

Public Document Pack

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4 September 2020

Environment and Communities Scrutiny Committee

A virtual meeting of the Committee will be held at **10.30 am** on **Monday, 14 September 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>

Tony Kershaw
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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 meeting of the Committee on 24 June 2020** (Pages 5 - 10)
The Committee is asked to agree the minutes of the meeting held on 24 June 2020 (cream paper).
 - 3. Minutes of the Call-in meeting of the Committee on 2 July 2020** (Pages 11 - 14)
The Committee is asked to agree the minutes of the meeting held on 2 July 2020 (cream paper).
 - 4. 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.

5. **Responses to Recommendations** (Pages 15 - 30)

The Committee is asked to note the responses to recommendations made at the 24 June 2020 and 2 July 2020 meetings from the Cabinet Member for Highways and Infrastructure and the Cabinet Member for Environment.

10.45 am 6. **Serious Violence** (Pages 31 - 42)

Report by Executive Director for Place Service and Acting Director of Communities.

The Committee is asked to look at the current partnership approach to serious violence in West Sussex in order to obtain a more coherent and detailed picture of the threats, harms, risks and vulnerability that impact our communities and residents.

11.55 am 7. **Break**

The Committee will break for 10 minutes.

12.05 pm 8. **Highways and Transport Contract Delivery Update** (Pages 43 - 58)

Report by Executive Director for Place Service and Director of Highways, Transport and Planning.

The Committee is asked to review the update and consider:

- The progress to date.
- The adequacy of resources allocated to, and arrangements in place for, managing the contracts.
- The strategy relating to the long-term management of West Sussex's highways assets.

1.05 pm 9. **Work Programme** (Pages 59 - 60)

The Committee is asked to note the current work programme.

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

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

11. **Forward Plan of Key Decisions** (Pages 61 - 66)

Extract from the Forward Plan dated 1 September 2020 – attached.

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

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

12. **Possible Items for Future Scrutiny**

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

13. **Date of Next Meeting**

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

- Review of Road Safety Strategy

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.

To all members of the Environment and Communities Scrutiny Committee

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Environment and Communities Scrutiny Committee

24 June 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 Goldsmith, arrived at	Cllr Waight
Cllr Baldwin, arrived at	10.40am	Cllr Walsh, left at 2.01pm
10.45am	Cllr McDonald	Cllr M Jones
Cllr Barnard	Cllr R Oakley	
Cllr Barton, arrived at	Cllr Oppler, arrived at	
10.45am, left at 2.01pm	10.35am, left 2.01pm	

Apologies were received from Cllr Quinn

Absent:

Also in attendance: Cllr Boram, Cllr Elkins and Cllr Urquhart

Part I

1. Declarations of Interest

In accordance with the Code of Conduct the following interests were declared:

Cllr Walsh declared a personal interest in Items 4 and 5 as Leader of Arun District Council and a Member of Littlehampton Town Council.

Cllr Jones declared a personal interest in Items 4 and 5 as a Member of Crawley Borough Council and in Item 6 as a Member of the West Sussex Climate Change Advisory Board.

Cllr S Oakley declared a personal interest in Items 4 and 5 as a Member of Chichester District Council.

Cllr Waight declared a personal interest in Items 4 and 5 as a Member of Worthing Borough Council.

Cllr Baldwin declared a personal interest in Items 4 and 5 as a Member of Horsham District Council.

Cllr Goldsmith declared a personal interest in Items 5 and 6 as Chairman of Save Our South Coast Alliance.

2. Minutes of the last meeting of the Committee

2.1 Resolved – that the minutes of the Committee held on 5 March 2020 be approved as a correct record, and that they be signed by the Chairman.

3. Responses to Recommendations

- 3.1 The Committee is asked to note the response to the recommendations made at the 5 March meeting regarding the On-street Parking to Support Traffic Management from the Cabinet Member for Highways and Infrastructure.

4. Integrated Parking Strategy

- 4.1 The Committee considered a report by the Executive Director Place Services and the Director of Highways, Transport and Planning (copy appended to the signed minutes).
- 4.2 The Cabinet Member introduced the report and confirmed that this is a strategic document.
- 4.3 Miles Davy, Parking Manager set out the background and outlined some of the developments that have occurred since the last update in 2014.
- 4.4 The Committee made a number of comments including those that follow. It:
- Raised concerns that the Strategy had been developed before the impact of COVID-19 is known particularly regarding future public transport use and any effect this would have on congestion.
 - Sought clarification on whether the need to encourage people back into town centres and coastal areas has been fully considered.
 - Asked that more consideration be given to cycle parking to maintain the upsurge in cycle journeys.
 - Raised concerns regarding the lack of enforcement particularly regarding pavement and verge parking but welcomed the Government's review of this issue.
 - Sought clarification on whether pavement and verge parking was an offence and who was responsible for enforcement.

The Committee resolved that:

1. The strategic impact of Covid needs to be looked at in some detail in terms of both impact and funding, including the changes in public transport use over the longer-term.
2. There are conflicts between short-term and long-term particularly in regard to the economic dimension which need to be corrected.
3. There needs to be more treatment of parking for cyclists, as it is not mentioned in the Strategy.

4. The Council's Climate Change and Clean Air decisions need to be referred to and addressed.
5. The capital and revenue costs associated with delivery of the strategy need to be better set out.
6. A report is needed on the timing and delivery of future road space audits (RSAs).
7. There needs to be adequate resources for effective enforcement. The Committee welcomes the fact that systems to enable reporting from district and borough councils on Civil Parking Enforcement are in place. It would be helpful if views of the public can also be gathered, to improve enforcement.
8. Consultation responses from district and borough councils need to be included in the Strategy.
9. Controlled Parking Zones being now being dependent on RSA process (hence the need for a paper on RSA timing and delivery).
10. It was reassured to hear that the issue of verge/footway parking is being addressed as a high priority.
11. Moving traffic violations are a particular priority around school safety zones, and need to be looked at in more detail.
12. Parking in new developments needs to be looked at again as the planning system does not appear to be robust enough. It was reassured that Matt Davey will look at our current guidance.
13. The importance of the EV Strategy and Climate Change Strategy - the need for charging infrastructure is paramount.
14. It recognised the need to give guidance to communities about what they are able to do about verge parking, such as planters, and better communicate it to communities.
15. There is a need to better communicate to communities about the responsibilities of car ownership, including responsible parking.

5. Reallocating Road Space in Response to COVID-19

- 5.1 The Committee considered a briefing paper by the Head of Transport and Countryside.
- 5.2 The Cabinet Member introduced the paper and thanked the officers for all their work in bringing these schemes forward to the very tight Government timetable and the limited criteria. Also confirmed that it is not yet known whether the funding bid has been successful.

- 5.3 The Committee made a number of comments including those that follow. It:
- Appreciated the very short time frame involved for Tranche 1 and hoped that it would be greater when Tranche 2 schemes are considered.
 - Raised concerns that the timeframe for Tranche 1 had not allowed for proper consultation and was reassured to know that consultation for Tranche 2 would be better.
 - Raised concerns about Tranche 1 schemes only being temporary as shown in the Government guidance but was reassured that there is the possibility for successful schemes to become permanent.
 - Supported the idea of an Executive Task and Finish Group as part of the Tranche 2 work and asked that the Walking and Cycling Strategies could be updated to reflect the changes in travel patterns.

The Cabinet Member responded and highlighted the amount of work that officers had put into this and that they worked very quickly. He personally recorded his thanks to all involved.

Resolved – That the Committee

Tranche 1

1. Expressed disappointment at some of the routes chosen but recognised the very tight timescales and the criteria that officers were working to.
2. Supported the work and acknowledged the efforts of officers.
3. Would like more details to be shared with members together with details of those that may become permanent.

Tranche 2

4. Supported the formation of a working group together with a review of the Walking and Cycling Strategies.
5. Requested that there is better communication with district and borough councils, and early on in the process.
6. Requested that the Cycle Forums are included as consultees in the process.

6. Climate Change Strategy 2020/30

- 6.1 The Committee considered a report by the Executive Director Place Services and the Director of Environment and Public Protection (copy appended to the signed minutes).
- 6.2 The Cabinet Member for Environment explained that this is a Strategy and that an Action Plan will follow once the Strategy is adopted.
- 6.3 Steve Read, Director of Environment and Public Protection, introduced the report with a presentation (copy appended to the signed minutes), which gave further details and the links to COVID-19 recovery.
- 6.4 The Chairman invited Tony Whitbread, President of the Sussex Wildlife Trust as a member of the Climate Change Advisory Group, and also representing SECA (South East Climate Alliance) to address the Committee. He gave some background and stressed the urgency that is now required. He had acted as a critical friend to West Sussex County Council and stated that leadership and enabling is important. He also acknowledged the valuable input from the West Sussex Youth Cabinet.
- 6.5 The Committee made a number of comments including those that follow. It:
 - Raised concerns that the document was inward facing and that it needs to be clearer on how we are going to support communities to change behaviour.
 - Raised concerns that the current planning system is lacking and that officers should lobby Government with regards to the National Planning Framework along with the district and borough councils.
 - Welcomed the enthusiasm which the Strategy has received with communities but requested that community engagement be a priority in the Action Plan.
 - Welcomed the reassurance given by the Cabinet Member that the Strategy needs to be embedded in the COVID-19 recovery plan.

The Committee resolved that:-

1. It welcomed the Strategy.
2. More community engagement should be undertaken, and that the strategy should set out how we are going to support and guide communities to do what is necessary.
3. A stronger statement on the Planning system was needed, either in the Strategy or the Action Plan under development.
4. It welcomed that the Climate Change Board has already met.

5. It would like to see the Carbon Management Plan as soon as possible.
6. It would like to see the Strategy build on the successful COVID -19 recovery work, by increasing our commitments to communities and ensuring strong communication messages.

