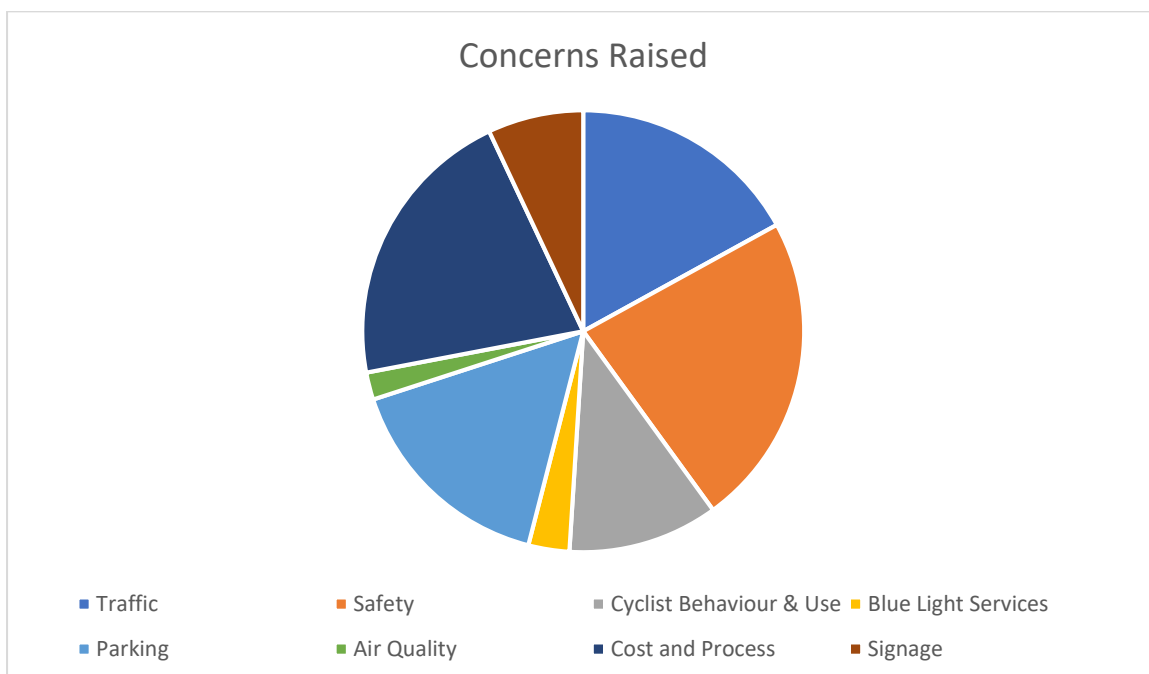
#### 4.1 – Maintenance

There have been no reports of damage to the ‘pop up’ infrastructure. Any maintenance costs associated with any repairs required would be funded by the EATF DfT funding bid.

#### 5.1 - Feedback and Public Comment Database:

All direct scheme relevant communications received are being noted, with a standardised response being sent to customers where appropriate. The Shoreham pop-up cycle scheme attracted a total of 164 concerns from 74 individuals via email. Of the 74 individuals 14 were in support of the scheme and 9 individuals were engaged in ongoing dialogue.

#### Categories of comments received:



Primarily, safety of road users was the most frequently reported concern, with process and cost being a secondary concern for residents and respondents. Traffic and Parking were also a key concern for many respondents.

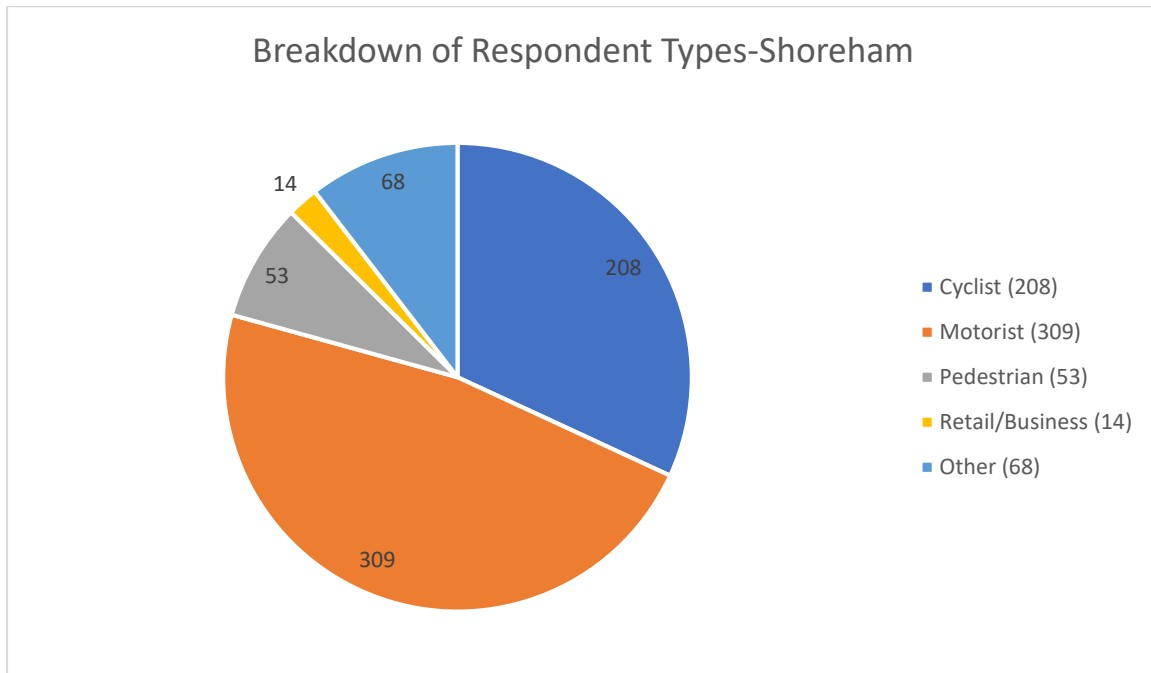
#### Overall comments review:

Most comments were opposed the scheme due to loss of parking and lack of consultation. However, the positive comments have been the highest for any scheme implemented. Access and turning as well as vehicles parking in the cycle lane were mentioned by many. Several observations cited the implementation of the pop-up cycle lanes caused delays and congestion. Based on WSCC Officer observations from the drive-through data, average journey times and speeds through the scheme during busy times still appears to be within a range that might be expected.

**Online Survey Data:**

Since the online survey has been live (21/9/20), **732** completed surveys have been received. The survey data was extracted on 29<sup>th</sup> October 2020 for the purpose of this report.

**Primarily breakdown of respondents as follows:**



\*Higher ratio of cyclists to motorists’ respondents compared to other EATF surveys.

**The survey asked, ‘How often are you likely to be using this new temporary cycle lane infrastructure in future?’**

There were 209 responses to this part of the question.

Option	Total	Percent
Daily	57	7.79%
Weekly	80	10.93%
Monthly	18	2.46%
Less often	21	2.87%
Never	33	4.51%
Not Answered	523	71.45%



The survey asked, ‘Would you support or oppose the Upper Shoreham Road, Shoreham (2.7km) temporary (or pop-up cycle lane) being made permanent in its current format?’

There were 732 responses to this part of the question.

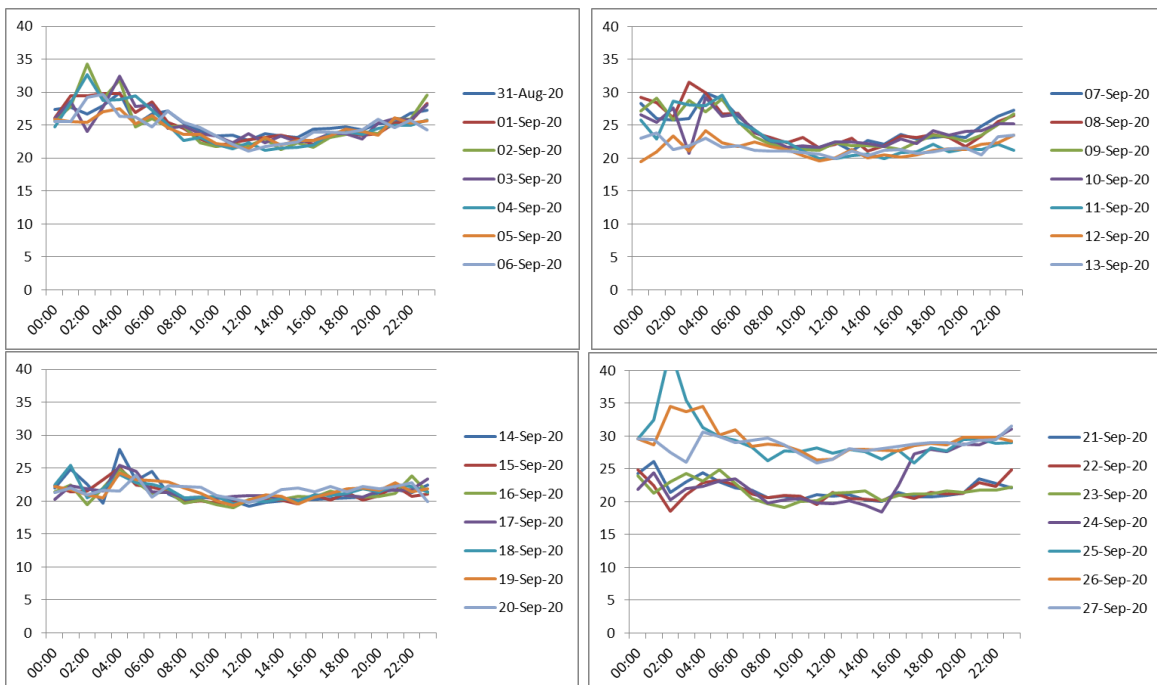
Option	Total	Percent
Strongly oppose	375	51.23%
Oppose	62	8.47%
Neither support nor oppose	12	1.64%
Support	74	10.11%
Strongly support	209	28.55%
Not Answered	0	0.00%

The survey also gave the respondents an opportunity for written feedback on the scheme. As of 29<sup>th</sup> October, there were 422 written comments. A random sample of 111 comments were selected and the general feedback showed respondents were concerned with the impact on road safety/highway, parking in the cycle lane, impact on reduction of residential parking and traffic delays. Unlike other EATF surveys, a higher number of positive comments were recorded. This survey had the least number of respondents.

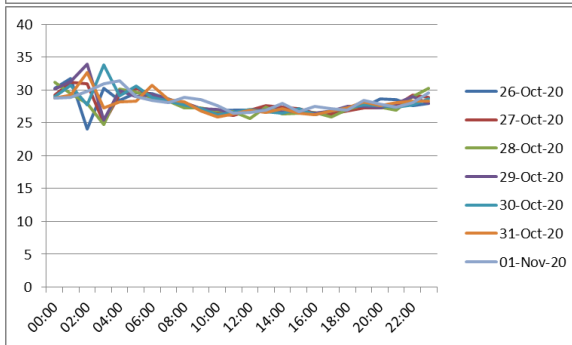
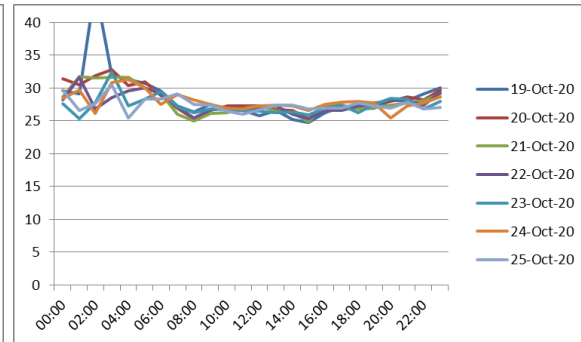
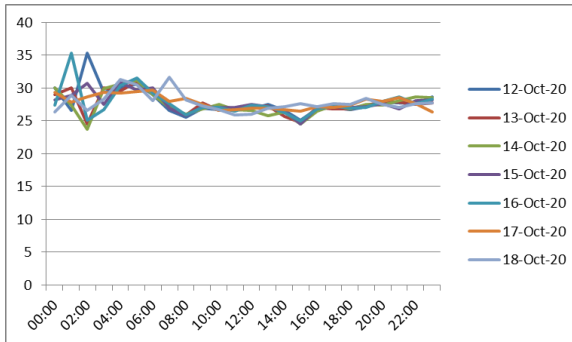
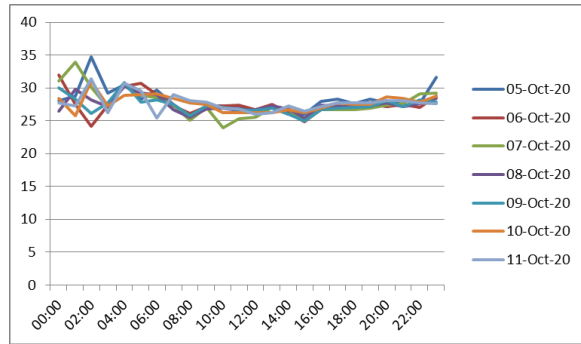
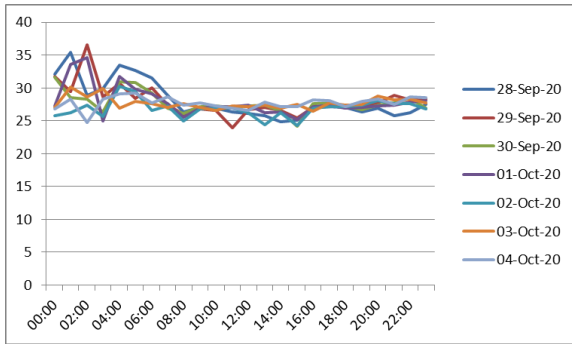
**Appendix**

**Vehicle Speeds**

**Site 93 – Upper Shoreham Road – Eastbound**



Agenda Item 6b  
Appendix C



**Maintenance Costs**

Shoreham Pop up Cycle Scheme EATF - Repairs & Maintenance		
Unit Rate / Day Rate	No. of Wands Repaired	Total Cost
<b>Unit Rate - £35 Day Rate - £735</b>	<b>0</b>	<b>£0</b>

**Traffic data monitoring sites**



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Ref:

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## Report to Environment and Communities Scrutiny Committee

18<sup>th</sup> November 2020

### Update on Walking and Cycling in West Sussex

Report by Director of Highways, Transport and Planning

Electoral division(s): All

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#### Summary

During the summer 2020 the government announced two opportunities to bid into the emergency active travel fund (EATF) for funding to provide temporary schemes (Tranche 1) and permanent schemes (Tranche 2) that facilitate active travel. In addition, the Government also announced Gear Change: A bold vision for cycling and walking together with a new national design guidance note for walking or cycling known as LTN 1/20.