7. Requests for Call-in

- 7.1 The Director of Law and Assurance has agreed to call-in the proposed decision by the Cabinet Member for Highways and Infrastructure concerning the English National Concessionary Travel Scheme – Discretionary Rail Cards HI02 (20/21) decision published on the Executive Decision Database on 10 June 2020 and in the Member's Bulletin on 10 June 2020.
- 7.2 A virtual meeting of the Committee will now be held at 10.30am on 2 July 2020.

8. Forward Plan of Key Decisions

- 8.1 The Committee considered the Forward Plan dated 22 June 2020 (a copy appended to the signed minutes).

9. Possible Items for Future Scrutiny

- 9.1 The Committee requested that the Chairman writes a formal letter to Governance Committee explaining how well the Committee felt that the virtual meeting went as this is particularly pertinent to the Climate Change Strategy work going forward.

10. Date of Next Meeting

The next meeting of the Committee will be held on 14 September 2020 at 10.30 am. Probable agenda items include:

- Highways and Transport Delivery Programme 2020/21
- Serious Violence
- Report from the Waste Strategy Task and Finish Group

Any member wishing to place an item on the agenda for the meeting must notify the Director of Law and Assurance by 2 September 2020.

The meeting ended at 3.18 pm

Chairman

Environment and Communities Scrutiny Committee

2 July 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 Goldsmith	Cllr Waight
Cllr Baldwin	Cllr McDonald	Cllr Millson
Cllr Barnard	Cllr R Oakley	
Cllr Barton	Cllr Quinn	

Apologies were received from Cllr Oppler and Cllr Walsh

Absent:

Also in attendance: Cllr M Jones and Cllr Elkins

Part I

11. Declarations of Interest

In accordance with the Code of Conduct the following interests were declared:

Cllr Barrett-Miles declared a personal interest as a holder of a Discretionary Rail Card.

Cllr Quinn declared a personal interest as a holder of a Discretionary Rail Card.

12. Call-in: English National Concessionary Travel Scheme - Discretionary Rail Cards HI02 (20/21)

12.1 Cllr Jones introduced the request to call-in the decision by the Cabinet Member for Highways and Infrastructure concerning the English National Concessionary Travel Scheme -Discretionary Rail Cards HI02 (20/21) (call in request appended to the signed minutes) and highlighted the following points:

12.2 In his view he believes that the Cabinet Members thinks that this is a luxury but for the elderly it is essential. It provides a service for people who live in areas that have no buses.

12.3 Railcards are now even more important as some socially important bus routes have been cut, some of which were cut because the railcard was available as an alternative.

- 12.4 It is not widely known that the Rail Card option exists and when asked many people said that the Rail Card would have been a better option.
- 12.5 That this proposal conflicts with the West Sussex Local Transport Plan and Climate Change Strategy by reducing sustainable travel options.
- 12.6 Asked why the current holders of the Rail Card were not contacted as part of the consultation and also questioned why the consultation was advertised on buses.
- 12.7 Cllr Elkins, Cabinet Member for Highways and Infrastructure addressed the Committee, highlighting the following points:
- 12.8 This is a financial decision and the Rail Card is purely discretionary and is therefore not required to support the Local Transport Policy.
- 12.9 This withdrawal will bring West Sussex County Council in line with other authorities in the South East.
- 12.10 The Rail Cards are used predominately for longer journeys and there is no evidence that it's withdrawal will lead to an increase in car journeys.
- 12.11 It is not at odds with the Climate Change Strategy as there is still the option to purchase for £30 for one year or £70 for three years.
- 12.12 Buses have been funded where people did not have access to rail such as the Compass 100 route. Focus is being given to where the funding can be used such as providing a village shopping bus twice a week or putting the funds towards community transport.
- 12.13 It was confirmed by officers that all holders of the rail card were written to and that less than 20% replied.
- 12.14 The Committee made a number of comments including those that follow. It:
- Stated that although the saving was small it was still a saving and asked whether any thought had been given to means testing for both bus passes and the rail card.
 - Sought clarification on whether disabled people would still be able to get a rail card and were reassured that this would still be the case and that this would also apply to any companion.
 - Raised concerns that the scheme was not very well advertised and that it needs promoting more widely.
 - Sought clarification on whether the savings would still be made if all the current rail card holders switched to a bus pass.

- Asked whether this decision could be looked at again in a year or two should the situation change.

The Committee noted the following additional suggestion made by a member:

- That those who responded to the survey stating that they have a disability are contacted and made aware of the disability rail card option and that the possibility of a railcard alternative nationally is raised with central government. Also that the date to withdraw the service (Currently Oct 2020) is pushed back to no earlier than Jan 2021, given that the majority of rail card holders will have been unable to use the card during the lockdown period, and the users actually need some decent period of readjustment.

12.15 The Cabinet Member for Highways and Infrastructure summed up by thanking the Committee for the good the debate and that he still feels that the savings need to be made and that he doesn't believe that this decision is in conflict with the Local Transport Plan.

12.16 Cllr Jones summed up that he disagreed with the suggestion of means testing as this is expensive and has been shown to cause a drop off in applications and stated that as large areas of West Sussex are un-parished consulting with parish councils was not the best way to communicate. Also why was it not stated in the report that all rail card holders had been written to as part of the consultation.

12.17 A vote was held and the proposal carried.

Resolved - That the Committee

- Rejects the call-in but supports that there is further work on mitigations to be carried out by officers.
- Also that further work is carried out to advertise the availability of the concessionary railcard so that people know that they can still apply for it before October 2020.

13. Date of Next Meeting

The next meeting of the Committee will be held on 14 September 2020 at 10.30am. Probable agenda items include:

- Highways and Transport Delivery Programme 2020/21
- Serious Violence
- Report from the Waste Strategy Task and Finish Group

Agenda Item 3

Any member wishing to place an item on the agenda for the meeting must notify the Director of Law and Assurance by 2 September 2020.

The meeting ended at 11.55 am

Chairman

Cabinet Member Responses

Response from Cabinet Member for Environment – Mrs Deborah Urquhart		
Agenda item	Environment and Communities Scrutiny Committee (24 June 2020)	Response
Climate Change Strategy	<ul style="list-style-type: none"> • Welcomes the Strategy. • Need to embed community engagement more fully and state how we are going to support and guide communities to do what is necessary. • Needs a stronger statement on the Planning system either in the Strategy or the Action Plan under development. • Welcomed the fact that the Climate Change Board has already met. • Would like to see the Carbon Management Plan asap • Would like to see the Strategy build on the successful Covid recovery work, by increasing our commitments to communities and ensuring strong communication messages. 	<p>The importance and challenge of community engagement is fully acknowledged, and this was further emphasised by the responses from the informal engagement. As a result, there is a specific action in the Climate Change Delivery Plan to '<i>Work with partners and communities to build and deliver an engagement plan that encourages individuals and communities to act to mitigate and adapt to climate change</i>'. This is identified as an early priority for delivery. Officers are working with partners to co-design an initial engagement plan to ensure consistent messaging to encourage communities to take action. A clear communications plan is being developed to support this.</p> <p>Regarding the Planning system, national policy is clear about development in floodplains, and local policies have to be consistent with it. Our planning function only relates to minerals and waste development, and County Council development (e.g. schools), so there is very little impact that WSCC could make re this issue. Given the discussed impact of flooding on residents and businesses, this issue is primarily about planning decisions relating to housing, commercial, etc development, which is a district/borough/SDNPA function. Therefore, it is suggested that the focus needs to be on lobbying the Govt to change the planning system. However, the districts/boroughs/SDNPA are best placed to</p>

Cabinet Member Responses

		<p>inform that view. Following feedback from ECSC, there is a specific action in the Climate Change Delivery Plan to <i>'We will liaise with other public sector bodies for collective lobbying to enable a clear voice to be heard'</i></p> <p>The Carbon Management Plan has been reviewed by the newly formed Climate Change Board and is scheduled to be brought to ESCS on 3rd March 2021 alongside our action plan for the next 2 years.</p> <p>The timing of the Strategy is closely aligned with the Covid recovery work, notably our Economic Reset Plan, which was approved by Cabinet at the same time and emphasises the importance of embedding climate change and the natural environment in the economic recovery. Further, our wider county recovery plan has a focus on leaving a positive legacy and seeks to secure the environmental benefits seen during the pandemic restrictions.</p>
<p>Response from Cabinet Member for Highways and Infrastructure – Mr Roger Elkins</p>		
<p>Integrated Parking Strategy</p>	<ul style="list-style-type: none"> • The strategic impact of Covid needs to be looked at in some detail in terms of both impact and funding, including the changes in public transport use over the longer-term. • There are conflicts between short-term and long-term particularly in regard to the economic dimension which need to be corrected. 	<p>Please see attached briefing paper – Appendix 1</p>

Cabinet Member Responses

	<ul style="list-style-type: none">• There needs to be more treatment of parking for cyclists, as it is not mentioned in the Strategy.• The Council’s Climate Change and Clean Air decisions need to be referred to and addressed.• The capital and revenue costs associated with delivery of the strategy need to be better set out.• A report is needed on the timing and delivery of future road space audits (RSAs).• There needs to be adequate resources for effective enforcement. The Committee welcomes the fact that systems to enable reporting from district and borough councils on Civil Parking Enforcement are in place. It would be helpful if views of the public can also be gathered, to improve enforcement.• Consultation responses from district and borough councils need to be included in the Strategy.• Controlled Parking Zones being now being dependent on RSA process (hence the need for a paper on RSA timing and delivery).	
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Cabinet Member Responses