The County Council put forward bids for funding under Tranche 1 and 2 of the EATF. The Tranche 1 bid was successful while the outcome for Tranche 2 remains unknown. Seven Tranche 1 schemes were implemented around the County over a period of 8 weeks between July and September 2020. The Cabinet Member for Highways and Infrastructure has since made a decision to remove these schemes.

An Executive Task and Finish Group (TFG) was established to help advise the Cabinet Member on the EATF schemes and also how best to incorporate LTN 1/20 into the West Sussex Walking and Cycling Strategy.

This report covers:

- Lessons learnt from Tranche 1
  - How those lessons can be applied to Tranche 2 schemes, and
  - The mechanism for reviewing Gear Change, LTN 1/20 and updating the West Sussex Walking and Cycling Strategy.
- 

## 1 Background and context

- 1.1 On 9 May 2020 the Secretary of State (SoS) for Transport announced a £2bn package to create new opportunities for cycling and walking. His aim was that alternative ways to travel, such as walking and cycling, could relieve the pressure on public transport which was standing at about 10% of pre Covid19 capacity in West Sussex. At that time the SoS made the £250 million (tranche 1) Emergency Active Travel Fund (EATF) - the first stage of a £2 billion investment, as part of the [£5 billion in new funding announced for cycling and buses in February](#).

## Agenda Item 7

- 1.2 The stated objectives of the SoS for the EATF are 'to help local authorities implement measures to create an environment that is safer for both walking and cycling (both, not one or the other). This will allow cycling in particular to replace journeys previously made by public transport and will have an essential role to play in the short term in helping avoid overcrowding on public transport systems. Longer term, it will also help deliver significant health, environmental and congestion benefits.'
- 1.3 During summer 2020, the Department for Transport wrote to all local transport authorities inviting them to bid for two separate tranches of funding. Tranche 1 focused largely on creating temporary or pop-up cycle and walking schemes while Tranche 2 was focused on creating permanent schemes. For both bids the government gave very little time in which to submit a bid. For Tranche 1 this amounted to 8 working days after the letter was received whereas 20 working days were allowed for Tranche 2.
- 1.4 The Cabinet Member for Highways and Infrastructure instigated an Executive Task and Finish Group (TFG) to help him consider the Council's response to the EATF and also to advise on a forthcoming review of the Walking and Cycling Strategy. The TFG met first on 24<sup>th</sup> July and on 3 subsequent occasions.
- 1.5 In developing the schemes that made up the Tranche 1 and 2 bids, County Council officers worked closely with district and borough council officers. Work that had already been undertaken in districts and boroughs on local cycling and walking infrastructure plans was used to inform the most appropriate routes to be included. Outline work was undertaken to determine the likely cost of these schemes. All the scheme proposals were subject to a technical assessment and prioritisation. Prioritisation was based upon the schemes fulfilling the criteria set out in the DfT letters, buildability within the very tight time scales, support from the district and borough councils and the results from the cycling infrastructure prioritisation toolkit (CyIPT) – as recommended by the Department for Transport.
- 1.6 The Tranche 1 bid was successful, and the following schemes implemented during August and September 2020:
  - Chichester – A286 St Richard's Hospital to rail station
  - Upper Shoreham Road, Shoreham
  - A281/B2237 Horsham Ring Road
  - A22 East Grinstead
  - Three Bridges to Manor Royal, Crawley (1) and Pound Hill to Crawley town centre (2)
  - A24 Worthing
  - A259 Chichester to Bognor Regis (permanent improvements)
- 1.7 Tranche 2 was submitted on 7<sup>th</sup> August and the SoS is yet to announce the outcome. The schemes / programmes included in tranche 2 are:
  - Tranche 1 scheme enhancement / make permanent where appropriate

- A programme of Active Travel infrastructure improvements
- A programme of school gate infrastructure improvements and investment in Bikeability Training.
- A programme of protecting and enhancing existing cycle lanes
- The A24 shared cycle / footway enhancement at Findon Valley to Findon Village
- The A259 shared cycle / footway enhancement at Rustington

1.8 The Cabinet Member for Highways and Infrastructure published a decision on 3<sup>rd</sup> November to remove the temporary Tranche 1 schemes.

## **2 Tranche 1 Lessons Learnt**

2.1 The attached combined Tranche 1 scheme monitoring report (APPENDIX A) concludes the following key issues:

- There are no noted increases in air pollution in monitored areas.
- Despite many concerns about congestion, and there were certainly occasions when congestion did occur, generally the schemes performed adequately in respect of journey times and vehicle speeds. It should be noted that congestion occurred on occasions prior to C19 and installing the cycle schemes.
- Whilst initial cycling figures were initially reasonable, numbers fell potentially due to weather and seasonal changes.
- Whilst temporary cycle facilities work well on road links, for the most part it is not possible to install successful temporary facilities at roundabouts or signals. Those works that were installed tended to delay traffic and not serve cyclists well.
- Emergency service vehicle access was often cited as a cause of concern. The emergency services themselves did not report serious issues however did express concerns about the potential for delay during periods of heavy traffic particularly as a result of the roundabouts in the Worthing scheme.
- Obstructive and unsafe parking in the 'pop-up' cycle lanes.
- Residents' concerns about delivery and access to their property.
- There were initial issues with the installation of the cycle counter loops which required further calibration to ensure they were operating properly.
- Current street cleansing and sweeping vehicles had trouble accessing the cycle paths. The County Council worked with colleagues at the district and borough authorities to seek pragmatic solutions.
- Some issues were identified by waste collection services in terms of accessibility.
- Some interference with highway signage was noted that required repeat site visits to rectify.
- The schemes required regular inspection to ensure site safety and consequently, it was necessary to carry out bespoke design modifications and replace damaged infrastructure;
- Multiple complaints, queries and comments were received from motorists and residents that absorbed a significant amount of officer time to manage relating

to perceived blue light vehicle accessibility; air pollution; residential deliveries; reduced access to retail areas; congestion and delays.

- Letters etc of support were also received albeit small in number.
- It was necessary to respond to, and manage, social media communications.

2.2 The TFG together with officers have completed a lessons learnt exercise to understand how best to address Tranche 2 and further walking and cycling development in the future. The lessons learnt can be grouped into 7 broad categories which are as follows:

- **WSSC vision and objectives** – the EATF schemes were not set against a local context of need in the minds of the majority of road users. The case was not made that these schemes were necessary and therefore were not understandable or acceptable for many road users. If schemes are to succeed, we need to develop clearly articulated objectives and priorities so that we can engage locally in developing consensus.
- **Timescales and expectations** – the Government announcements led to considerable interest from residents which the County was compelled to respond to. In addition, the government made it clear that our response to Tranche 1 would inform our success or otherwise for subsequent tranches. These issues combined with the requirements of Government timescales and criteria meant that we had to reduce our normal working practices in respect of scheme identification, design, consultation and engagement. The schemes therefore appeared on the road without consultation. The implementation also caused congestion which led to a lack of acceptance from the start. This compounded the issue mentioned in the first bullet point.
- **Project team and impact on other programmes** – responding to the EATF meant re-prioritising the work of Local Transport Improvements Team together with colleagues from an extended team from Highways Planned Services and Communications supported by our consultants WSP. Whilst the delivery of the 2020/21 highways capital improvements are unaffected by this, some schemes and policy development for future years has been impacted. In practice this means that there will be approximately 5 fewer Local Transport Infrastructure Programme (LTIP) schemes ready for implementation from the LTIP during 2021/22. Typically, the LTIP programme might comprise approx. 15 schemes each year. In addition, reviews of the Road Safety Framework and the Local Cycling and Walking Infrastructure Plans have not made progress. Having 7 schemes in Tranche 1 was perhaps ambitious. Future tranches of EATF are expected and it is therefore necessary to determine how the resource requirements for both programmes of work may be met.
- **Scheme selection** – as discussed above, schemes were derived from existing plans. However, there is a need to ensure that clear evidence of need/demand for each proposed scheme is established and schemes should only be advanced where there is a demonstrable evidence base and supporting rationale. A key issue is how we reach people living locally to see whether a potential route we think suitable may be well used.
- **Monitoring and evaluation** – given the timescales involved there was no opportunity to develop a data baseline. Targets were not set in terms of usage or impact on the road network or public transport. This was not viable in the short time available for planning, approval and implementation. Nor would it have been reasonable to devise success criteria or impact factors after the design and implementation phase as those would have not been built into the



design. For future schemes we must ensure we have a scheme monitoring and evaluation plan and agreed measures of success that are applicable over an agreed and suitable timescale, noting that modal shift occurs gradually and is conditional on a meaningful and joined-up network.

- **Consultation and engagement** – the need to engage early and meaningfully with all stakeholders so that schemes meet the needs of all road users is central to Gear Change and LTN 1/20. The timescales and resources available meant that we could not engage or consult as we would have wished. Schemes that seek to reallocate road space are controversial in nature and therefore should only be progressed where there has been clear consultation with all key stakeholders. It is also key to ensure that cycle facilities are fit for purpose and here our engagement with the cycle fora is key.
- **Communications plan** – as with consultation and engagement, there was no opportunity to create and implement a communications plan. The most successful schemes around the country were part of an existing, well communicated plan to improve cycling and walking facilities rather than just appearing on street without context. These were parts of the country where cycling plans were well advanced. West Sussex position in tranche 3 of the LCWIP programme means that various LCWIPs, apart from Adur & Worthing, are still in draft form. Future schemes need a clearly funded, resourced and agreed communications plan.
- **Share learning with other authorities** – many authorities have taken part in the EATF and experienced similar difficulties.

### 3 Applying Lessons Learnt to Tranche 2

3.1 The Tranche 2 bid contained programmes of work which remain to be specified. If the County is successful in its bid to government, the following lessons will be applied:

- Whilst the use of trial / temporary schemes can help inform design decisions this should not generally be the case at junctions, without more time to establish successful designs.
- Schemes will only be progressed where there is a clear need, and local support has been established.
- The County will not reduce its normal operating procedures for scheme development, and schemes will only be implemented following full consultation and engagement. This may mean that schemes are not progressed, and successful bids not accepted if the government criteria hold the County to specific timetables.
- Each scheme will have a clear communications plan that is funded and resourced and is agreed with local members and key stakeholders. This may mean that we need to engage external consultants.
- Each scheme will have clear monitoring and evaluation criteria set out in advance which will be agreed with local members and key stakeholders.
- Should the Tranche 2 bid be successful we will need to determine appropriate resources and timescales for implementation.

### 4 Gear Change and LTN 1/20 and the review of the Walking and Cycling Strategy.

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- 4.1 Gear Change: A bold Vision for Walking and Cycling and LTN 1/20 set out a significant change in the way in which local authorities should approach active travel. Gear Change makes the case for a significant move towards making walking and cycling the mode of choice for shorter journeys. In doing so it highlights the positive impacts this can have on the environment and air quality, safer streets, wellbeing, health, congestion, local businesses and the economy.
- 4.2 The Government also announced the formation of Active Travel England who will be akin to an Ofsted for highway authorities in respect of its approach to cycling and walking. Active Travel England will also administer the remainder of the £2 billion investment announced by the SoS.
- 4.3 LTN 1/20 is the cycling and walking design guide which must be considered when designing such schemes. For the first time this document places segregated cycling and walking facilities as the de facto expectation for the majority of schemes. Whilst it does allow for lower standards, this document in effect sets a high bar from which changes can be made in exceptional circumstances.
- 4.4 The TFG have considered how best to review the County's Walking and Cycling Strategy (WCS) in the light of Gear Change and LTN 1/20. Over the next 6 months the following actions are to be undertaken:
- Officers to review the WCS in relation to the expectations of Gear Change and LTN 1/20 and present findings to the TFG.
  - To work with district and borough colleagues to ensure their work on Local Cycling and Walking Infrastructure Plans is reflected in the review of the WCS.
  - To work via the Walking and Cycling steering group to ensure key stakeholders' views are reflected in the review of the WCS.
  - To ensure that the review of the WCS is consistent with ongoing work to update the Local Transport Plan (also assisted by an Executive Task and Finish Group).
  - Officers to prepare an update to the WCS for presentation to the TFG.
  - A draft revised WCS to be issued for consultation following agreement with the Cabinet Member. This will be an opportunity for all to have their say.
  - Any revisions updated accordingly and the revised WCS presented for approval and adoption.
- 4.5 Carrying out the following steps will ensure that the County has an up-to-date document with a prioritised and agreed list of schemes for promotion. This will enable us to do three key things:
- Create a revised and agreed plan that we can communicate (see first bullet of lessons learnt, para 2.2).
  - Begin advanced feasibility and engagement work for priority schemes.

- Take advantage of future bidding opportunities from Active Travel England.

Matt Davey

**Director Highways, Transport and Planning**

**Contact Officer:** Andy Ekinsmyth, Head of Transport and Network Management. [andy.ekinsmyth@westsussex.gov.uk](mailto:andy.ekinsmyth@westsussex.gov.uk)

**Appendix A:** EATF T1 Combined Report

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**Executive Summary – Overview of all Tranche One Schemes.**

Scheme Locations: A286 Chichester ring road. Albion Way – Horsham. A24 – Worthing. A22 London Road – East Grinstead. Three Bridges & Pound Hill – Crawley. A270 – Shoreham.

Scheme Scope: The pop-up cycle lanes were a Government-led initiative in response to Covid-19. The introduction of social distancing meant that public transport capacity was greatly reduced and car sharing with people from other households was strongly discouraged. WSCC were awarded £781k to deliver this work as part of the EATF Tranche 1 to deliver temporary cycle lanes within a very challenging DfT set timescale

Delivery Commenced: 27<sup>th</sup> July 2020

All Schemes Opened: 25<sup>th</sup> September 2020

Indicative Cost: Exact cost still to be confirmed.