	<ul style="list-style-type: none"> • It was reassured to hear that the issue of verge/footway parking is being addressed as a high priority. • Moving traffic violations are a particular priority around school safety zones, and need to be looked at in more detail. • Parking in new developments needs to be looked at again as the planning system does not appear to be robust enough. It was reassured that Matt Davey will look at our current guidance. • The importance of the EV Strategy and Climate Change Strategy - the need for charging infrastructure is paramount. • It recognised the need to give guidance to communities about what they are able to do about verge parking, such as planters, and better communicate it to communities. • There is a need to better communicate to communities about the responsibilities of car ownership, including responsible parking. 	
<p>Reallocating Road Space in Response to COVID-19</p>	<p>Tranche 1</p> <ul style="list-style-type: none"> • Expressed disappointment at some of the routes chosen but recognised the very tight 	<p>The Cabinet Member recognises that the timescales required by the Department for Transport meant that consultation had to be extremely limited. Each scheme was developed in conjunction with and supported by the district and borough councils.</p>

Cabinet Member Responses

	<p>timescales and the criteria that officers were working to.</p> <ul style="list-style-type: none"> • Supported the work and acknowledged the efforts of officers. • Would like more details to be shared with members together with details of those that may become permanent. <p>Tranche 2</p> <ul style="list-style-type: none"> • Supported the formation of a working group together with a review of the Walking and Cycling Strategies. • Requested that there is better communication with district and borough councils, and early on in the process. • Requested that the Cycle Forums are included as consultees in the process. 	<p>Detailed designs of each of the schemes are being shared with members and other key stakeholders as they become available. Tranche 1 schemes are being monitored for cycle use, traffic impact and congestion and will be regularly reviewed. A bid for Tranche 2 has been submitted that covers broad programmes of approximately 10 Active Travel schemes, protecting existing cycle lanes in Chichester, Worthing and Horsham, local measures to support pupils return to school and cycle training, enhancement of T1 schemes, A24 Findon Valley new cycle scheme and the A259 cycleway improvement. Once the outcome of Tranche 2 will be known in early September.</p> <p>The Cabinet Member has initiated an executive Task and Finish Group to advise on progress and impact of Tranche 1 schemes, priorities for Tranche 2 and also an update to the Walking and Cycling Strategy. The TFG have met twice and will meet again in early September when it will consider T2 priorities following the outcome of our bid. We have worked very closely with the District and Borough Councils throughout T1 who are in support of our approach. We will continue this with T2 priorities. The cycle forum have already been part of the process suggesting many of the scheme ideas that have been put to the council. We will continue to liaise with the West Sussex Cycle Forum once the outcome of the T2 is known.</p>

Cabinet Member Responses

Response from Cabinet Member for Highways and Infrastructure – Mr Roger Elkins		
Agenda item	Environment and Communities Scrutiny Committee Call-in (02 July 2020)	Response
	<ul style="list-style-type: none"> • That the Committee rejects the call-in but supports that there is further work on mitigations to be carried out by officers. • Also that further work is carried out to advertise the availability of the concessionary railcard so that people know that they can still apply for it before October 2020. 	Please see attached briefing paper – Appendix 2

August 2020

Cabinet Member for Highways and Infrastructure

**Briefing Note on the Environment and Communities Scrutiny Committee
Response to the Integrated Parking Strategy**

At the meeting held on the 24th June 2020, The Committee considered the draft Integrated Parking Strategy (IPS), as a statement of the County Council's commitment to the future of parking management in support of its other policies and strategies, and commented on the issues and recommended policies contained within it.

This paper sets out the comments of The Committee and the response of officers.

1. The strategic impact of Covid needs to be looked at in some detail in terms of both impact and funding, including the changes in public transport use over the longer-term.
Officer Response – A paper is included with this report.
2. There are conflicts between short-term and long-term particularly in regard to the economic dimension.
Officer Response –Officers would like to ask committee members for further clarification on this statement.
3. There needs to be more treatment of parking for cyclists, as it is not mentioned in the Strategy.
Officer Response –A brief reference to cycle parking will be made in a revised draft of the IPS but it is felt this issue would be better covered in more detail in the Cycling and Walking Strategy.
4. The Council's Climate Change and Clean Air decisions need to be referred to and addressed.
Officer Response –Further references to climate change etc will be made in a revised draft of the IPS
5. The capital and revenue costs associated with delivery of the strategy need to be better set out.
Officer Response – It is not considered appropriate or possible to include costings within a strategy document, especially as many areas of work are still in feasibility or yet to start. Any actions arising from the IPS will be considered independently and costed at that stage.

6. A report is needed on the timing and delivery of future road space audits (RSAs)
Officer Response – A report has been prepared and will be considered by the Executive Leadership Team and Cabinet Member for Highways and Infrastructure prior to being reviewed by the Cabinet Board.
7. We need adequate resources for effective enforcement. The Committee welcomes the fact that systems to enable reporting from district and borough councils on Civil Parking Enforcement are in place. It would be helpful if views of the public can also be gathered, to improve enforcement.
Officer Response – The district and borough councils have reviewed their websites in order to make it easier for residents etc to request enforcement visits and/or report parking issues.
8. Consultation responses from district and borough councils need to be included in the Strategy.
Officer Response – It is not standard practice to include consultation responses within strategy documents. Any comments from district and borough councils will be shared with the Cabinet Member for Highways and Infrastructure as well as being kept on file.
9. Controlled Parking Zones being now being dependent on RSA process (hence the need for a paper on RSA timing and delivery).
Officer Response – A programme for the review of existing CPZs is included with this report. Any future changes to this programme are dependent upon the outcome of the report outlined in 6 above.
10. Reassured to hear that the issue of verge/footway parking is being addressed as a high priority.
Officer Response – Verge and footway parking is an action arising from the IPS. Any specific measures arising from this action in the future (e.g. TROs) will need to be prioritised and costed accordingly.
11. Moving traffic violations are a particular priority around school safety zones, needs to be looked at in more detail.
Officer Response – Further references to moving traffic will be made in a revised draft of the IPS. Any specific measures arising from this action in the future will need to be prioritised and costed accordingly.
12. Parking in new developments needs to be looked at again as the planning system does not appear to be robust enough. Reassured that Matt Davey will look at our current guidance.
Officer Response – The current guidance was a key decision in June 2019 after being called in by ECSC for scrutiny in March/May

2019. The guidance went live in August 2019 and has been monitored since its introduction to ensure that it is fit for purpose. The view of officers is that it appears to be working well. A number of minor amendments have recently been made to the commercial guidance. There is no timetable to revisit the guidance but officers are continuing to monitor its use and if minor updates are required that do not change the methodology applied these will be considered on their merits.

13. The importance of the EV Strategy and Climate Change Strategy - the need for charging infrastructure is paramount.

Officer Response – A brief reference to electric vehicles will be made in a revised draft of the IPS but it is felt this issue would be better covered in more detail in the Electric Vehicle Strategy.

14. Need to give guidance to communities about what they are able to do about verge parking such as planters and communicate it to communities better.

Officer Response – Officers will liaise with colleagues in Local Highway Operations as to what guidance can be offered and how. The parking pages on the County Council website are also being updated, including information on obstruction. A paper on vehicle removals has also been prepared and will soon be shared with the Cabinet Member for Highways and Infrastructure

15. Communicate better to communities about the responsibilities of car ownership, including responsible parking.

Officer Response – The parking pages on the County Council website are being updated, including information on how to park responsibly. Officers will also consider the potential for a stand-alone PR exercise.

APPENDIX A

IMPACT OF THE COVID-19 PANDEMIC UPON ON-STREET PARKING IN WEST SUSSEX

Economic

The short term impact of COVID-19 in the UK as a whole has been a sudden and unprecedented drop in economic activity with GDP down by 3.9% compared to the same period (April to July) in 2019. The length of any subsequent recession is unknown at this stage and will depend on huge number of factors.

Recessions measurably impact traffic levels, which in turn affect parking demand and so revenue. Given the myriad of factors in play, the direct impact upon the County Councils charged on-street parking (Pay & Display) in West Sussex is not clear cut but retail activity and spend has already experienced an unprecedented reduction in the last few months. As most users of on-street Pay & Display bays are accessing town centre retail and services, the impact of a retail slump is therefore highly likely to impact parking revenue income.

The Pay & Display income in West Sussex for the period April to July 2020 (and compared to 2019) can be seen below:

APRIL 2020 INCOME				MAY 2020 INCOME				JUNE 2020 INCOME			
AREA	P&D	DISPENSATIONS	SUSPENSIONS	AREA	P&D	DISPENSATIONS	SUSPENSIONS	AREA	P&D	DISPENSATIONS	SUSPENSIONS
Billingshurst	£0.40	£0.00	£0.00	Billingshurst	£3.90	£0.00	£0.00	Billingshurst	£22.25	£80.00	£0.00
Bognor Regis	£2,759.65	£0.00	£0.00	Bognor Regis	£13,248.25	£0.00	£0.00	Bognor Regis	£19,805.90	£160.00	£50.00
Chichester	£970.25	£94.00	£35.00	Chichester	£1,923.85	£10.00	£170.00	Chichester	£6,300.60	£136	£171.00
Crawley	£2,608.30	£82.00	£0.00	Crawley	£4,854.10	£0.00	£0.00	Crawley	£9,042.80	£71.00	£0.00
East Grinstead	£747.25	£28.00	£220.00	East Grinstead	£1,186.85	£15.00	£310.00	East Grinstead	£4,326.80	£24.00	£130.00
Horsham	£364.90	£0.00	£0.00	Horsham	£708.90	£10.00	£0.00	Horsham	£2,086.30	£470.00	£25.00
Worthing	£10,082.25	£0.00	£620.00	Worthing	£27,102.40	£0.00	£2,865.00	Worthing	£52,423.00	£805.00	£2,050.00
TOTAL	£17,533.00	£204.00	£875.00	TOTAL	£49,028.25	£35.00	£3,345.00	TOTAL	£94,007.65	£1,746.00	£2,426.00
			£18,612.00				£52,408.25				£98,179.65
APRIL 2019 INCOME				MAY 2019 INCOME				JUNE 2019 INCOME			
AREA	P&D	DISPENSATIONS	SUSPENSIONS	AREA	P&D	DISPENSATIONS	SUSPENSIONS	AREA	P&D	DISPENSATIONS	SUSPENSIONS
Billingshurst	£314.40	£0.00	£0.00	Billingshurst	£202.80	£0.00	£0.00	Billingshurst	£166.05	£0.00	£0.00
Bognor Regis	£28,996.70	£599.00	£0.00	Bognor Regis	£30,850.20	£278.00	£345.00	Bognor Regis	£28,202.90	£405.00	£1,095.00
Chichester	£18,373.90	£706.00	£6,974.00	Chichester	£18,935.60	£224.00	£2,787.00	Chichester	£18,071.40	£370.00	£1,036.00
Crawley	£23,123.40	£130.00	£1,075.00	Crawley	£21,211.70	£140.00	£470.00	Crawley	£23,160.35	£25.00	£700.00
East Grinstead	£10,154.40	£334.00	£86.00	East Grinstead	£10,583.60	£143.00	£140.00	East Grinstead	£10,390.00	£302.00	£220.00
Horsham	£10,131.25	£390.00	£288.00	Horsham	£10,348.00	£590.00	£1,625.00	Horsham	£9,574.45	£1,050.00	£657.00
Worthing	£85,257.20	£3,215.00	£1,875.00	Worthing	£88,244.70	£1,850.00	£1,850.00	Worthing	£86,992.90	£2,264.00	£1,149.00
TOTAL	£176,351.25	£5,374.00	£10,298.00	TOTAL	£180,376.60	£3,225.00	£7,217.00	TOTAL	£176,558.05	£4,416.00	£4,857.00
			£192,023.25				£190,818.60				£185,831.05

Although income levels have recovered considerably (by £80k) in June compared to April they are still approximately £85k lower than would normally be expected. Bearing in mind that income normally increases in the summer months, the net result of COVID-19 could be a decrease in on-street income of approximately £800k between July 2020 and March 2021. Adding the losses from April to July 2020 to this takes the total decrease for financial year 2020/21

to £1.2m. It remains to be seen whether the County Council can reclaim any of this from the Government.

Beyond the wider impacts of economic activity on parking, there are longer term trends to the way we work and shop and it appears COVID-19 may have accelerated these. This is against a background of a changing high street and a growth in online shopping, with the proportion of online sales already rising from 5% in 2008 to 18% in 2018.

In the short term, online and convenience shopping have fared well during the pandemic, as have sporting goods and cycles. Comparative goods and non-essentials have experienced significant declines with a shift to online and an overall reduction in spend. The impact of social distancing on cultural activities and restaurants has been dramatic with wholesale temporary closure although many businesses are now re-opening and finding ways to deal with the new situation.

The impact of the pandemic on the wider economy is unclear with conflicting views and predictions against a fast changing situation. Whilst demand for transport and parking generally falls during recessions, any view on whether a recession caused by COVID-19 outlives the pandemic would be pure speculation. It is clear though that in the short-term the financial impact on WSCC has been and will continue to be severe.

The potential longer term impact of the behavioural changes are perhaps more of a consideration. The pandemic has the potential to accelerate trends already taking place in town centres across the UK; a 'crunch' in casual dining; a shift from town centre retail to internet shopping, and the recovery of out-of-town retail after a decade of decline. Accordingly, the risk for the County Council is potentially higher as car parking usage patterns in town centres suggest that the on-street parking is dominated by retail visits.

The link between town centre vitality and car park charges is far from clear, but tends towards higher charges in centres with more to offer. Keeping charges as they are, or even reducing them is unlikely to result in a measurable positive impact for centres, and the reverse may be true, as parking availability is generally considered to be the more important factor in centre choice.

Societal & Transport

The most obvious impact of COVID-19 on behaviour to-date has been limiting contact between humans; firstly through 'lock down' measures and now through maintaining minimum distances between people in public alongside limiting the size and type of gatherings.

Whilst this effects parking demand in terms of events and cultural activities, the bigger impact for WSCC could arise from the trend of working from home, which looks set to become a long term trend for companies with office-based

businesses or staff. There are a huge number of organisations across all sectors adopting work from home as the 'new normal'. The ONS reports that around 8.7m or 30% of the workforce has worked from home as a result of COVID-19.

Data shows how road, rail and bus use generally rise and fall in line with the economy. The key difference with the COVID-19 pandemic is the need to avoid large numbers of people in confined spaces. This has very clear implications for public transport. To date rail and bus trips are recovering at a much slower rate than road.

A shift from public to private transport could be one of the biggest long term impacts of the pandemic. IPSOS and the RAC have carried out surveys considering consumer intention to purchase cars and have found that it has increased, although consumer confidence in making large purchases is low. At the same time central government is promoting walking and cycling as safe travel alternatives, with many cities and towns re-allocating road and on-street parking to pedestrian and cycle use.

Specifically, 'commuter' parking could be highly impacted, with a triple whammy effect of; lower economic activity, more working from home, and a desire to avoid public transport. With less commuter parking, this could reduce the need for on-street parking interventions such as CPZs.

There are no easy answers as to how behavioural changes in society and transport might impact parking in the long term. A key unknown is how the variables interact. For example: whilst there may be less commuting overall, more of this may be by private car, negating the impact. Lower employment densities within offices may also take the pressure off car parks, in turn leading to less overspill onto the public highway.

Walking and cycling infrastructure may start to take precedence over on-street parking, as is being seen in some of the larger cities in England (and globally) already. The UK government has made £2bn available to local authorities to provide temporary to permanent facilities stating that "Local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart".

Practical / Parking

There are already signs that COVID-19 has had a direct impact upon the County Council's parking works programme. In Manor Royal (Crawley), a formal advertisement of detailed proposals for a parking management plan has been deferred for at least a year due to the uncertainty surrounding many of the businesses which are tied into the aviation industry. In turn, this has had a knock on effect on proposals to deal with issues in surrounding residential areas and other parts of Crawley. Similarly, in Burgess Hill and Haywards Heath, there

is now a great deal of uncertainty as to whether/when master planning work will progress and this is having a knock on effect on Road Space Audit (RSA) feasibility work.

RSA implementation is still progressing in other areas such as Chichester and reviews of existing parking schemes will continue as normal.

The British Parking Association (BPA) has considered the impact of COVID-19 on behalf of its members and produced a toolkit for responding to the pandemic. This includes a Risk Assessment Template to help authorities and operators assess the risk of disease transmission and template signage which can be employed at various parking sites.

The risks involved in day-to-day (on-street) operations from COVID-19 are to staff and customers and arise from parking equipment (e.g. payment machines) and places on the highway and in car parks where people linger, queue or potentially crowd together. In a number of areas, parking bay suspensions or road closures have successfully been introduced as part of the County Council's 'Safe Spaces' project and these will continue to be monitored.

With regards to the longevity of the risk, it seems likely that this will be around for as long as the pandemic, so completely unknown.

An on-street parking SWOT analysis follows:

Strengths

- Local centres with character that will continue to serve their communities
- Large part of service not impacted by reductions in commuting etc
- Measures to deal with social distancing regulations i.e. safe spaces
- Annual charging reviews
- Well run parking service with in-house expertise and knowledge

Weaknesses

- Reliance on success of retail offer/national chains in each area
- No control over changes to off-street car parks (council and private)

Opportunities

- Acceleration of cashless parking and technologies
- Other uses for parking space as they arise e.g. Parklets
- Potential changes to enforcement methods e.g. CCTV/ANPR

Threats

- Macro-economic impacts of a recession
- Changes in retail activity and a shift to online
- Rise in vehicle use and demand for parking i.e. residential
- Threat to regeneration projects and development proposals

Agenda Item 5
Appendix 1

- Pressure to reduce tariffs or keep them the same without any evidence of impact
- Less income to fund other parking measures

APPENDIX B

CPZ Review Programme

AREA	REVIEW (FEASIBILITY) START DATE	DATE TRO ADVERTISED	DATE OF CLC DECISION (IF REQUIRED)	IMPLEMENTATION DATE	COMMENTS
East Grinstead	Aug-18	Apr-19	Oct-19	May-20	Waiting to be sealed
Horsham/Billingshurst	Mar-19	Feb-20			CPZ
Horsham	Jul-19	Aug-20			Roads not in CPZ (i.e Parkfield)
Crawley	Nov-19				Being drawn up
Worthing	Jun-20				
Bognor Regis	Sep-20				
Chichester	Apr-21				
East Grinstead	Jul-21				
Horsham/Billingshurst					
Crawley					
Worthing					
Bognor Regis					
Chichester					
POINTS TO NOTE					
Reviews consist of: addition/removal of parking and loading bays (including formal disabled bays), minor amendments to yellow lines, TRO consolidations and lining/signing reviews (all within CPZ boundary). Consideration only given to CPZ extensions in exceptional circumstances.					
Each review has allocation of £10K although an underspend in one area could be used to top up another if required.					

Cabinet Member for Highways and Infrastructure

ENCTS

The Cabinet Member Key Decision to cease providing older residents the option of a free Seniors Rail Card was 'called in' by the Environment and Communities Scrutiny Committee. A meeting was held on 2 July 2020 to hear the call-in and allow a response by the Cabinet Member and officers.

The Committee rejected the call-in but supported further work on mitigations to be carried out by officers. Also, that further work is carried out to advertise the availability of the concessionary rail card so that people know that they can still apply for it before October 2020.

The Key Decision is proceeding with the free Seniors Rail Card no longer being available as an alternative to the free Older Persons Bus Pass as of end October 2020. The Committee did make a number of comments that have been considered below:

- 1. Whether it has been considered to means test applicants for both bus passes and the rail card?*

Provision of the free off-peak bus pass for older people is a statutory duty with no means testing included. The rail card is not a part of the duty but has been available as alternative to the free bus pass since the county council acquired the duty when it was transferred from District/Borough Councils.