**Introduction:**

In May the government announced £2 billion of new funding for walking and cycling over the next 5 years, with £225 million specifically allocated to the Emergency Active Travel Fund (EATF).

In all 7 trial popup cycle lanes were introduced around the county. Broad conclusions from the trials are as follows:

- There are no noted increases in air pollution in monitored areas.
- Despite many concerns about congestion, and there were certainly occasions when congestion did occur, generally the schemes performed adequately in respect of journey times and vehicle speeds. It should be noted that congestion occurred on occasions prior to C19 and installing the cycle schemes.
- Whilst initial cycling figures were initially reasonable, numbers fell potentially due to weather and seasonal changes.
- Whilst temporary cycle facilities work well on road links, for the most part it is not possible to install successful temporary facilities at roundabouts or signals. Those works that were installed tended to delay traffic and not serve cyclists well.
- Emergency service vehicle access was often cited as a cause of concern. The emergency services themselves did not report serious issues however did express concerns about the potential for delay during periods of heavy traffic particularly as a result of the roundabouts in the Worthing scheme.
- Obstructive and unsafe parking in the 'pop-up' cycle lanes.
- Residents' concerns about delivery and access to their property.
- There were initial issues with the installation of the cycle counter loops which required further calibration to ensure they were operating properly.
- Current street cleansing and sweeping vehicles had trouble accessing the cycle paths. The County Council worked with colleagues at the district and borough authorities to seek pragmatic solutions.
- Some issues were identified by waste collection services in terms of accessibility.

## Agenda Item 7 Appendix A

- Some interference with highway signage was noted that required repeat site visits to rectify.
- The schemes required regular inspection to ensure site safety and consequently, it was necessary to carry out bespoke design modifications and replace damaged infrastructure;
- Multiple complaints, queries and comments were received from motorists and residents that absorbed a significant amount of officer time to manage relating to perceived blue light vehicle accessibility; air pollution; residential deliveries; reduced access to retail areas; congestion and delays.
- Letters etc of support were also received albeit small in number.
- It was necessary to respond to, and manage, social media communications.

### **F&RS, SECAMB and Police Consultation:**

We remain in regular contact with all three emergency services and are closely monitoring the impact on blue light services.

The Emergency Services have been invited to sit on the weekly 'Safe Space' working group. Some concerns have been raised that response times may be hindered due to the implementation of the pop-up cycle schemes and we are continuing to closely work alongside the emergency services to monitor this. West Sussex County Council have confirmed that emergency services responding under blue light emergency may use the temporary cycle lanes in Chichester, Worthing and Horsham where they are wide enough to accommodate them.

Although concerns have often been raised by the public regard emergency vehicle being unable to navigate the scheme at busy periods this does not reflect the regular feedback from the Emergency Services, though they do highlight specific areas in Worthing that are more difficult to navigate.

Safe space working group meetings are held every Thursday, with representatives from the ambulance service confirming that there have been no specific concerns on any of scheme in previous 7 days

### **Casualty Data Review:**

Casualty data was reviewed before design and implementation of all the route to compare with data for the duration of the routes whilst live. Collision data currently not available for September and October. Once the data is received a study will be undertaken to compare the two periods albeit it should be noted that schemes typically require at least a year post implementation to provide meaningful results.

### **Safety Assessment & Inspections Review:**

Road Safety Reviews were undertaken by a qualified Road Safety Audit team. The reports were carried out between the 22<sup>nd</sup> September and the 7<sup>th</sup> October.

All the schemes have been subject to an independent safety review process during their development. The scheme designs were assessed prior to their construction and a post opening review following their installation. The post opening review included a site visit during which the road safety auditors cycled and drove the routes. The site visits also involved a representative from Sussex Police and the WSCC Cycling Development Officer.

No significant issues or unresolvable concerns have been identified during the safety assessments. Some minor design adjustments have already been actioned. Other issues raised will be considered for action once a decision on the schemes has been made.

**Air Quality Monitoring:**

Across all the schemes where we have air quality monitoring data available, The hourly average concentrations of nitrogen dioxide remain well below the UK limit/standard of 200 µgm<sup>-3</sup> and remains in line with previous years air quality at the location.

**Maintenance and Repair Costs:**

Unit Rate / Day Rate	Total Cost
<b>Unit Rate - £35</b> <b>Day Rate - £735</b>	<b>£2030</b>

**Stakeholder Consultation Process:**

Due to the limited time available as set out in the grant conditions, it was not possible to undertake wider public consultation. The Traffic Management Act 2004 was amended to enable swift implementation of these emergency works. Consequently, consultation was limited to key stakeholders including, West Sussex and District/Borough Council Members; emergency services; bus operators; freight services and key WSCC officers. It was expected that District and Borough officers would undertake the necessary internal consultation with their own Members.

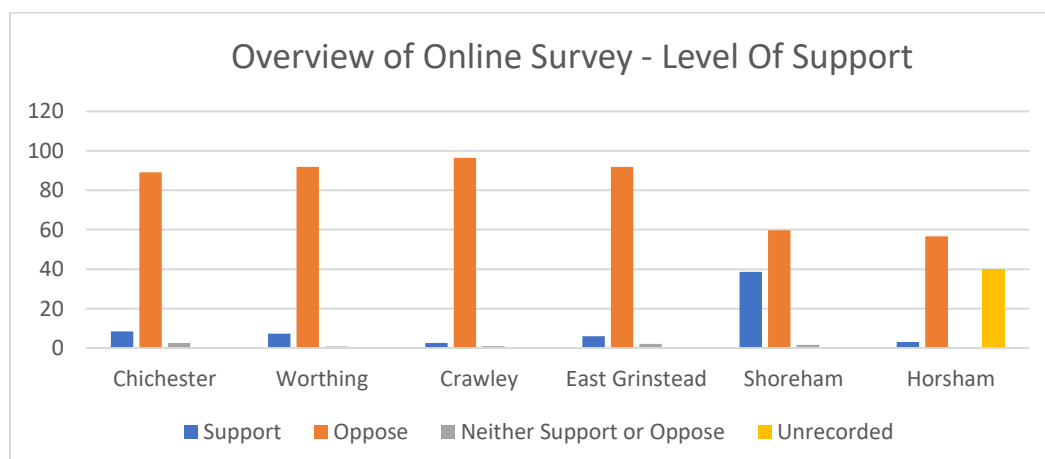
WSCC Members were consulted on schemes within their area as follows:

Location	Initial Design Consultation	Keeping You Informed Final Design
Chichester	16/07/2020	16/07/2020
Worthing	16/07/2020	17/07/2020
Crawley (2 Schemes)	28/07/2020	28/08/2020
East Grinstead	28/07/2020	26/08/2020
Shoreham	28/07/2020	02/09/2020
Horsham	28/07/2020	08/09/2020

**Feedback from District and Borough Councils:**

Chichester District, Mid Sussex District, Crawley Borough, Worthing and Adur Borough and Horsham District Councils were all engaged through nominated officers.

Overview of Online Survey Data - Across all Schemes:



**Individual Reports are available for all schemes, showing full data and breakdowns, but below is a summary of each full report:**

**Initial Findings – Chichester:**

- Initial data of cycle use across these routes indicate a general increase in number of cyclists using the cycle lanes, with minimal changes to the total number of vehicles travelling through the same areas. The data collected shows the cycle lane use at site 85, along the Avenue De Chartres in Chichester, which has seen an increasing number of cyclists using the scheme:
- Air quality results remained similar to previous years, with no signs of greater pollution from congestion
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme.
- Traffic Flow Data - Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction. Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. Site 85, along Avenue de Chartres (Northbound and Southbound combined) typically sees an average of 11,200 vehicles using this road every day. with no evidence of vehicle numbers changing from the introduction of the scheme, but an increase in vehicles from September as school journeys resumed.
- Traffic Flow Data - Site 86, along Oaklands Way (Eastbound and Westbound combined) typically saw 19,100 vehicles using the road each day. On Avenue de Chartres, a slight increase was observed in vehicle numbers from the week commencing 7<sup>th</sup> September, which is likely to coincide with schools reopening across the city. The cycle lanes do not appear to be affecting the number of vehicles using the road.
- As with vehicle counting, it was paramount to capture the number of cyclists using the pop-up cycle lanes. As mentioned previously, there are concerns around the counter loops used in the cycle lanes as it is possible for cyclists to use the lane but not cycle over the counting loops. This is an issue that is currently being discussed and resolved with the counter loop installers. It is likely that the true cyclist figures will increase with new fitment of loops covering the entire cycle lane.
- Cycle Count Data - Site 85: Avenue de Chartres: Shared Bus/Cycle Lane and Traffic in each direction. The increase in cyclists following the opening of the lane on the 24<sup>th</sup> of August, appears to be evident with the current data obtained. The numbers of cyclists per week utilising this part of the scheme increased from approximately 220 per week to up to 426 per week, during the week commencing 7<sup>th</sup> September.
- Cycle Count Data - Site 86: Oaklands Way: Cycle Lane and Traffic Lane in each direction. The increase in cyclists following the opening of the lane on the 24<sup>th</sup> of August, appears to be evident with the current data obtained. The numbers of cyclists per week utilising this part of the scheme increased from approximately 250 cyclists per week to up an average of 406 per week, over the last four weeks, from 31<sup>st</sup> August to the 27<sup>th</sup> September. Following improvement to the cycle count calibration this has shown a threefold increase in cycle use.
- Officer Drive Through Recorded Data - Average journey times and speeds through the scheme during busy times still appeared to be within an expected range.
- Total Cyclists within the scheme boundaries over the 18 runs was 195.

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	1.3	3	44	20.9

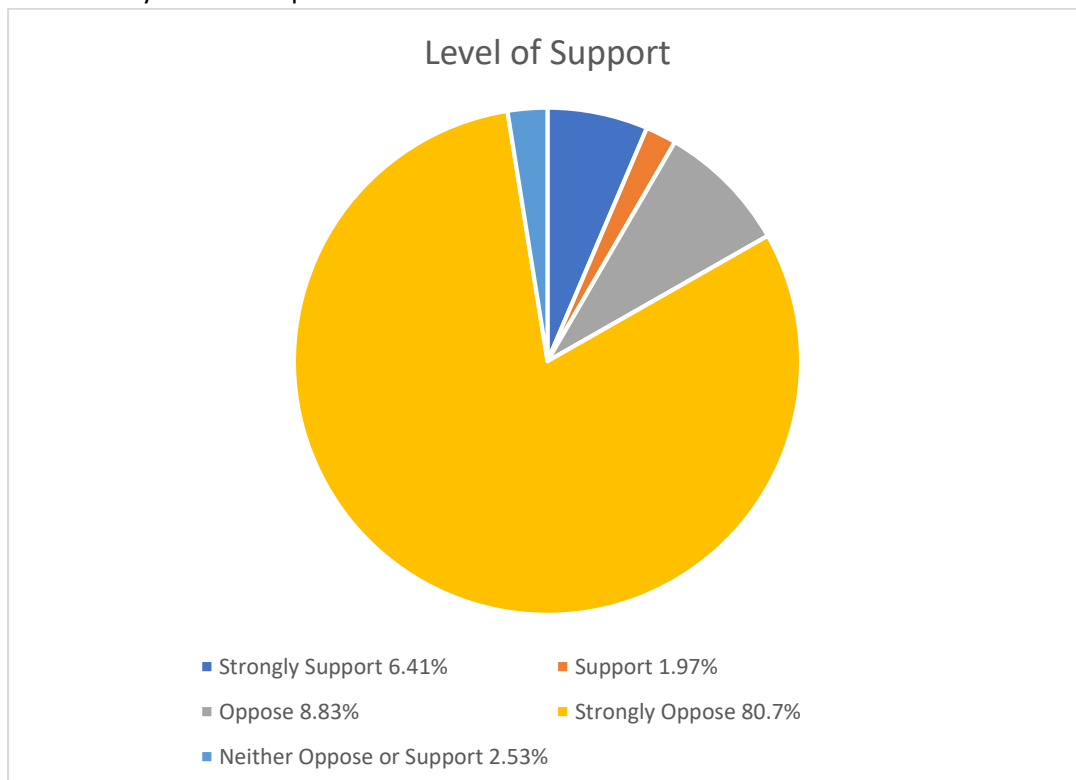


<b>08:00 - 09:00 Southbound</b>	1.1	3	25	19.3
<b>17:00 - 18:00 Northbound</b>	1.3	3	35	21.8
<b>17:00 - 18:00 Southbound</b>	1.1	3	31	18.8
<b>Average</b>				
	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
<b>08:00 - 09:00 Northbound</b>	1.3	4	33	17.1
<b>08:00 - 09:00 Southbound</b>	1.1	4	50	13.7
<b>17:00 - 18:00 Northbound</b>	1.3	4	55	15.9
<b>17:00 - 18:00 Southbound</b>	1.1	4	40	14.1
<b>Slowest</b>				
	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
<b>08:00 - 09:00 Northbound</b>	1.3	5	45	13.6
<b>08:00 - 09:00 Southbound</b>	1.1	8	15	8.0
<b>17:00 - 18:00 Northbound</b>	1.3	7	28	10.4
<b>17:00 - 18:00 Southbound</b>	1.1	5	46	11.4

- Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph. The data captured from the Avenue de Chartres vehicle lanes has showed that the mean speed (across a 24 hour period) throughout the Northbound and Southbound lanes has remained similar, changing from an average of 32 mph to 31 mph after the scheme was introduced. Similarly, for Site 86, Oaklands Way, the mean vehicle speed has remained constant, 28 mph Eastbound and 24 mph Westbound.