It has been considered that means testing for rail cards, albeit senior rail cards would require additional resources that would not make it cost effective or the savings being realised. Therefore, means testing has been discounted.

- 2. Whether disabled people would still be able to get a rail card.*

The alternative free Disabled Persons Rail Card will continue and will also apply to companions of disabled people to be used when they accompany them.

- 3. Raised concerns that the scheme is not well advertised and that it needs promoting more widely.*

The ENCTS scheme including the option of rail cards as alternative to bus passes has always been advertised clearly on the county council's websites as well as in correspondence with applicants. The alternatives were also made clear when the county council took on the responsibility locally of the national scheme in local press as well as to local interest groups and to Members.

As a part of the cessation of Senior Rail Cards a press release will be issued that makes it clear that eligible residents can apply for the card until the end of October. It shall make it clear that the Disabled Persons Rail Card will continue to be available.

- 4. Asked whether the decision could be looked at again in a year or two should the situation change.*

Agreed

- 5. That the possibility of a railcard alternative nationally is raised with central government.*

There is already the [Senior Railcard](#) alternative available nationally. This is available for £30 per annum or £70 for three years if paid for in advance. There are also discount codes available online.

- 6. That the date to withdraw the service (Currently Oct 2020) is pushed back to no earlier than Jan 2021, given that the majority of rail card holders will have been unable to use the card during the lockdown period, and the users actually deserve some decent period of readjustment.*

We have contacted all existing card holders making them aware of the decision to cease the alternative of a free Senior Rail Card. This will allow them to consider renewing their railcard if it is expiring, provide information on the national railcard (see 5) and alert them to consider a Disabled Persons Railcard if they are eligible as an alternative. Therefore, the free Senior Railcard will cease at the end of October 2020. Many card holders will still have time to use their free cards if they choose to return to rail during the pandemic or alternatively apply for a free bus pass.

- 7. That in future where there is a proposal to withdraw a service and we have contact details for the service users, that they are contacted directly to make them aware of any consultation.*

All existing service users were contacted to make them aware and given the opportunity to contribute to the consultation on this decision.

**Key decision: No
Unrestricted
Ref:**

Report to Environment and Communities Scrutiny Committee

14th September 2020

Serious Violence

Report by Executive Director for Place Service and Acting Director of Communities

Electoral division(s): All

Summary

The ability of partners to respond to serious violence efficiently and effectively is identified as essential to meet existing and future challenges for the Safer West Sussex Partnership in relation to identifying harm, risk and vulnerability across West Sussex.

This report sets out the work of the partners working to tackle serious violence in West Sussex.

The focus for scrutiny

The Committee is asked to the current partnership approach to serious violence in West Sussex in order to obtain a more coherent and detailed picture of the threats, harms, risks and vulnerability that impact our communities and residents.

In particular, that the Committee:

- (1) Considers the effectiveness of the current partnership approach to tackling serious violence.
- (2) Considers whether adequate resources have been provided to undertake the work, and whether this represents good value.
- (3) Considers how best to share public messages.

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

Proposal

1. Background and Context

National overview

- 1.1 On 9 April 2018, the Government published its Serious Violence Strategy setting out an ambitious programme of work to respond to increases in knife crime, gun crime and homicide.
- 1.2 Its approach is not solely focused on law enforcement, important as that is, but depends on partnerships across a number of sectors such as education, health, social services, housing, youth services, and victim services. In particular it focuses on needing the support of communities thinking about what they can themselves do to help prevent violent crime happening in the first place and how they can support measures to get young people and young adults involved in positive activities. Its overarching message is that tackling serious violence is not a law enforcement issue alone. It requires a multiple strand approach involving a range of partners across different sectors.
- 1.3 The Government is concerned about increases in homicides, gun crime and knife crime, since 2014. Nationally, these offences account for around 1% of all recorded crime, but the impact of serious violent crime on society is significant. There is a huge cost to individuals, families and communities through loss of life, and the trauma caused through both the physical and psychological injuries suffered.
- 1.4 The Serious Violence Strategy reports on a historical perspective and that overall violent crime has also seen very substantial reductions since its peak in the mid-1990s as recorded by the Crime Survey for England and Wales, regarded as the most reliable independent survey of crime. Violence with injury in the year ending September 2017 was 40% lower than in the year ending June 2010 and 76% lower than its peak in 1995. However, some types of violent crime recorded by the police have shown increases since late 2014. Some of this increase can be attributed to improvements in how police forces record crime, but some of the increases are thought to be genuine, including a rise in offences involving knives and firearms.
- 1.5 Nationally, a sizeable proportion of robbery offences (21%) involve the use, or the threat of use, of a knife. On the other hand, knife robberies account for 40% of all offences involving a knife or sharp instrument.

Youth Violence Commission

- 1.6 The Youth Violence Commission final report was published in July 2020. The independent, cross-party commission was established to identify the root causes of and solutions to serious youth violence across the UK. It reports in its findings that the causes of serious violence between young people can be linked to a number of significant factors that increase the likelihood of a young person committing or being subject to serious violence.
- 1.7 The Commission found that those who committed serious acts of violence had often been subjected to, or witnessed, domestic violence as children. Many young people had parents who were unable to give them the care and

attention they needed due to having to work multiple low -paid jobs or though addictions. The negative effect of exclusions from school and the lack of youth services and the impact of short-term funding provision were also significant factors impacting on the risks of violence crime for young people. Other factors included the reduction in police numbers and increasing rates of child poverty and inequality.

- 1.8 The Commission supports a public health approach to be adopted by Violence Reduction Units (VRU's) and recognises that long-term prevention strategies with substantial investment is necessary. The final report of the cross-party Commission makes several calls upon government including
- VRU's must receive enhanced funding immediately, accompanied by funding projections for a minimum of ten years
 - Central Government should provide significant and immediate increased funding to enable schools to put in place the enhanced support necessary to avoid off-rolling and pursue an aspiration of zero exclusions. Off-rolling is the practice of removing a pupil from the school roll without a formal, permanent exclusion or by encouraging a parent to remove their child from the school roll, when the removal is primarily in the interests of the school rather than in the best interests of the pupil
 - Central Government should provide Local Authorities with statutory funding and a clear statutory duty for providing youth services, the levels of which should be determined by the number of young people living in each Local Authority area.

West Sussex Picture

1.9 The current priorities for the Safer West Sussex Partnership are;

- Child Exploitation
- Domestic Violence & Sexual Abuse
- Drugs and Alcohol
- Modern Slavery
- Preventing Radicalisation and Violent Extremism
- Serious and Organised Crime
- Serious violence

1.10 The issue of serious violence cuts across a number of these priorities, in particular child exploitation, drugs and alcohol and domestic violence and sexual abuse.

Knife Crime & Serious Violence

1.11 Knife related crime has recorded the largest increase since 2017 and is responsible for the majority of serious violence in Sussex, see data below. Increased awareness from Sussex Police Operation Safety and guidance within the Sussex Force in the recording of knife crime will have contributed to some of this increase . However, it is unlikely that that improvements in recording practices alone are responsible for the increase.

- 1.12 The Serious Violence Crime Profile for Sussex, produced in March 2020, presents strong evidence supporting the approach to target our activity and resources towards community-based approaches.
- 1.13 Between 2017 and 2019, the highest number of Serious Violent Crime offences specific to West Sussex, occurred within the District and Borough areas of Adur and Worthing, Arun and Crawley.
- 1.14 The picture in Sussex is consistent with the national trend across England and Wales, with a continual rise in knife offences over the last three years.
- 1.15 Due to the hidden nature of knife-carrying and the under-reporting of violent incidents to the police we are unlikely to know the full extent or problem of knife crime/serious violence locally. Academic literature cites strong evidence linking deprivation and vulnerability with knife crime and serious youth violence.
- 1.16 Further data supporting this targeted approach is in relation to “neighbourhood level” deprivation: Areas within three wards in Arun and one ward in Crawley fall within the 10% most deprived areas in England. These wards are Courtwick with Toddington, Marine, and Bersted in Arun and Broadfield South in Crawley.
- 1.17 Data contained within the Serious Violence Crime profile has shaped an intelligence-led approach to West Sussex VRU priorities to tackle serious violence.

Violence Reduction Units (VRU’s)

- 1.18 The Government’s Serious Violence Strategy places an emphasis on early intervention and prevention and aims to tackle the root causes of violence and prevent all individuals from getting involved in crime in the first place.
- 1.19 In March 2019 the government announced a £100m fund to tackle serious violence. Sussex Police and the Sussex Police and Crime Commissioner (PCC) bid to become fund beneficiaries.
- 1.20 On 12 August 2019 the government announced that 18 Police and Crime Commissioner (PCC) areas would be awarded £35 million to set up specialist teams to tackle violent crime in their areas, Sussex Police Force and Sussex PCC was named as one of the 18 areas chosen for this purpose.
- 1.21 The VRU aims would be to bring together different organisations, including the police, local government, health, community leaders and other key partners to tackle violent crime by understanding its root causes. The VRU’s are responsible for identifying what is driving violent crime in the area and coming up with a co-ordinated response and with delivering both short- and long-term strategies to tackle violent crime, involving police, healthcare workers, community leaders and others.
- 1.22 In 2019-20 the Sussex PCC was awarded £880k with West Sussex allocated £294k to support targeted work and interventions. In 2020-21 the award to West Sussex was £176k for direct interventions and an additional £30k to support the local coordination of the VRU activities. Some funds in 2020-21

have been allocated to the Sussex Violence Reduction Partnership infrastructure to support programme infrastructure costs.

- 1.23 This was in addition to surge funding of £1.3m in 2019/20 to support increased operational capacity within the Police Force. Sussex Police named this response Operation Safety with key objectives to maximise effectiveness in investigations where serious violence and/or knife enabled crime has taken place and to target knife crime and serious violence through intelligence-led operational activity.

Structure and Governance

- 1.24 The overarching pan-Sussex Serious Violence Reduction Steering Group (SVRSG), which comprises the core VRU team has responsibility for strategic coordination of VRU activity across Sussex including all financial and reporting requirements, executive engagement, project management, analysis and development of data sharing agreements and communications and engagement. The team also leads on the collation and sharing of good practice locally and nationally.
- 1.25 Within the Sussex Police Force area there are three locality VRU's (one in each area of Sussex: East Sussex, West Sussex, Brighton & Hove), which are responsible for the operational delivery of VRU activity within their area.
- 1.26 The SVRSG provides the forum for locality VRU's to share information and good practice, hold each other to account and ensure that delivery of activity on serious violence is consistent with the aims and principles set out by the Home Office.

West Sussex VRU

- 1.27 The West Sussex Violence Reduction Unit (VRU) core function is to offer leadership and, working with all relevant agencies operating locally, strategic coordination of the local response to serious violence. It reports to the Safer West Sussex Partnership Executive Board and via the SVRSG to the PCC as Chair of the Sussex Criminal Justice Board.
- 1.28 The current membership of the West Sussex VRU consists of statutory agency representatives and relevant partners from the voluntary and community sector responsible for delivery of serious violence reduction activity or connected community safety business areas including; National Probation Service, Clinical Commissioning Group, all District and Borough Councils, Sussex Police, Office of the Police and Crime Commissioner, Youth Justice Service, WSCC Education, WSCC MASH, WSCC Community Safety, WSCC Public Health, WSCC Communications and a range of colleagues from the Executive Directorate for Children, Young People and Learning.

Definition of Serious Violence

- 1.29 The government Serious Violence Strategy published in 2018 is framed on four key themes: tackling county lines and misuse of drugs, early intervention and prevention, supporting communities and partnerships, and an effective law enforcement and criminal justice response. The strategy did not specifically define serious violence but referred to the rising incidence,

nationally, of violent crime such as homicide, domestic violence, knife and firearms crime. The strategy also does not address specifically sexual abuse, modern slavery or violence against women and girls. They may all involve forms of serious violence but there are already specific strategies addressing those important issues, and so they are not included within the scope of this new strategy

- 1.30 The government Serious Violence Strategy (April 2018) can be found at: <https://www.gov.uk/government/publications/serious-violence-strategy>
- 1.31 The West Sussex Domestic and Sexual Abuse and Violence Steering Group (DSAV), pan-Sussex Serious Violence Reduction Steering Group (SVRSG) and West Sussex VRU are closely strategically aligned and collaborate across all areas of work in support of reduction of all types of violence.
- 1.32 The strategy does not define serious violence categorically but called on each VRU area to define serious violence, based upon its local circumstances. The definition of serious violence in Sussex has been adopted in response to the evidence within the Sussex Violent Crime Profile analysis produced by Sussex Police and reflects a Pan Sussex approach to reducing the local trends in serious violence.
- 1.33 The agreed definition of serious violence for VRU's in Sussex is violence that:
- occurs in a public place, or has a victim, suspect or offender under the age of 25, and
 - either causes or is intended to cause serious injury (GBH/wounding criminal definition), or involves the use of one or more of the following:
 - a firearm
 - knife or other bladed/pointed weapon, whether made, adapted or intended as a weapon
 - other offensive weapon (whether made, adapted or intended), including acid or corrosive substance.

West Sussex VRU funding and approach 2019-20

- 1.34 The VRU funding in 2019-20 focused on three key projects/approaches:
- 1) West Sussex-wide - Funding was awarded to a series of training programmes, outreach projects and direct interventions with the aim of preventative and outreach workers being skilled up to work with potentially 'at risk' children before existing service entry thresholds are met
 - 2) Worthing & Adur - Schools Project focussed on targeting the 15 highest risk schools and colleges to educate young people about the short and long-term debilitating effects of stabbing injuries and countering the negative effect of Social Media.
 - 3) Crawley - To identify and engage young people at risk of knife, gang and exploitation activity using engagement with high-tech music. One-to-one mentoring; group work in schools and community settings; street-based outreach

- 1.35 Evidence gathered through evaluation has indicated that for some young people single interventions or dual interventions have provided the momentum to find their own purpose to achieve and channel successful outcomes. Building on themes of physical exercise, gaining self-esteem through a structured programme of interventions, education and mentoring has proved to be successful. Some providers are investing back by supporting those young people who have been motivated to attend and succeed, to continue onwards with their efforts by offering them a peer mentor independent of WSCC's commissioned services.
- 1.36 The VRU have worked in partnership with commissioned providers who have an offer beyond that of the commissioned service, and who offer social value within their structure, provides potential to yield more sustainable outcomes for participants and extend the peer mentor model beyond the commissioned service.
- 1.37 Interventions which provide emotional regulation, mentorship, have been successful in helping young people, not only to channel their energy into a constructed activity, but also assisted them to learn clear boundaries, gain confidence and see how to engage in more positive activity and reduce exposure to risks. Offering physical activity interventions which offer an element of peer-led construct alongside support through the Youth Justice Service (YJS) in relation to education, career and training planning appears, anecdotally, to be a successful combination of interventions.
- 1.38 Funding in 2019/20 was able to support 300 young people receiving different interventions to reduce the risk of violence and/or exploitation they are exposed to. Examples of these include
 - 1) Targeted St Giles Trust Project workshops were delivered over six days to West Sussex Alternative Provision Colleges (WSAPC) to all secondary WSAPC pupils and staff. The work was designed for those potentially at risk and some pupils entrenched in gang related activities/exploitation.
 - 2) Approximately 200 young people attending Alternative Provision Colleges participated in the sessions which gave students a chance to understand and reflect upon the threats they are exposed to and how they could be supported to reduce their risk and involvement in gangs, carrying knives and other threats
 - 3) Kendra Houseman 'Out of The Shadows' were commissioned to deliver an innovative offer for young women and the professional workforce that support them. The training consisted of workshops, from a lived experience perspective to raise awareness of risks regarding county lines, serious violence, sexual exploitation. 3 workshops took place in February with 17 young women attending alongside professional supporters. A further 2 workshops took place in February with 30 professionals attending for professionals and direct interventions/training to support a risk managed approach.
 - 4) Young women who participated stated in their evaluation feedback that as a result of the intervention they now recognised models of exploitation and could potentially reduce exposure to peer on peer and other forms of exploitation. They were able to recognise actions of potential exploiters, for

example, that acceptance of 'gifts' in the form of drugs/alcohol/lifts increased their risk of exploitation. The training helped in identifying and potentially reducing risks in sexually violent/exploitative situations.

- 5) Other direct interventions providing structured support and case management were provided through a range of suppliers. The scope of these enabled young people to participate in, and be supported, through physical activity such as boxing, outdoor physical activity and exercise. Additional specialist therapeutic assessments and trauma informed therapy and interventions to nine young people were also funded allowing greater access to specialist therapy.

West Sussex VRU funding and approach 2020-21

- 1.39 In March 20-21 the Serious Violent Crime Profile was published and this evidence informed the Pan-Sussex and West Sussex specific VRU bid to the Home Office for 20-21 funding. The profile enabled an intelligence led approach to the refreshed delivery plan of the West Sussex VRU.
- 1.40 £30k of the funding has been awarded to the provision of targeted interventions to young people either with known risk factors and/or those young people with known risk factors and that are involved in the criminal justice system. This funding has been allocated to the Youth Justice Service (YJS) and will be focussed on providing interventions which have proven successful during the funding period 19/20. Examples of these will be spot-purchasing individual interventions from Audio Active mentoring programme, Angling 4 Education and Lodge Hill Challenge U, all of which were evaluated to be successful interventions in supporting young people in 2019-20.
- 1.41 A sum of (£20k) is being diverted to further develop the peer mentoring scheme delivered through St. Giles Trust which has supported a cohort to complete Stage 1 of their Learning to Advise programme. Further investing in the current cohort and extending further to another 5-10 potential mentors will enable us to embed a community model of peer mentorship in the three localities we are focussing our violence reduction plan towards. This will result in a total of 15 qualified peer mentors.
- 1.42 The peer mentors will be deployed into a mentoring role with 17-24-year olds involved with, or at risk of becoming involved with, violent crime. We will also explore support for the youth / adult offender transition and the peer support the mentors could provide during this stage.
- 1.43 Embedding a mentor-led programme in communities where intelligence indicates a higher risk in the Serious Violent Crime profile, resources will be distributed through each of the locality community partnerships, identifying key individuals at risk of violence, offenders perpetrating violence, and prevent reoffending. This model will seek to develop accessible resource to reach young people between services, accessing youth offending services and into adulthood, with a view to capitalise on potentially teachable moments.
- 1.44 Thirdly, (£126k) funding is being channelled to the four West Sussex Districts and Boroughs identified within the Serious Violent Crime Profile as having the most significant challenges of serious violence amongst young

people in West Sussex. The funding is enabling a community-led approach to be developed to target key hotspot areas within localised areas in each of the districts. These are Crawley Borough Council, Adur and Worthing Councils and Arun District Council. Interventions and the public health approach are being underpinned by a community engagement and resilience approach, alongside targeted interventions to support high risk individuals, families and networks.