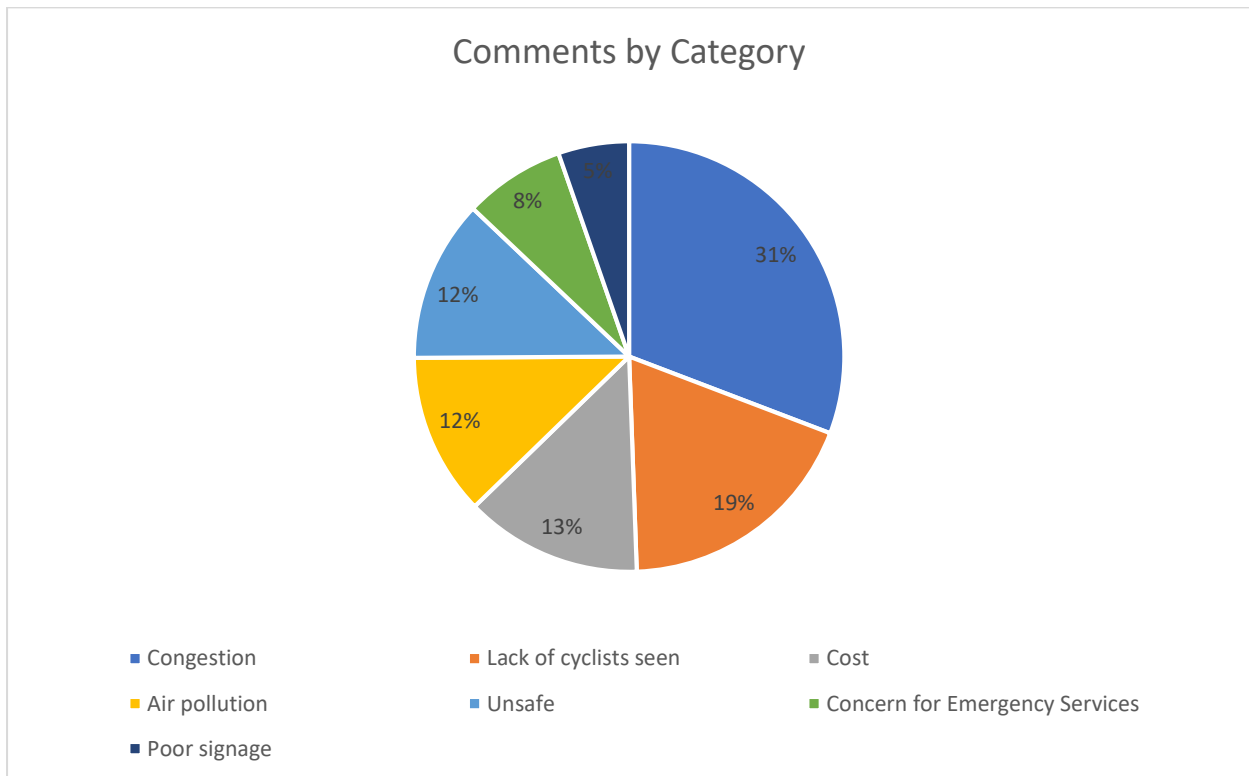
Chichester Online Survey Data – Overview.

- 2684 Surveys were completed online.



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In addition to the online survey, 179 customers contacted us directly through email. Of these only 6 respondents support the scheme. As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



### Initial Findings – Worthing:

- Air quality results remained similar to previous years, with no signs of greater pollution from congestion
- Following re-phasing the traffic lights along the scheme corridor the traffic flow improved to near normal speeds.
- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes initially remained relatively stable following the introduction of the pop-up cycle lanes, with minimal changes to the total number of vehicle movements through the same areas. However, more recent weeks suggest a decline in cycle numbers recorded.
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme.
- The pop-up cycle routes align with their strategic policy objectives and the Worthing cycle route is identified as a primary route in the Adur & Worthing LCWIP (Local Cycling and Walking Infrastructure Plan). Regarding the Worthing scheme, the Group strongly support the scheme but feel that some aspects should be redesigned, including the removal of interventions at roundabouts.
- Worthing does not have a real-time air quality monitoring station on the pop-up cycle route. Nitrogen dioxide is usually monitored using diffusion tubes on lamp columns, so there is typically a delay in analysing the concentrations from these tubes.

- Traffic Flow Data - Site 3250: Broadwater Street West - Cycle Lane and Traffic Lane in each direction: Traffic flow counts have been used to determine the number of vehicle movements alongside the pop-up cycle lane. Site 3250, along Broadwater Street West typically sees an average of 19,000 vehicle movements using this road during weekdays, 20,000 vehicle movements on Saturdays and approximately 14,500 vehicle movements on Sundays. The graph below details the change in vehicle movements using this road, with minimal changes in road vehicle numbers since the scheme was introduced. A gradual decline in road traffic throughout September was evident prior to the introduction of the pop-up cycle lane scheme.
- Traffic Flow Data - Site: 87 Broadwater Road - Cycle Lane and Traffic Lane in each direction. Site 87, along Broadwater Road typically sees 18,500 vehicle movements using the road each day, except for Sunday, with vehicle movements averaging approximately 15,000. The cycle lanes do not appear to be affecting the number of vehicle movements using the road.
- Traffic Flow Data - Site: 88 Chapel Road - Cycle Lane and Traffic Lane in each direction Site 88, along Chapel Road typically sees 18,500 vehicle movements using the road each day, with traffic volumes peaking on Saturdays, with 20,500 vehicle movements and declining on Sundays, with 15,000 vehicle movements. The cycle lane does not appear to be affecting the number of vehicle movements on this road.
- Cycle Counts Data - As with vehicle counting, it was paramount to capture the number of cycle movements using the pop-up cycle lanes across the sites in Worthing. Following damage of the cycle counting loops by SGN, no northbound cycle readings were able to be taken from Site 87, on Broadwater Road.
- Cycle Count Data - Site 3250 Broadwater Street West - Cycle Lane and Traffic Lane in both directions. The numbers of cycle movements per week across this part of the scheme have remained relatively stable at approximately 3,000 cycle movements per week.
- Cycle Count Data - Site: 87 Broadwater Road - Cycle Lane and Traffic Lane in each direction. The number of cycle movements per week across this part of the scheme has decreased slightly from 1,500 cycle movements per week to 1,300 cycle movements per week.
- Cycle Count Data - Site: 88 Chapel Road - Cycle Lane and Traffic Lane in each direction. The number of cycle movements per week across this part of the scheme appears to have decreased from 2,500 cycle movements per week to 1,700 cycle movements per week.
- Drive Through Data (Recorded between 15<sup>th</sup> September and 18<sup>th</sup> September) The total number of cyclists recorded within the scheme boundaries over the 34 runs was 573.
- Average journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. This small sample size considered to be representative of journey times at these times of the day. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

Fastest	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Northbound	1.8	6	01	17.95
08:00 - 09:00 Southbound	1.8	5	44	18.84
17:00 - 18:00 Northbound	1.8	5	12	20.77
17:00 - 18:00 Southbound	1.8	4	52	22.19
Average	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Northbound	1.8	7	58	13.56
08:00 - 09:00 Southbound	1.8	8	45	12.34

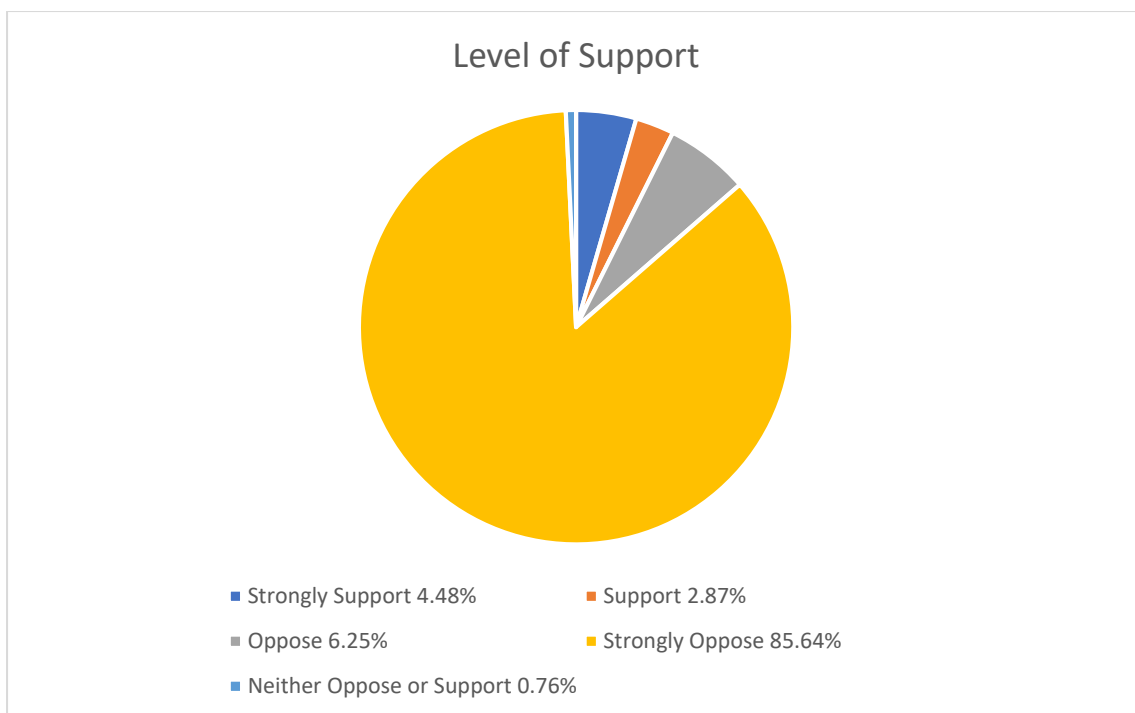
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<b>17:00 - 18:00 Northbound</b>	1.8	7	48	13.85
<b>17:00 - 18:00 Southbound</b>	1.8	6	33	16.49
<b>Slowest</b>				
<b>08:00 - 09:00 Northbound</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	1.8	10	13	10.57
<b>08:00 - 09:00 Southbound</b>	1.8	10	53	9.92
<b>17:00 - 18:00 Northbound</b>	1.8	11	12	9.64
<b>17:00 - 18:00 Southbound</b>	1.8	7	45	13.94

- Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph via a TTRO. The data captured from Broadwater Street West vehicle lanes has indicated the mean speed (across a 24-hour period) throughout the Northbound and Southbound lanes has remained consistent at 25 mph. Similarly, for Site 87, Broadwater Road, the mean vehicle speed has remained consistent at 24 mph and across Chapel Road, speeds remained consistent at 22 mph.

Online and Direct contact survey results:

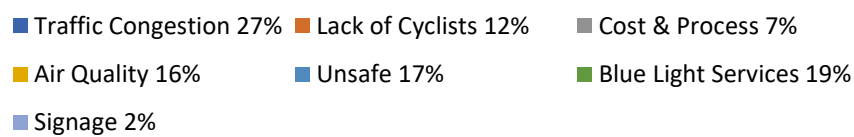
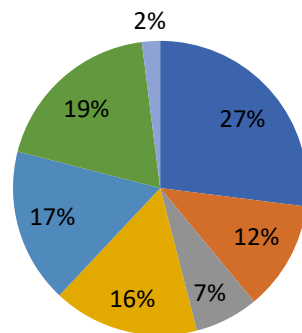
The Online survey generated 1985 responses:



In addition to the online survey, 271 customers contacted us directly through email. Of these only 8 respondents support the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.

## Breakdown of Comments for Worthing Pop-Up Scheme



### Initial Findings – Crawley – Both Schemes:

- The EATF Crawley Pop-Up Cycle Lane scheme consists of two routes across Crawley. The first route is between Three Bridges Station to Manor Royal, with the second between Pound Hill to Crawley Town Centre
- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes has remained relatively stable in some areas and has decreased across other areas since the introduction of the pop-up cycle lanes, with minimal changes to the total number of vehicle movements through the same areas.
- Air quality results remained similar to previous years, with no signs of greater pollution from congestion
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme
- Crawley Borough Council would like to see the pop-up cycle routes retained with some improvements. They support the ambitions of the schemes to create a safe space to enable an increase in cycling across Crawley. The route aligns with CBC New Directions for Crawley transport strategy and the emerging LCWIP.
- Crawley Borough Council suggested improvements include improved signage of the new 30mph speed limit, the connection of the two schemes currently in place and the transition from temporary to a permanent cycle route.
- Crawley Borough Council have stated that the scheme does not appear to be significantly impacting vehicle queueing. The queues that have been observed are largely similar to normal and are primarily caused by increases in traffic to pre-lockdown levels, particularly on wet days.
- Traffic Flow Data - Site 89: Hazelwick Avenue - Cycle Lane and Traffic Lane in each direction. Traffic flow counts have been used to determine the number of vehicle movements using the

vehicle lane alongside the pop-up cycle lane. Site 89, along Hazelwick Avenue typically sees an average of 16,000 vehicle movements using this road during weekdays, 17,000 vehicle movements on Saturdays and approximately 11,000 vehicle movements on Sundays, with minimal changes in road vehicle movements since the scheme was introduced.

- Traffic Flow Data - Site: 92: Haslett Avenue East - Cycle Lane and Traffic Lane in each direction. Site 92, along Haslett Avenue East typically sees 24,000 vehicle movements using the road each day, except for Sundays, with vehicle movements averaging approximately 17,500. The cycle lanes do not appear to be affecting the number of vehicle movements on the road.
- Cycle Count Data - As with vehicle movement counting, it was paramount to capture the number of cycle movements across the pop-up cycle lanes in Crawley. Site 89 Hazelwick Avenue - Cycle Lane and Traffic Lane in each direction. The number of cycle movements per week utilising this part of the scheme has dropped from a peak of 1,000 cycle movements per week in the week of the 14<sup>th</sup> October, to approximately 650 cycle movements per week in most recent figures.
- Cycle Count Data - Site: 92 Haslett Avenue East - Cycle Lane and Traffic Lane in each direction. The numbers of cycle movements per week in this part of the scheme has fluctuated between 640 and 440 cycle movements per week
- Drive Through Data (Recorded between 22<sup>nd</sup> September and 25<sup>th</sup> September 2020)  
Drive Through Data – Hazelwick Avenue – Crawley Scheme 1  
Total cyclists within the scheme boundaries over the runs was 137  
Journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

Fastest	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Northbound	0.5	0	44	41
08:00 - 09:00 Southbound	0.5	0	50	36
17:00 - 18:00 Northbound	0.5	0	51	36
17:00 - 18:00 Southbound	0.5	1	03	29
Average	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Northbound	0.5	1	17	23
08:00 - 09:00 Southbound	0.5	1	18	23
17:00 - 18:00 Northbound	0.5	1	36	19
17:00 - 18:00 Southbound	0.5	1	07	27
Slowest	Distance (miles)	Time (mins)	Time (seconds)	Speed (mph)
08:00 - 09:00 Northbound	0.5	2	18	12
08:00 - 09:00 Southbound	0.5	2	24	13
17:00 - 18:00 Northbound	0.5	1	55	16
17:00 - 18:00 Southbound	0.5	3	05	10

- Scheme 2 Haslett Avenue  
Total Cyclists within the scheme boundaries over the runs was 171.