- 1.45 Through the VRU it will be ensured there is collaborative working across the key Districts, and across the County, where these projects are tested, and learning shared and disseminated.
- 1.46 As well as allocating the funds to the above areas of work the VRU has identified three strategic key priorities over the next 18 months. These priorities were identified through the vulnerability factors identified in the problem profile:
- 1) Working together to support children and young people to remain safe in school and to reduce exclusions in all schools including special schools and APC's.
 - 2) Developing engagement opportunities and platforms with young people, with communities disproportionality effected by violence and exploitation, and with the wider community so feedback is listened to, to help shape responses
 - 3) Working together to reduce the risk of serious violence among young BAME victims and perpetrators, by understanding the causes, indicators and influences. The VRU and the Youth Justice Board will work in collaboration with key stakeholders to develop a focussed operational plan to reduce the disproportional representation of young black and minority ethnic young people exposed to serious violence and exploitation.
- 1.47 West Sussex County Council is actively engaged in all aspects of the VRU including through participation of its Children's Service functions, the Youth Justice Service, Education services, Specialist Adolescent Services and strategic alignment of associated governance and Board reporting arrangements and priorities.
- 1.48 The Home Office has provided grant funding within its grant allocations to VRU's to support the coordination of the VRU funded activity and priorities, and each upper tier authority within Sussex, including West Sussex, has budget allocated for this purpose. With this allocation of grant funding, West Sussex has appointed a Violence Reduction Unit Lead, positioned within the Community Safety and Wellbeing team, to fulfil this activity.
- 1.49 Collaboration across WSCC Safeguarding in Education and Schools and Community Safety and Wellbeing to co-design the Relationship and Sex Education (RSE) curriculum for West Sussex has resulted in content and accompanying resources to address serious violence/knife crime and the impact of social media.

Impact of COVID

- 1.50 Nationally the media has reported on incidents of disorder in London and other larger cities. Concerns have been heightened regarding hidden violence

as domestic abuse & sexual violence support services have seen dramatic rises in people accessing them. As lockdown has eased there have been concerns about the impact on young people and the economic pressures arising from the pandemic.

- 1.51 Hot spots of anti-social behaviour and serious violence emerged in several areas, resulting in Sussex Police using Public Place Dispersal Orders to manage and control the risk of serious violence. In June 2020 West Sussex VRU bid to the Home Office was successful in gaining funding for one off micro-charity funding totalling £24k to fund two schemes to support COVID-19 related risk to young people, resulting in detached youth work in Lancing, one of the hotspot areas, and a diversionary empowerment project with young people at risk of serious violence and exploitation in Crawley, seeking to reduce the risk of serious violence and exploitation.
- 1.52 The West Sussex VRU is developing a robust operational plan for 2020-22 and will establish three sub-groups reporting into the VRU, each of which will be tailored to the delivery of the three priorities. These will drive the operational work, identify key challenges, escalate barriers and risk and report on progress to the VRU.
- 1.53 Alongside this the National Probation Service has developed a violence and exploitation team who will work with 18-24 year olds most at risk of violence and exploitation.

2. Proposal

2.2 Not applicable

3. Resources

3.1 The West Sussex Violence Reduction Unit provides a mechanism that enables partners to access resourcing and expertise.

Factors taken into account

4. Issues for consideration by the Scrutiny Committee

4.1 The current partnership approach to Serious Violence, understanding the scale, scope and impact of violence and consider whether the partnership response and multi-agency activity is currently effective in addressing the threat, risk and harm posed to individuals and communities in West Sussex.

5. Consultation

5.1 This is an information item, consultation was not required.

6. Risk Implications and Mitigations

Risk	Mitigating Action (in place or planned)
N/A	There are no risk management implications

7. Other Options Considered

7.1 This is a scrutiny paper and an information item, therefore not relevant.

8. Equality Duty

8.1 No impact.

9. Social Value

9.1 No implications.

10. Crime and Disorder Implications

10.1 The Police and Justice Act 2006 brought in powers for Scrutiny to investigate the work being undertaken by the Community Safety Partnership (CSP). This was a power to look at the work of the partnership as a whole rather than a power to scrutinise individual partners.

10.2 The Act requires Local Authorities to designate a committee as a crime and disorder committee with responsibility for the 'responsible authorities' (CSP Partners). The Environmental and Communities Scrutiny Committee is the designated Committee to carry out this review annually.

11. Human Rights Implications

11.1 The proposal has no implications under the Human Rights Act 1998.

Emily King

Acting Director of Communities

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Appendices

None

Background Papers

None

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**Key decision: Not applicable
Unrestricted**

Report to Environment and Communities Scrutiny Committee

14 September 2020

Highways and Transport Contract Delivery Update

Report by Executive Director for Place Service and Director of Highways, Transport and Planning

Electoral division(s): All

1.1 Summary

In April 2020 the Highways Service entered into a new contractual arrangement for the provision of safety response, routine and cyclical maintenance and the planned structural maintenance. Previously we had one Term Maintenance Contract that provided for all Highway services. This work is now divided into six separate 'Lots'. Lots 1-3 are mainly focussed on reactive and cyclical maintenance and Lots 4-6 are focussed on the planned structural maintenance and improvements in our annual delivery programme.

This paper reports on the early progress of the new contract model for the West Sussex Highways service. All Lots have now been mobilised to varying degrees and contracts have been awarded within Lots 4-6 for the delivery of Capital Works for the current financial year.

1.2 Focus for Scrutiny

The Committee is asked to review the update and consider:

- The progress to date.
- The adequacy of resources allocated to, and arrangements in place for, managing the contracts.
- The strategy relating to the long-term management of West Sussex's highways assets.

2 Background and Context

2.1 In April 2020 the Highways Service entered into a new contractual arrangement for the provision of safety response, routine and cyclical maintenance and the planned structural maintenance. Previously we had one Term Maintenance Contract that provided for all Highway services. This work is now divided into six separate 'Lots'. Lots 1-3 are mainly focussed on reactive and cyclical maintenance and Lots 4-6 are focussed on the planned structural maintenance and improvements in our annual delivery programme.

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- 2.2 Lots 1-3 are managed within the Local Highways Operational Service. These Lots are single provider contract agreements servicing Highway Maintenance, Drainage Cleansing and Hedge Maintenance and Grass Cutting.
- 2.3 Lots 4-6 are managed within the Highways Planned Delivery Service. The Service has a newly created Programme Management Office and revised Asset Lead roles for 'Carriageways and Footways' and 'Structures and Drainage' teams.
- 2.4 The Framework Agreement NEC 4 contract model consists for 3 Lots:
- Lot 4 - Carriageway & Footway Resurfacing
 - Lot 5 - Carriageway Surface Dressing and Carriageway & Footway Treatments
 - Lot 6 - Infrastructure Improvements - Planned Works
- 2.5 The Framework agreements went live 1 April 2020, and procurement for the '2020-21 Highways Delivery Programme' started on the 2 April 2020.
- 2.6 To date lots for the delivery of works for 2020-21 have been awarded to:

Lot No.	Detail	Contractor
4.1	Resurfacing	Tarmac Trading Limited
4.2	Footway Reconstruction Primary Sites	FM Conway Ltd
4.3	Carriageway PSD Patching Programme	Associated Asphalt Contracting Ltd
4.4	Phase 2 Resurfacing schemes	Aggregate Industries UK Ltd
4.5	Phase 2 Patching schemes	Tarmac Trading Ltd
5.1	Carriageway & Footway Micro asphalt	Eurovia Infrastructure Limited
6.1	Schemes that focus on new footway provision	Landbuild Ltd
6.2	Schemes that focus on signing, road markings and kerbing. Including controlled crossing provision	Landbuild Ltd
6.3	Schemes that focus on surfacing activities and include Traffic Calming, Cycleway provision and Carriageway re-profiling	Landbuild Ltd
6.4	Highways Structures	Landbuild Ltd
6.5	VRS schemes	Landbuild Ltd

- 2.7 Mobilisation of the awarded contracts is currently underway, and delivery is planned for all 2020-21 schemes for the current financial year. In addition a significant number of schemes have been added due to increased central government funding.
- 2.8 It is early days, but to date excellent engagement from the framework contractors has been forthcoming. An average of 3 submissions per lot from

bidders was received. Affordability has been positive and good significant development to garner increased value for money has been identified. The authority is currently able to deliver all the commitments within the 2020-21 Delivery Programme.

- 2.9 Due to the procurement starting on 2 April, the service and contractors are looking to deliver a 12 month programme within less than 6 months. At this time, the progress is good, but there are risks, especially considering that due to the current pandemic there are many more requests for roadspace currently across the County. The situation is being monitored daily to ensure any significant risks and issues are identified and mitigated as early as possible.
- 2.10 It should be noted that when the Delivery Programme starts to be implemented in full, from September onwards, there will be a significant amount of works on the highway in a relatively short period of time.
- 2.11 Current value of this year's planned carriageway and footway works:

Type	Value
Patching	£ 6,120,000.00
Resurfacing	£ 8,885,000.00
Signs and lines	£ 2,000,000.00
Footways	£ 1,500,000.00
Micro asphalt	£ 520,000.00
Total	£ 19,025,000.00

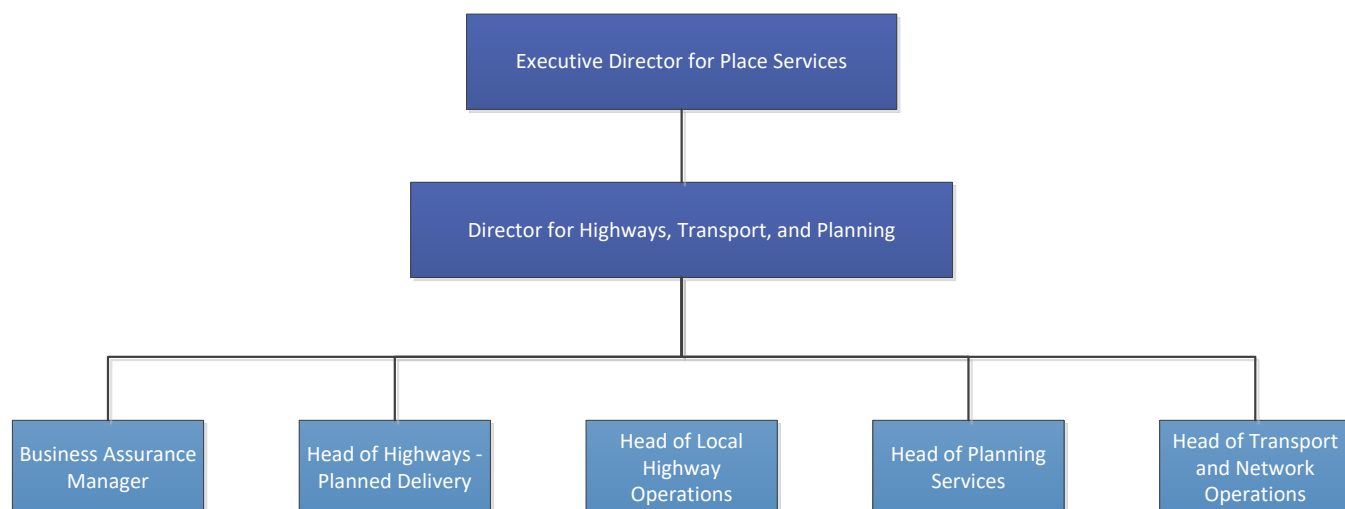
- 2.12 For further information regarding the Additional Funding of £2million that has been committed to improve signing and lining across the County please see Appendix 2.
- 2.13 Performance and quality is central to the contract approach. Contractors report on several Key Performance Indicators (KPIs) and provide Management Information to indicate whether or not delivery targets are being met. These are monitored on a monthly basis with a formal review process. Any areas for concern are discussed and actions taken. A sample KPI template can be seen in appendix 3.