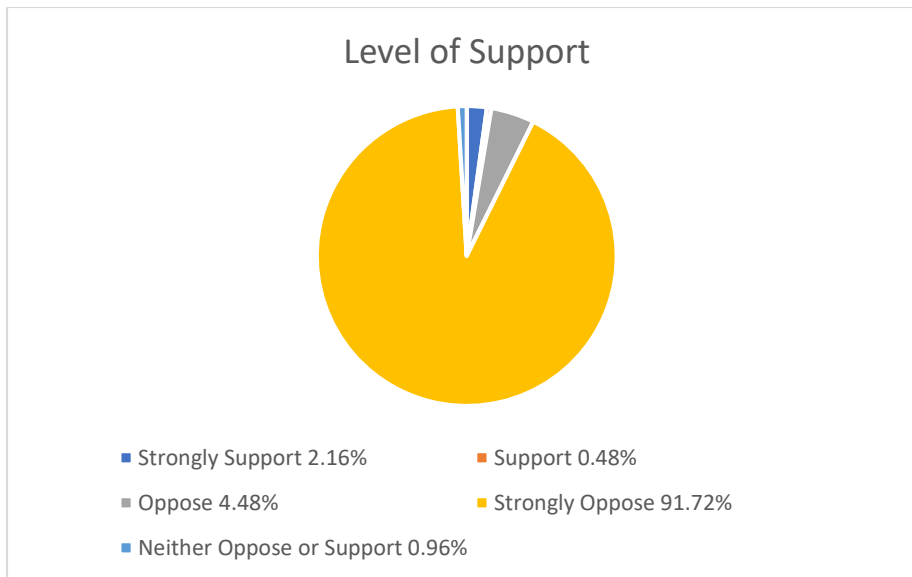
Journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1.72	4	29	23
<b>08:00 - 09:00 Westbound</b>	1.72	4	45	22
<b>17:00 - 18:00 Eastbound</b>	1.72	4	48	22
<b>17:00 - 18:00 Westbound</b>	1.72	4	11	25
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1.72	6	55	15
<b>08:00 - 09:00 Westbound</b>	1.72	6	23	16
<b>17:00 - 18:00 Eastbound</b>	1.72	6	00	17
<b>17:00 - 18:00 Westbound</b>	1.72	7	16	14
<b>Slowest</b>				
<b>Slowest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1.72	12	35	8
<b>08:00 - 09:00 Westbound</b>	1.72	10	40	10
<b>17:00 - 18:00 Eastbound</b>	1.72	8	01	13
<b>17:00 - 18:00 Westbound</b>	1.72	10	08	9

- Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph. The data captured from Hazelwick Avenue vehicle lanes has showed that the mean speed (across a 24-hour period) throughout the Northbound and Southbound lanes has remained constant at approximately 30 mph.
- Speed Data - Similarly, for Site 92, Haslett Avenue East, the mean vehicle speed has remained constant at 32 mph Eastbound and 34 mph Westbound.

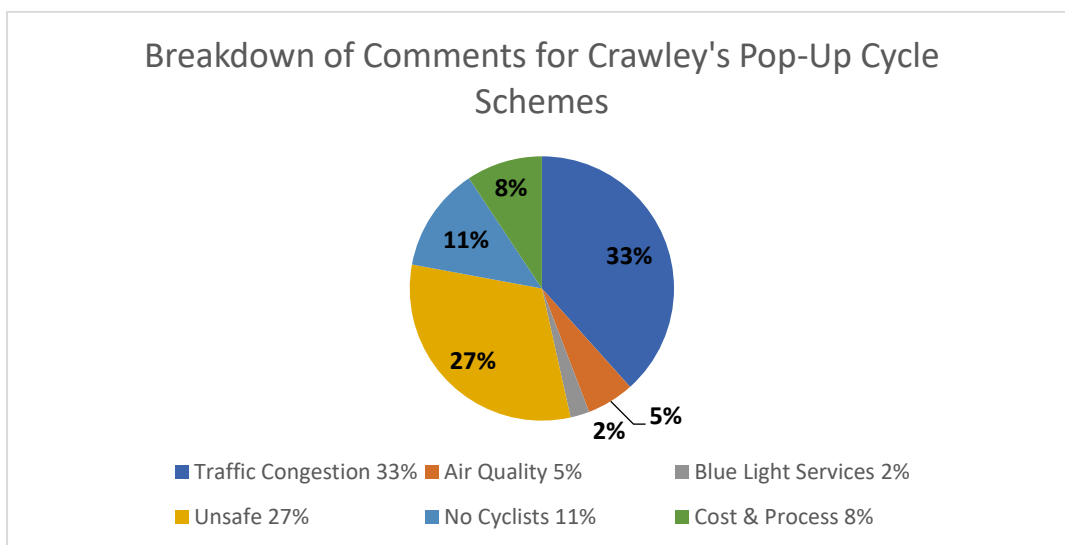
Online Survey and Direct Consultation Responses:

The online survey generated 1667 Responses here were 1667 responses to this question.



In addition to the online survey, 84 customers contacted us directly through email. Of these only 3 respondents support the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



**Initial Findings – East Grinstead**

- Initial data of cycle use across these routes indicate a general increase in number of cyclists using the cycle lanes, with minimal changes to the total number of vehicles travelling through the same areas.
- West Sussex County Council are yet to receive the latest air quality data from East Grinstead, however it is not anticipated that the pop-up cycle scheme has negatively impacted on the air quality in the area.
- Traffic Flow Data - Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. Site 04, along London Road typically sees an average of 26,500 vehicles using this road during weekdays and Saturdays with 19,000 vehicles typical for Sundays. Similarly, for Site 96 on London Road, vehicle numbers across the week has remained at similar levels since the scheme was introduced.

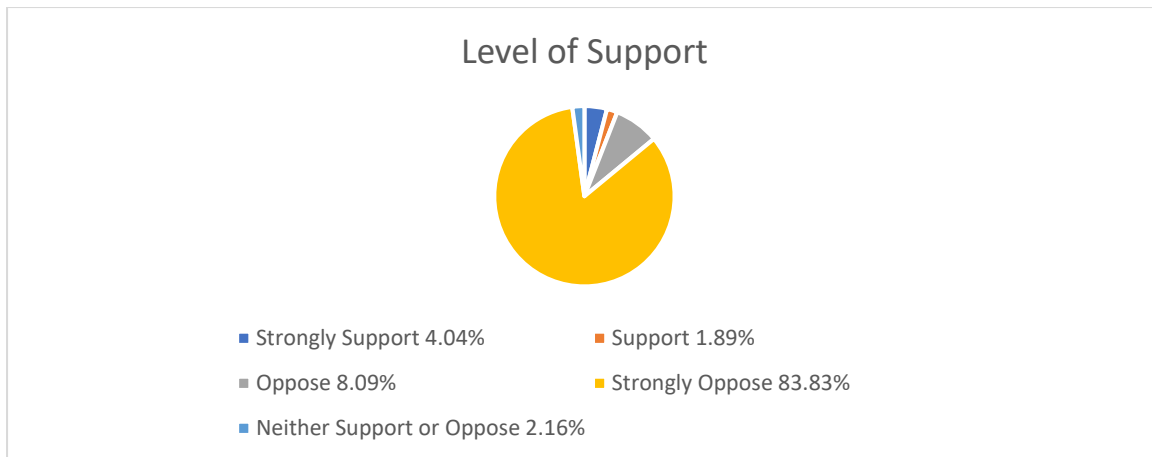


- Cycle Count Data - Site 04 – London Road (near Felbridge Hotel) The numbers of cyclists per week utilising this part of the scheme has dropped from a peak of 839 cyclists per week in the week of the 12<sup>th</sup> October, to approximately 670 cyclists per week in most recent figures.
- Cycle Count Data - Site 96 – London Road (near Felbridge Close) The numbers of cyclists per week utilising this part of the scheme has dropped from a peak of 508 cyclists per week in the week of the 5<sup>th</sup> October, to approximately 300 cyclists per week in most recent figures.
- Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph. The data captured from the London Road vehicle lanes has showed that the mean speed (across a 24-hour period) throughout the Northbound and Southbound lanes has remained constant at approximately 28 mph for both sites.
- Maintenance - Contractors have responded to reports of issues and damage to the ‘pop up’ infrastructure. The maintenance costs associated with these repairs are funded by the EATF DFT funding bid.
- Drive Through Data (Recorded between 20 and 22 October 2020)  
Total Cyclists within the scheme boundaries over the runs was 27  
Journey times and speeds through the scheme during busy times are impacted by the scheme and below the range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1	2	52	21
<b>08:00 - 09:00 Westbound</b>	1	5	07	11.8
<b>17:00 - 18:00 Eastbound</b>	1	2	28	24.3
<b>17:00 - 18:00 Westbound</b>	1	3	20	18
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1	5	43	10.5
<b>08:00 - 09:00 Westbound</b>	1	7	03	8.5
<b>17:00 - 18:00 Eastbound</b>	1	4	13	14.2
<b>17:00 - 18:00 Westbound</b>	1	5	39	10.6
<b>Slowest</b>				
<b>Slowest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Eastbound</b>	1	8	01	7.5
<b>08:00 - 09:00 Westbound</b>	1	9	23	6.4
<b>17:00 - 18:00 Eastbound</b>	1	8	13	7.3
<b>17:00 - 18:00 Westbound</b>	1	8	41	6.9

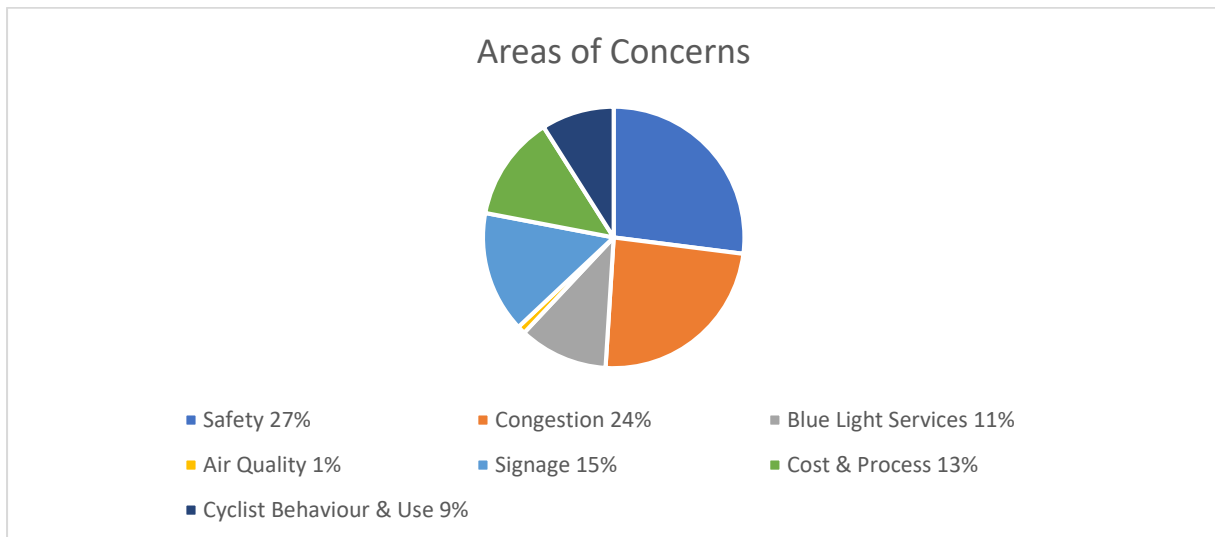
Online Survey and Direct Consultation Responses:

The online survey generated 742 responses.



In addition to the online survey, 104 customers contacted us directly through email. Of these NO respondents supported the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



#### Initial Findings - Shoreham

- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes have significantly increased with minimal changes to the total number of vehicle movements through the same areas.
- The mean vehicle speeds through the monitored areas, over a 24-hour period are unchanged by the scheme
- Feedback from Adur & Worthing Walking & Cycling Action Group. The pop-up cycle routes align with their strategic policy objectives and the Shoreham cycle route is identified as a primary route in the Adur & Worthing LCWIP (Local Cycling and Walking Infrastructure Plan). Regarding the Shoreham scheme, the Group strongly support the scheme but feel that some aspects should be addressed to improve the number of cycle movements on the scheme

including: parked cars within the scheme boundaries, narrow lane widths in some areas, some unclear markings and signage and improving the entry points to the scheme.

- The scheme has been seen to be successful in encourage greater levels of cycling across a variety of users/age groups/abilities without impacting traffic flow. The scheme is especially beneficial to parents and children for school access in addition to students at local secondary schools.
- Suggested improvements to the scheme include widening to 2m lane widths along the entire cycle route, enforcement of parking restrictions, improving signage for motorists when there are left turns or parking areas and repairs to damaged road surfaces within the cycle lane boundaries.
- The air quality diffusion tube used for the Holmbush Roundabout measurements is located close to the A270 roundabout and as a result, NO<sub>2</sub> levels are likely to be higher than the nearby Upper Shoreham Road. It should be noted that the hourly mean for September of 25.62µgm<sup>-3</sup> is significantly below the UK limit of 200µgm<sup>-3</sup>. Peaks in NO<sub>2</sub> levels at a site can be due to weather conditions, in particular wind. Other diffusion tubes across Shoreham show a similar trend in NO<sub>2</sub> levels across the year.
- Traffic Flow Counts Site 93 – Upper Shoreham Road: Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. The number of vehicles passing through Site 93, along Upper Shoreham Road has increased from approximately 5000 vehicles per weekday in September to 6000 vehicles by the end of October. There is no decline in road vehicle numbers since the scheme was introduced  
Please note - Only eastbound vehicles have been included in the above information. Unfortunately, westbound loops have not been recording vehicles.
- Cycle Count Data - Site 93 – Upper Shoreham Road. The numbers of cyclists per week utilising this part of the scheme has increased from 800 cycle movements per week to a peak of 2000 cycle movements during the weeks of 5<sup>th</sup> of October and 12<sup>th</sup> of October.
- Speed Data - The data captured from vehicle lanes has showed that the mean speed (across a 24-hour period) along Upper Shoreham Road varied throughout September but in October has remained constant at approximately 28 mph.  
Please note - Only eastbound vehicles have been included in the above information. Unfortunately, westbound loops have not been recording vehicles.
- Drive Through Data (Recorded between 6 and 9 October 2020).  
Total Cyclists within the scheme boundaries over the runs was 433.  
Journey times and speeds through the scheme during busy times still appear to be within a range that might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs.

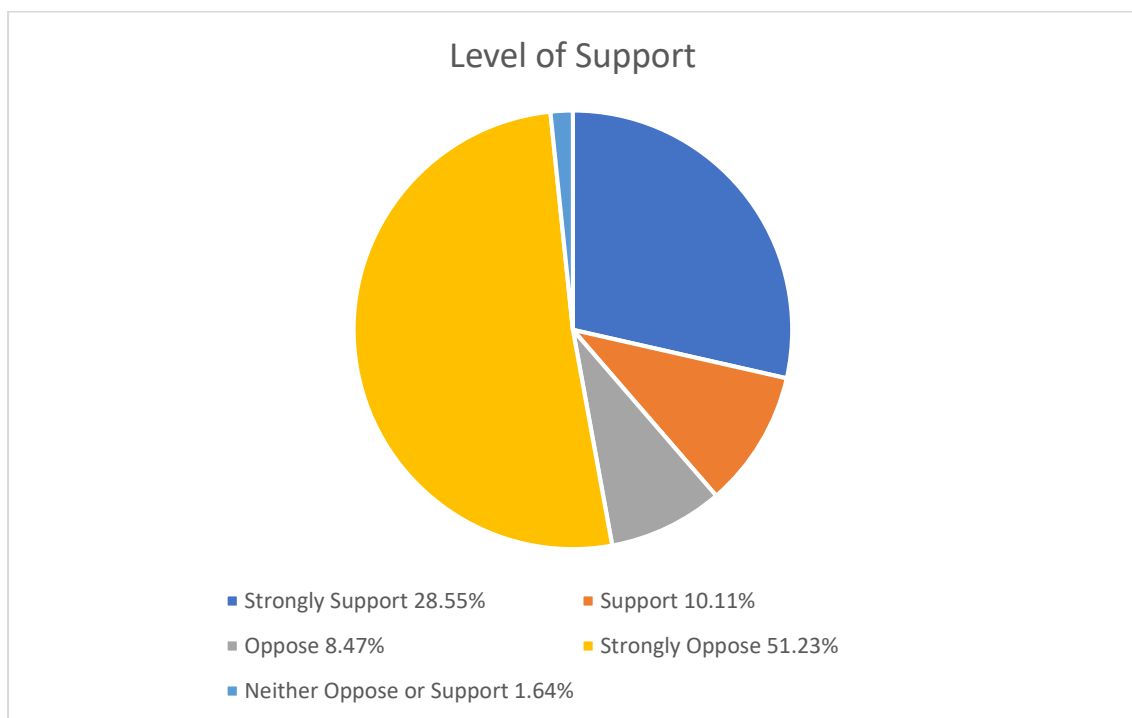
<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Westbound</b>	2	3	29	34.4
<b>08:00 - 09:00 Eastbound</b>	2	3	28	34.6
<b>17:00 - 18:00 Westbound</b>	2	3	28	34.6
<b>17:00 - 18:00 Eastbound</b>	2	3	25	35.1
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Westbound</b>	2	4	13	28.4
<b>08:00 - 09:00 Eastbound</b>	2	4	07	29.1

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<b>17:00 - 18:00 Westbound</b>	2	3	46	31.8
<b>17:00 - 18:00 Eastbound</b>	2	3	42	32.4
<b>Slowest</b>				
<b>08:00 - 09:00 Westbound</b>	2	6	34	18.2
<b>08:00 - 09:00 Eastbound</b>	2	5	44	20.9
<b>17:00 - 18:00 Westbound</b>	2	4	27	26.9
<b>17:00 - 18:00 Eastbound</b>	2	4	01	29.8

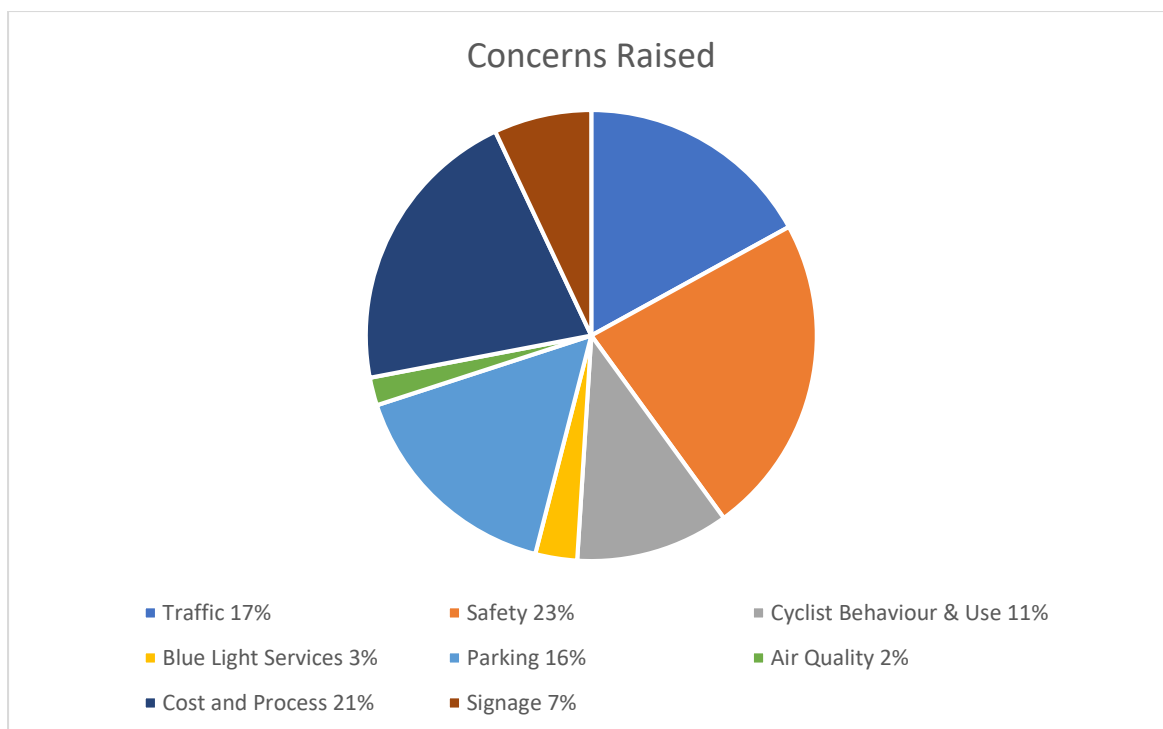
Online Survey and Direct Consultation Responses:

The online survey generated 732 responses.



In addition to the online survey, 75 customers contacted us directly through email. Of these 14 respondents support the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



### Initial Findings - Horsham

- Initial data collections of cycle use across these routes indicate that the number of cycle movements across the cycle lanes has remained relatively stable generally and has decreased over some weeks since the introduction of the pop-up cycle lanes, with minimal changes to the total number of vehicle movements through the same areas.
- Air quality results remain similar to previous years, with no signs of greater pollution from congestion
- Coupled with the introduction of the pop-up cycle lane, extensive road works relating to the North of Horsham development began at the end of September which has undoubtedly led to increases in congestion around Horsham. Furthermore, the establishment of the traffic management has led to severe delays for motorists, particularly on Saturday 3<sup>rd</sup> October. The roadworks will lead to a roundabout upgrade on the A264 and Ruser Road junction. The roadworks for this development started on September 28<sup>th</sup>, three days after the completion of the cycle lane.
- Generally, Horsham District Council are strongly opposed to the cycle scheme following complaints from residents and businesses within their community. The primary concern relates to increased congestion that is being linked to the cycle lanes.  
HDC investigated views from the business community and received multiple concerns specifically citing the pop-up cycle lane as a factor for lack and loss of trade. The general view from the business community is that less people are attempting to come into the town centre due to concerns of lengthy congestion and delays. Businesses are reporting a decline in retail footfall and revenue.  
Criticism of the scheme has been publicised both on social media and through local news outlets including the West Sussex County Times.
- The Air Quality data for Horsham is from the real-time monitoring station, which is in Park Way (i.e. just east of the pop-up). Please refer to the appendix. The **1-hour** objective for NO<sub>2</sub>

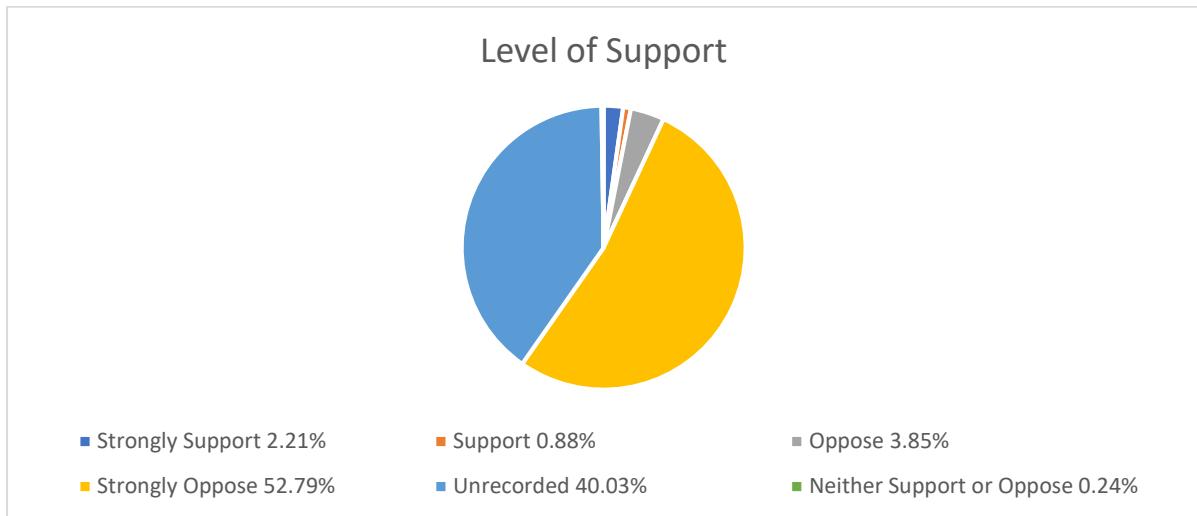
is 200um/m3 not to be exceeded more than 18 times a year, as anticipated the N02 has not negatively impacted the pop-up cycle scheme air quality in the area.

- **Traffic Flow Count Data - Site 102 – Albion Way**  
Traffic flow counts have been used to determine the number of vehicles using the vehicle lane alongside the pop-up cycle lane. Site 102, along Albion Way typically sees an average of 17,000 vehicles using this road during weekdays and Saturdays and approximately 12,500 vehicles on Sundays. The graph below details the change in vehicles using this road, with minimal changes in road vehicle numbers since the scheme was introduced.
- **Cycle Count Data - As with vehicle counting, it was paramount to capture the number of cyclists using the pop-up cycle lanes across the sites in Horsham.**
- **Site 102 – Albion Way - The number of cyclists using the cycle lane and the percentage change in number of cyclists using the cycle lane.** The numbers of cyclists per week utilising this part of the scheme has dropped from a peak of 1,000 cyclists per week in the week of the 12<sup>th</sup> October, to approximately 600-700 cyclists per week in other weeks since the introduction of the cycle scheme. This is to be expected due to seasonal changes and school holiday.
- **Speed Data - The speed limit throughout the area affected by the cycle lane has been reduced from 30 mph to a temporary speed limit of 20 mph.** The data captured from Albion Way vehicle lanes has showed that the mean speed (across a 24-hour period) throughout the Northbound and Southbound lanes has remained constant ranging between 20 mph and 29 mph.
- **Drive Through Data (Recorded between 6 and 9 October 2020)**  
Total Cyclists within the scheme boundaries over all the runs was 86.  
Journey times and speeds through the scheme during busy times are much lower than might be expected. The table below shows actual average vehicle speed and journey times taken from a series of recent timed runs

<b>Fastest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	0.56	1	51	18.1
<b>17:00 - 18:00 Northbound</b>	0.56	1	59	16.9
<b>Average</b>				
<b>Average</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	0.56	3	14	10.4
<b>17:00 - 18:00 Northbound</b>	0.56	3	56	8.5
<b>Slowest</b>				
<b>Slowest</b>	<b>Distance (miles)</b>	<b>Time (mins)</b>	<b>Time (seconds)</b>	<b>Speed (mph)</b>
<b>08:00 - 09:00 Northbound</b>	0.56	5	07	6.5
<b>17:00 - 18:00 Northbound</b>	0.56	6	41	5

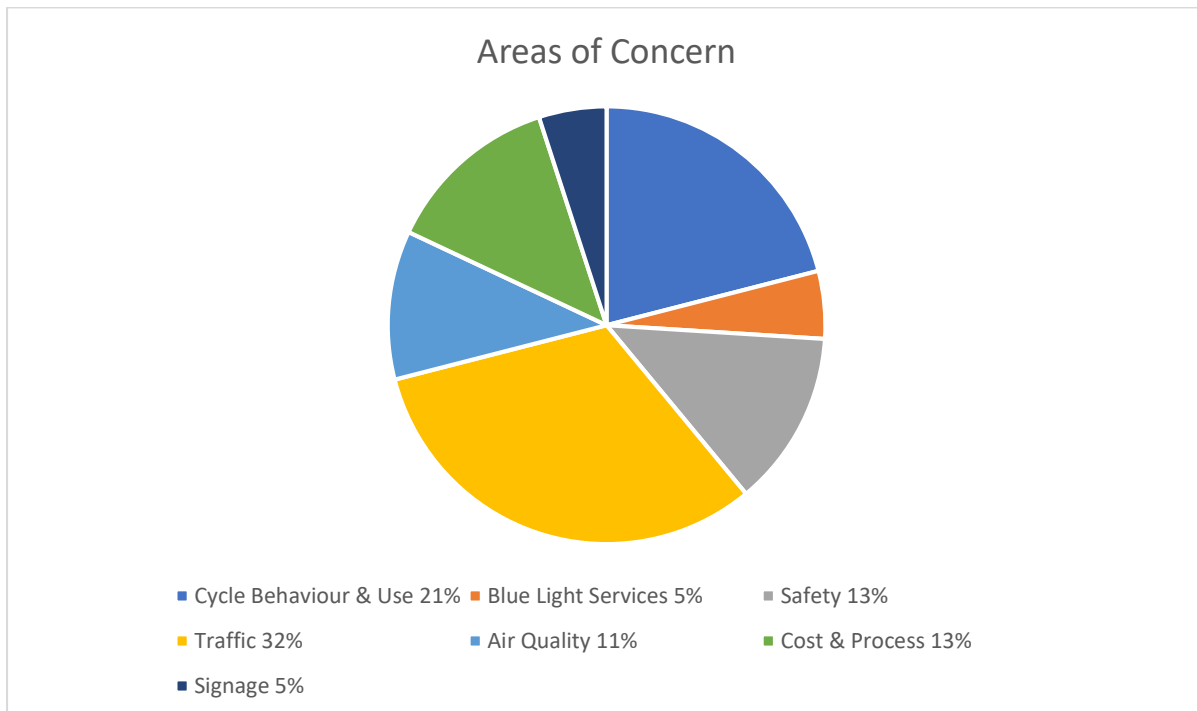
Online Survey and Direct Consultation Responses:

The online survey generated 2493 responses (NOTE: due to a technical glitch with the survey during the first week online, 998 responses were unrecorded against this question)



In addition to the online survey, 220 customers contacted us directly through email. Of these only 7 respondents support the scheme.

As with the online survey comments were broken down into categories, both the online survey and direct comments reflected the same views.



**Additional Comments:**

The cycle forums across all the scheme areas have been engaged and have feed back both positive and negative comments, they have promoted the routes to their members and within local social media pages and news. These groups enable us to engage with cyclists within the communities where schemes have been placed, as our survey data show most respondents against the scheme are motorists objecting to loss of road space.

**Please see below for a few of the comments and pictures we have received:**

**Shoreham Cycle Group :** [www.shorehambycycle.org.uk](http://www.shorehambycycle.org.uk)

Overall: We endorse and support this scheme

We feel strongly that this scheme is a very positive step in a direction that has been laid out in WSCC's Cycling Strategy, and Adur & Worthing's Cycling & Walking Infrastructure Plan. This scheme represents a real, visible, practical change that enables more journeys, in line with policies supported at both national and local level. With our councils' commitment to doubling cycling levels between 2016 and 2016, the value of measures like this is huge. We read your own admirable foreword to WSCC's Cycling and Walking Strategy and recognise measures like this scheme as playing a valuable part in working towards the benefits you spell out therein.

Prior to this week's change in Covid restrictions, we noted reports that UK traffic levels are reported to be at nearly 100% of pre-Covid levels, despite 40% of people still not being back in their usual workplaces. With further uncertainty ahead, it is vital that alternative means of transport are supported and enabled, easing the load on public transport without driving car-dependency.

Any feedback or criticism we offer below should be seen in this light: despite our misgivings about certain aspects, our essential position, supported by research and data, is that this scheme is a strong and positive step for transport in and around Shoreham, in both the short and long terms. We appreciate that the project has come with difficult constraints, particularly in terms of timing, and we would like to express our thanks and appreciation to the councillors, officers and contractors who have made this intervention possible.

**Numbers show good levels of usage**

We have been viewing WSCC's traffic monitoring data - a very useful way for us all to gather objective numbers on usage.

We do note that the location of the counter is in a position that fails to capture many of the journeys made on Upper Shoreham Road - in particular, journeys to Shoreham Academy and the other schools in the Middle Road area. We feel a further counter - to the west of Buckingham Road, would help build a fuller picture of usage, quite probably showing more journeys than indicated by the counter in its current location.

In particular, we note:

- Busiest day so far: 407 journeys recorded (29 September)
- Busiest week so far: 2,010 journeys recorded (12-18 October)
- Even in wet weather, usage of the cycle lanes remains strong, with figures for the week of 19-25 October (a very wet week) recorded as 1,696.
- Weekday usage tends to peak around 3pm, indicating the use of bikes by children and parents at the end of the school day.

**Conversations with users show more journeys have been enabled**

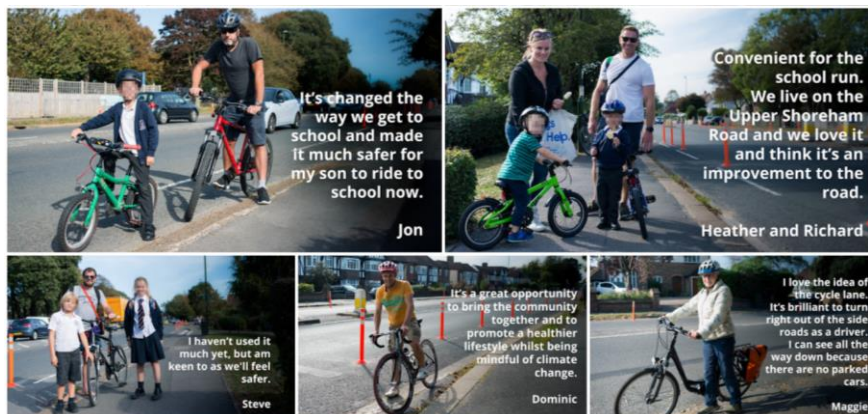
We have been meeting and speaking to users of Upper Shoreham Road, and hearing how the scheme has made a difference to people's lives.

Certain themes have emerged:

- Children's journeys to school being freed from car-dependency



- Easier journeys to work for people who previously found Upper Shoreham Road too daunting to use
- Feelings of increased safety from regular users of Upper Shoreham Road



These images, mirror ones received from other cycle lanes users from the community.

Horsham Cycle Forum: [www.hdcf.org.uk](http://www.hdcf.org.uk)



The cycle forum has many comments both for and against the scheme on their website.

Crawley Borough Council – Statement of Support Oct 2020: [www.crawley.gov.uk](http://www.crawley.gov.uk)

We support the ambition of the pop-up schemes to create safe space to enable an increase in cycling in Crawley:

- to support the re-opening of the economy
- to help lock-in some of the significant increases in active travel seen during the lockdown period
- to reduce pressures on public transport capacity following the introduction of social distancing measures

This aligns with CBC's New Directions for Crawley transport strategy and the emerging LCWIP.

We would like to see the routes retained with improvements at this stage:

1. The routes have not had anywhere near enough time to 'bed down' and, therefore, to be assessed properly. It would be wasteful to remove them in their entirety as most parts are useful and beneficial to people on bikes without significant negative effect on vehicle traffic.
2. The pop-up cycle lanes have demonstrated clearly that creating space for cycling through the use of 'light-segregation' wand features is safe.

3. The routes still need some improvements to safety and coherence, and we would welcome the opportunity to work with you on this. Without further improvement it is difficult to conclude that they are successful or unsuccessful:

- a. We welcome the reduction of speed to 30 mph on Hazelwick Avenue. It does not appear to have been consistently signed along the length of the road through and needs implementing properly.
- b. Further improvements are required at the Tesco roundabout and the junction of Hazelwick Avenue and Haslett Avenue to protect people on bikes and aid understanding by drivers.
- c. The two schemes should be linked, so that it is possible to cycle safely from one to the other.
- d. It is very important that the bus/cycle lane outside Three Bridges station is maintained. CBC would not support its removal. Reducing the vehicular lanes from 3 to 2 is an integral part of the agreed highway changes for the Three Bridges station public realm scheme and it would be inadvisable to increase the number of lanes now only to reduce them again within a short period of time.
- e. Through the CGP, CBC has funding for and have proposed a design for a permanent cycle scheme for Three Bridges to Manor Royal. This design builds on the successful elements of the pop-up scheme as well as overcoming its limitations. CBC is keen to work with WSCC to swiftly move from the current temporary scheme towards the implementation this high quality permanent route.

**Worthing and Adur Council Statement of Support:** [www.worthing.gov.uk](http://www.worthing.gov.uk)

Statement of support for the A24 pop up route in Worthing and the A270 pop up route in Adur

About the Adur & Worthing Walking & Cycling Action Group: The Action Group is formed of Councillors, Officers and local expert stakeholders in Adur and Worthing. This statement represents the views of the group as a whole. The purpose of the group is to support local improvements to make cycling and walking easier and safer in Adur and Worthing.

The Group has overseen the development of the Adur & Worthing Local Cycling and Walking Infrastructure Plan (LCWIP) adopted June 2020. The aim of the plan are to:

- make cycling and walking the natural choices for shorter journeys and as part of a longer journey
- create a place where walking and cycling becomes the preferred way of moving around Adur and Worthing

The A&W LCWIP also aligns with the West Sussex Walking & Cycling Strategy 2016-26 aims, to:

- support economic development by facilitating travel to work and services without a car;
- reduce congestion and pollution by encouraging and enabling people to travel without a car;
- increase levels of physical activity to help improve physical health;
- help to maintain good mental health and staying independent later in life;
- increase the vitality of communities by improving access by bicycle and on foot; and
- help people to access rural areas and enjoy walking and cycling.

Increasing cycling is also a crucial element in the challenge of decarbonising Adur and Worthing, as transport is responsible for 34% of carbon emissions.

**General view on the pop up routes :** The group supports the aims of the pop up Cycle routes to:

- support the re-opening of the economy
- help lock-in some of the significant increase in active travel seen during the lockdown period
- reduce pressures on public transport capacity following the introduction of social distancing measures.

The Pop up routes align with our strategic policy objectives as set out above.

The pop up routes have clearly added value in our areas, as increases in usage by cyclists of all ages are being identified through direct observation and in the monitoring.

We strongly support the retention of the schemes, though there are some areas where improvements are needed, and in some cases as we set out below, this may involve the redesign of some of the less successful areas in particular the roundabouts on the Worthing scheme. We also note that the Shoreham scheme is still incomplete and therefore should be retained to enable completion and monitoring of the scheme when completed.

We would like to see the pop up schemes retained for a longer period in order that improvements can continue to be made and to allow the schemes to be monitored over a longer period, allowing any complaints and constructive feedback to be responded to fully before any decisions are made on removal or long term retention. There has been considerable funding and input from the WSCC Transport Team. It would be disappointing if these investments were wasted, when the schemes still have the potential to be successful

The schemes are supported by overarching policy at Government, County, District and Borough level. If removed, the local authorities still have to implement these policies in future. Providing safe and easy to use cycling infrastructure is the key solution to reducing congestion, decarbonising transport, improving air quality, keeping traffic flowing, providing access to town centres, and helping all communities to travel actively in ways that support health and wellbeing in an affordable way.

Whilst there has been considerable public objection, improved schemes may yet see this opposition decline in time, if all views can be taken into consideration, and solutions found to the key issues.

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4. There should be more positive publicity related to the detailed routes and the wider benefits of making a choice to cycle (health, air quality, etc). CBC could help to do this.
5. It does not appear that the routes are significantly impacting on vehicle queueing. The queues that have been observed are largely similar to normal and are primarily caused by increases in traffic to pre-lockdown levels, particularly on wet days.
6. It also has to be remembered that it takes time to build and embed modal shift. People need to discover the routes and decide to try them out before moving on to using them regularly. This may also take a little longer as we move into the winter, with more inclement weather and reduced daylight hours. So we cannot expect large increases of cyclists until a. the schemes work properly b. the weather is better and c. we have had time to encourage people to try them out.



## Forward Plan of Key Decisions

The County Council must give at least 28 days' notice of all key decisions to be taken by councillors 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. In accordance with regulations in response to the current public health emergency, Cabinet meetings will be held virtually with councillors in remote attendance. Public access will be via webcasting and the meetings will be available to watch online via our [webcasting website](#). 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. [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:

<b>Decision</b>	A summary of the proposal.
<b>Decision By</b>	Who will take the decision - if the Cabinet, it will be taken at a Cabinet meeting in public.
<b>West Sussex Plan priority</b>	Which of the five priorities in the West Sussex Plan the proposal affects.
<b>Date added</b>	The date the proposed decision was added to the Forward Plan.
<b>Month</b>	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.
<b>Consultation/ Representations</b>	How views and representations about the proposal will be considered or the proposal scrutinised, including dates of Scrutiny Committee meetings.
<b>Background Documents</b>	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.
<b>Author</b>	The contact details of the decision report author
<b>Contact</b>	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 033 022 22533, email [helena.cox@westsussex.gov.uk](mailto:helena.cox@westsussex.gov.uk).

**Published: 2 November 2020**

## Forward Plan Summary

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

Decision Maker	Subject Matter	Date
Cabinet Member for Highways and Infrastructure	Emergency Active Travel Fund (tranche 2)	November 2020
Cabinet Member for Highways and Infrastructure	Highway Infrastructure Asset Management Strategy and Policy	November 2020
Cabinet Member for Highways and Infrastructure	Review of the Integrated Parking Strategy	November 2020
Cabinet Member for Highways and Infrastructure	Bus Gate Enforcement	November 2020
Cabinet Member for Highways and Infrastructure	Delivery of the Ash Dieback Action Plan - Procurement	December 2020
Cabinet Member for Highways and Infrastructure	Highways and Transport Delivery Programmes 2021/22	December 2020
Director of Highways, Transport and Planning	Award of Highways Improvement Contracts, Lots 4, 5 & 6	December 2020
Director of Highways, Transport and Planning	Contract award: A24 Robin Hood Roundabout Improvement	February 2021
Cabinet Member for Environment	West Sussex Tree Plan	November 2020

## A Prosperous Place

### Emergency Active Travel Fund (tranche 2)

On 9 May 2020, the Transport Secretary announced a [£2 billion package to put cycling and walking at the heart of the Government's transport policy](#).

The first stage, worth £250 million, is for emergency interventions to make cycling and walking safer. The County Council received an allocation of £784k and submitted a bid, on 5 June 2020, to the Department for Transport (DfT) for seven initiatives in areas which, until the COVID-19 crisis, were heavily reliant on public transport. The bid was successful and the decision to approve the seven schemes can be found on the County Council's [website](#).

The second tranche of funding will enable authorities to install further, more permanent, measures to cement walking and cycling habits and, where applicable, enable the implementation of schemes identified in Local Cycling & Walking Infrastructure Plans.

The County Council's indicative tranche 2 funding allocation is £3.135m, which will be available towards the end of the summer 2020. An application to the DfT must be submitted by 7 August 2020.

The Cabinet Member for Highways and Infrastructure has set up a cross party Executive Task and Finish Group which will consider the bidding process and criteria, review those

schemes that are suitable for submission for tranche 2, advise officers on an appropriate level of consultation and make recommendations for a tranche 2 bid to the Cabinet Member.

The Cabinet Member for Highways and Infrastructure will be asked to approve the schemes to be progressed and delegate authority to the Director of Highways, Transport and Planning to make any subsequent amendments to the schemes.

*Note: due to the DfT's tight timescales for the works to be completed, 28 days' notice for this decision may not be achieved. In this case, the decision will be made using emergency powers.*

<b>Decision by</b>	Cllr Elkins - Cabinet Member for Highways and Infrastructure
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added</b>	22 July 2020
<b>Month</b>	November 2020
<b>Consultation/ Representations</b>	County Council Members District and borough councils  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.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Andy Ekinsmyth Tel: 033 022 26687
<b>Contact</b>	Judith Shore Tel: 033 022 26052

### **Cabinet Member for Highways and Infrastructure**

<b>Highway Infrastructure Asset Management Strategy and Policy</b>	
<p>The Asset Management Strategy sets out the approach to efficient and effective Highway Infrastructure Asset Management and how the Asset Management Policy will be delivered</p> <p>The Strategy and Policy, which form part of the Highways Infrastructure Asset Management framework, are being reviewed and updated.</p> <p>The Cabinet Member for Highways and Infrastructure will be asked to approve the revised Highway Infrastructure Asset Management Strategy and Policy.</p>	
<b>Decision by</b>	Cllr Elkins - Cabinet Member for Highways and Infrastructure
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added</b>	3 June 2020

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<b>Month</b>	November 2020
<b>Consultation/ Representations</b>	Internal consultation with County Council officers Borough, district, town and parish councils will be briefed about the Policy and Strategy, through the County Local Committees, once approved.  Representation can be made via the officer contact in the month prior to that in which the decision is due to be taken.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Rowan Sheppard Tel: 033 022 23627
<b>Contact</b>	Judith Shore Tel: 033 022 26052

**Cabinet Member for Highways and Infrastructure**

<b>Review of the Integrated Parking Strategy</b>	
<p>The County Council's Integrated Parking Strategy (IPS) was previously reviewed in 2014 and, in the context of recent changes in national, regional and local conditions, requires a further review.</p> <p>The revised IPS will cover the period to 2024 and will seek to ensure that the County Council's parking policies remain appropriate and effective at meeting the needs of local communities, its traffic management responsibilities and the wider policies and agenda.</p> <p>The IPS will sit within and contribute towards the County Council's wider transport, economic, community, environment, and health strategies.</p>	
<b>Decision by</b>	Cllr Elkins - Cabinet Member for Highways and Infrastructure
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added</b>	19 February 2020
<b>Month</b>	November 2020
<b>Consultation/ Representations</b>	All County Councillors, District/Borough Councils, Sussex Police, Transport Operators and other stakeholders  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.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Miles Davy Tel: 033 022 26688



<b>Contact</b>	Judith Shore Tel: 033 022 26052
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### **Cabinet Member for Highways and Infrastructure**

<b>Bus Gate Enforcement</b>	
<p>The use of physical infrastructure to protect bus gates/routes has traditionally been employed in West Sussex but this has proven costly and unreliable</p> <p>Automatic number plate recognition enforcement cameras (ANPR) are routinely used by many local authorities as a more cost effective and reliable method of control than Bus Gates. The County Council does not currently exercise bus lane enforcement powers.</p> <p>The installation of ANPR cameras will be funded from Section 106 funds. The long term maintenance and replacement of equipment will be funded by the enforcement of the regulations.</p> <p>The Cabinet Member for Highways and Infrastructure will be asked to agree the introduction of the civil enforcement of bus lane contraventions in West Sussex using ANPR.</p>	
<b>Decision by</b>	Cllr Elkins - Cabinet Member for Highways and Infrastructure
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added</b>	16 September 2020
<b>Month</b>	November 2020
<b>Consultation/ Representations</b>	<p>Director of Law and Assurance Director of Finance and Support Services</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>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Jeff Elliot Tel: 033 022 25973
<b>Contact</b>	Judith Shore Tel: 033 022 26052

### **Cabinet Member for Highways and Infrastructure**

<b>Delivery of the Ash Dieback Action Plan - Procurement</b>
<p>Ash Dieback (ADB) is a disease that is likely to kill 95% of the county's ash trees over the next 10–20 years. This will have a major impact on the county's landscape, the wildlife it supports, other ecosystems that trees provide and climate change.</p> <p>It will also have a high impact on the county and the County Council, posing a significant risk to people, property (including schools) and the delivery of services (including</p>

highways). Therefore, a corporate [Ash Dieback Action Plan](#) has been prepared to manage the impact of the disease.

The aim of the Plan is to effectively address the risks presented by the impact of ash dieback (which will require a programme of reactive and proactive tree removal and replanting), conserve the ecosystems in which ash trees are found across the county, and prepare for a positive regeneration phase with a net biodiversity gain.

A specialist contractor needs to be procured to deliver the tree removal and replanting programme. Additional officer resources are required to support programme delivery.

The Cabinet Member for Highways and Infrastructure will be asked to:

1. commence the procurement process and
2. delegate authority to the Director of Highways, Transport and Planning to enter into the contract and extend, if appropriate, in accordance with the County Council's Standing Orders on Procurement and Contracts.

<b>Decision by</b>	Cllr Elkins - Cabinet Member for Highways and Infrastructure
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added</b>	2 November 2020
<b>Month</b>	December 2020
<b>Consultation/ Representations</b>	Director of Law and Assurance Director of Finance and Support Services  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.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Michele Hulme Tel: 033 022 23880
<b>Contact</b>	Judith Shore Tel: 033 022 26052

**Cabinet Member for Highways and Infrastructure**

<b>Highways and Transport Delivery Programmes 2021/22</b>
<p>The Highway and Transport Delivery Programmes identify capital highways infrastructure maintenance and transport improvement schemes for delivery during 2021/22 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> <p>The indicative forward programmes for Highway Infrastructure Maintenance, Local Transport Improvements (LTIP) and Community Highway Schemes (CHS), have informed the 2021/22 Highways and Transport Delivery Programmes. These provide</p>

transparency of the maintenance and improvement investment needs and the funding priorities prepared and selected for review and approval in this decision.

The Cabinet Member for Highways and Infrastructure will be asked to approve –

1. The 2021/22 Local Highway Maintenance Block funded Delivery Programmes.
2. The 2021/22 Integrated Transport Block funded Delivery Programmes.
3. That the Highway and Transport Delivery Programme for 2021/22 is circulated to County Local Committee Members 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 2021/22 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.

It should be noted that the above will be subject to confirmation of funding at a Full Council meeting. Also, that the timetable for confirmation of central government funding is currently unknown.

<b>Decision by</b>	Cllr Elkins - Cabinet Member for Highways and Infrastructure
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added</b>	2 November 2020
<b>Month</b>	December 2020
<b>Consultation/ Representations</b>	County Local Committees Director of Law and Assurance Director of Finance and Support Services  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.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Gary Rustell Tel: 033 022 26397
<b>Contact</b>	Judith Shore Tel: 033 022 26052

### **Director of Highways, Transport and Planning**

#### **Award of Highways Improvement Contracts, Lots 4, 5 & 6**

West Sussex County Council is a designated Highways Authority under the Highways Act 1980 and has a duty to maintain highways maintainable at public expense.

In January 2019, the Cabinet Member for Highways and Infrastructure approved the

commencement of a procurement process for a new Highways Maintenance Term Contract or set of contracts and delegated authority to the Director of Highways and Transport to finalise the terms of and award the Highway Maintenance Term Contract, or set of contracts at the conclusion of the procurement process.

In November 2019, the Director of Highways, Transport and Planning awarded five-year contracts for Lots 1, 2 and 3 (core services, drainage cleansing, hedge and grass maintenance)

Lots 4, 5 and 6 (carriageways, footways and infrastructure works) are procured annually and a formal procurement process is underway for the delivery of highways improvements to be undertaken during the 2021-22 financial year.

At the conclusion of the procurement process, the Director of Highways, Transport and Planning will be asked to award contracts to deliver the highways improvements.

<b>Decision by</b>	Matt Davey - Director of Highways, Transport and Planning
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added</b>	8 October 2020
<b>Month</b>	December 2020
<b>Consultation/ Representations</b>	Director of Law and Assurance Director of Finance and Support Services  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.
<b>Background Documents</b> (via website)	None
<b>Author</b>	Gary Rustell Tel: 033 022 26397
<b>Contact</b>	Judith Shore Tel: 033 022 26052

**Director of Highways, Transport and Planning**

<b>Contract award: A24 Robin Hood Roundabout Improvement</b>
<p>The West of Horsham highway infrastructure package includes four significant highway junction projects to support the delivery of the major housing and employment allocations to the east and west of the A24 as follows -</p> <ul style="list-style-type: none"> <li>• A24 Farthings Hill roundabout (completed 2020)</li> <li>• A281 Newbridge roundabout (completed 2020)</li> <li>• A24 Great Daux roundabout (on hold)</li> <li>• A24 Robin Hood roundabout (see below)</li> </ul> <p>In <a href="#">July 2020</a>, the Cabinet Member for Highways and Infrastructure approved the commencement of the procurement process to secure a build contractor for the A24 Robin Hood scheme and <a href="#">delegated authority</a> to the Director of Highways, Transport and</p>

<p>Planning to appoint the build contractor.</p> <p>Following the conclusion of the procurement process the Director of Highways, Transport &amp; Planning will be asked to approve the appointment of a contractor for the construction of the A24 Robin Hood Junction Improvement Works.</p>	
<b>Decision by</b>	Matt Davey - Director of Highways, Transport and Planning
<b>West Sussex Plan priority</b>	A Prosperous Place
<b>Date added</b>	22 October 2020
<b>Month</b>	February 2021
<b>Consultation/ Representations</b>	<p>Local Members Horsham District Council Local Parish Councils (Warnham, Slinfold, Itchingford)</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>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Stephen Reed Tel: 033 022 27328
<b>Contact</b>	Judith Shore Tel: 033 022 26052

## A Strong, Safe and Sustainable Place

### Cabinet Member for Environment

<b>West Sussex Tree Plan</b>
<p>The trees of West Sussex are a valuable and essential element of the urban and rural landscape, contributing significantly to the character of the county, as well as providing other economic, social, and environmental benefits, all of which contribute to quality of life.</p> <p>The County Council is responsible for established woodland and individual trees on its landholdings which includes highway land, school sites, country parks, tenanted land, residential homes and other properties such as offices.</p> <p>Against a backdrop of changing national policy and legislation, the pressure for new housing and other development, emerging new pests and diseases, and the effects of climate change, the West Sussex Tree Plan will address how the County Council should undertake its statutory duties and responsibilities with regard to trees and how it should operate as a landowner.</p> <p>The Plan will seek to ensure that the trees within the County Council's ownership are maintained, protected, and improved for current and future generations. It will also seek to influence how the wider tree resource within the county is managed and</p>

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improved.

Although the focus of the Plan will be on delivery over the next five years, the strategic aims will provide a framework for the County Council over the medium and longer-term.

The Cabinet Member for Environment will be asked to approve the West Sussex Tree Plan.

<b>Decision by</b>	Cllr Urquhart - Cabinet Member for Environment
<b>West Sussex Plan priority</b>	A Strong, Safe and Sustainable Place
<b>Date added</b>	21 September 2020
<b>Month</b>	November 2020
<b>Consultation/ Representations</b>	<p>District &amp; Borough Councils            South Downs National Park Authority            Sussex Wildlife Trust            Woodland Trust            Forestry Commission            Sussex Nature Partnership            Tree Council            Large estates in West Sussex.            Environment and Communities Scrutiny Committee, 25 November 2020</p> <p>Representations concerning this proposed decision can be made to the Cabinet Member Environment, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
<b>Background Documents</b> (via website)	None
<b>Author</b>	Don Baker Tel: 033 022 26439
<b>Contact</b>	Judith Shore Tel: 033 022 26052

Select Committee Meeting date	Subject/Theme	Objectives/Comments	Key Contacts
18/11/20	West Sussex Tree Plan	Key decision preview. The Plan seeks to ensure that the trees within our ownership are maintained, protected, and improved for current and future generations. It also seeks to influence how the wider tree resource within the County is managed and improved	Mike Elkington
	Call-in - EATF Chichester Cycle Scheme	Call-in hearing for Emergency Active Travel Fund Cycle Lane - A286 Chichester ring-road HI10 (20/21)	Andy Ekinsmyth
	Cycling and Walking Update	Verbal update from the Executive TFG from the Cabinet Member and Committee representatives on the Group. Progress on Tranche 2. To include an update on the Cycling and Walking Strategy, for the opportunity for the Committee to consider and comment upon the approach.	Andy Ekinsmyth
11/01/21	Community Hub Update	An update on progress	Emily King
	Climate Change Strategy Delivery Plan	To include an update on the Carbon Management Plan.	Catherine Cannon
	Savings Proposals	Held for preview of any savings proposals decisions	
03/03/21	Local Flood Risk Management Strategy	Consideration of amended Strategy, prior to key decision	Kevin Macknay
	Halewick Lane	Decision preview. To include an update on all WSCC renewable energy schemes and work to refresh the overarching Strategy	Daire Casey
	Review of the New Approach to using Community Groups to Deliver Highways Services	One year after the award of the maintenance contracts	

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