3 Keeping up to date with Highways work

- 3.1 Progress on all planned highways improvement works is reported online in two ways:
- WSCC website - Highway and Transport Delivery Programme – [click here](#)
 - For further detailed information view a map of all our planned roadworks being carried out across West Sussex – [click here](#)

4 Service Restructure

- 4.1 The Highways, Transport and Planning service has undergone a significant service review and restructure to align business need and new contractual arrangements.
- 4.2 Appointments have been made to key roles and changes to structures have been implemented and substantial progress has been made across the directorate. Recruitment to vacant roles has been complicated due to the current working conditions, but nonetheless largely successful.
- 4.3 The service is aligned to support the contract approach adopted and resources are currently appropriate to the existing funding available.
- 4.4 The creation of the Programme Management Office (PMO) within the Service is a key development. The investment in this service area is a crucial enabler to ensure the Service is fit for purpose as it moves into the new contract and delivery model. For a sample of the PMO reporting that is currently being developed please see Appendix 1.
- 4.5 The Service has been successful in recruiting to the roles within the PMO very recently; this will provide the foundation required to establish a robust and consistent approach to programme management across the directorate.



5 Managing Highway Assets

- 5.1 Highway authorities are responsible for not only repairing potholes but maintaining all assets, including bridges, retaining walls, tunnels, street lighting, street furniture, drainage, footways and cycleways, as well as winter service such as salt spreading.
- 5.2 Asset management plans and strategies have now begun to transform how local highway authorities approach local roads maintenance. The introduction of incentive funding in England, has encouraged local highway authorities to plan their maintenance and the central government is now promoting the use of new innovative technology, data sources and tools to help improve how authorities and the wider sector, including contractors, can make investment and operational decisions, as well as how we better engage the road user.

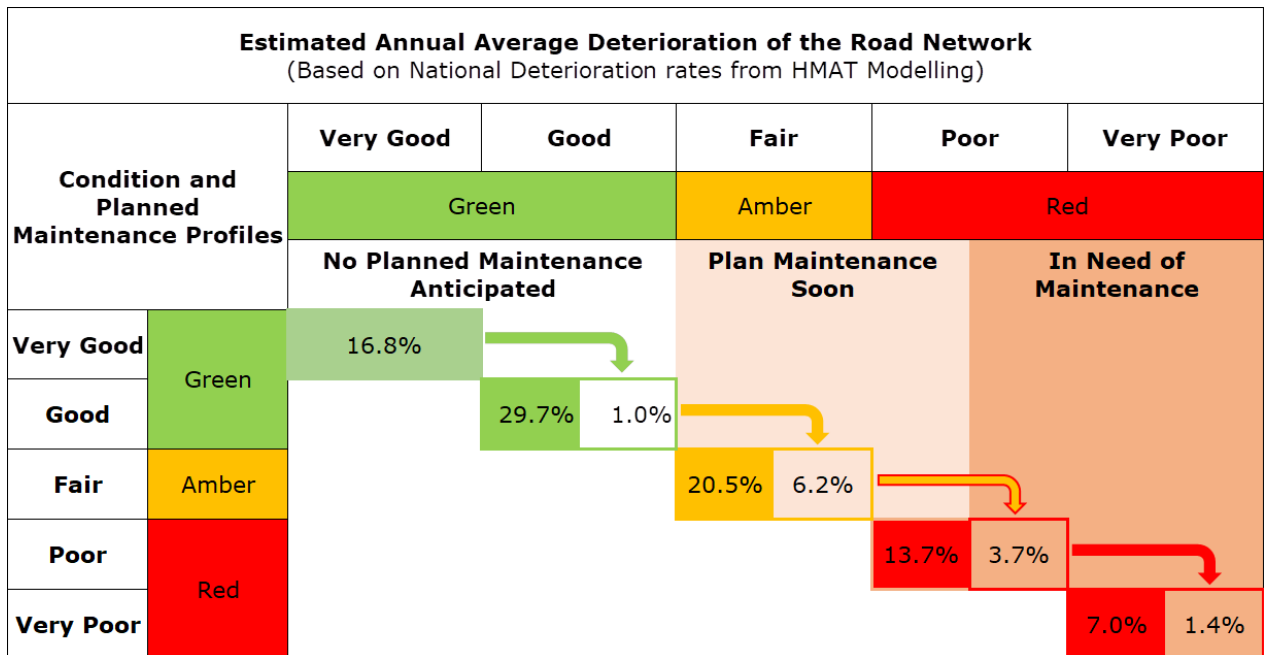
- 5.3 The Government is also of the view that improving and maintaining the condition of the local road network requires good information and data. It's also about efficiencies, collaborating better with neighbouring authorities, making sure the correct materials are used, using new technology and methods
- 5.4 West Sussex County Council is committed to having the best road condition for the investment available and has an asset management approach for the maintenance of the highway ([see our Strategy and Policy](#)). It should be noted both the Strategy and Policy are under review and subject to corporate governance.
- 5.5 The aim is to invest money at the optimum time in our highways assets to get the best value and asset performance. We use various different types of road maintenance techniques, and highway engineers select the most appropriate and cost-effective technique to suit the circumstances.
- 5.6 With the Lot 1 contract WSCC pays a fixed 'lump sum' to the contractor (BBLP) for them to respond to and repair up to 35,000 defects. The number of 35,000 defects is based on the historic average of the number repairs undertaken each year with potholes accounting for around 60% of these defects. The majority of spend for the highways authority is on planned highways works.
- 5.7 Planned, preventative maintenance which protects and extends the life of existing materials by sealing the road surface for example 'surface dressing'; maintenance treatments such as 'patching' where the surface materials have locally deteriorated beyond preventative treatments but the base structure (foundations) below is still in sound condition and structural maintenance if the carriageway base materials have broken-down and the road requires replacement of more than the surface layers.
- 5.8 The delivery of maintenance is delivered in accordance with the national Specification for Highway Works, as a standard for quality.

6 Investing in the future

- 6.1 Whilst working within the current funding levels, West Sussex Highways continually reviews the ways of working to ensure value for money; the new contract model is, even at this very early stage, giving reason for optimism that tangible improvements and cost benefits are being identified and realised.
- 6.2 The Service must however also consider the 'future need' - what is required to ensure a highways network, and infrastructure that is fit for purpose, and in a condition that aligns with the authority's ambitions.
- 6.3 Every year the road network is deteriorating due to the impact of general wear on the road surface from traffic, and the effects of high summer temperatures and winter weather. Generally it is broadly accepted nationally that carriageways deteriorate by around 2% to 3% per year. The roads in West Sussex are no different.
- 6.4 Using the national generic deterioration profiles that have been provided by the Highway Maintenance Assessment Toolkit, the estimated annual

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degradation of road condition can be illustrated. The percentage of roads in each condition band deteriorating from Green to Amber and Amber to Red condition is shown below:



Estimated Annual Average Deterioration of the Road Network

- 6.5 The level of degradation for the overall road network in West Sussex has been built up from each road category considering the urban and rural parts of the network.
- 6.6 Using these parameters, initial analysis suggests an estimated 57km (35 miles) of our roads deteriorate from "poor" Red condition into "very poor" red condition each year.
- 6.7 The Highways Service is currently in the initial stages of considering the investment strategies that would be required to improve the overall condition of the network.
- 6.8 Central Government encourages all highway authorities to consider using the full range of tools available to them (including prudential borrowing) to invest further in their highway assets. It is important for local authorities to ensure that in developing a case for prudential borrowing, they determine a robust and affordable funding case based on asset management principles and having robust condition data available. Subject to the outcome of the Spending Review, a multi-year settlement could support prudential borrowing by providing local authorities with greater budget certainty.
- 6.9 In 2020/21 the funding available from the Local Highway Maintenance Block Grant (LHMB), for the maintenance of all highway assets (not just road maintenance) was approaching £14,200,000 (including the maximum Incentive Funding and Pothole Action Fund allocations) but excluding "additional" Government funding for road maintenance.
- 6.10 It is helpful to view the highway maintenance budgets in West Sussex against the national funding picture. Since 1995 the Asphalt Industry Alliance has commissioned an independent survey of local authority highway departments in England and Wales, which takes a snapshot of the general condition of the

local road network and funding trends. [The 2020 Annual Local Authority Road Maintenance Survey](#) published at the end of March reports in England the “proportion of the overall highway maintenance budget spent on the carriageway itself” is down 2% from 54%. It also highlights the Carriageway Maintenance budget average per authority is down 18% from £17.0m. Nationally local authority highway engineers have reported that this is due to more money being needed for other aspect of the asset, such as bridges, cycleways and drainage works to help local authorities cope with the increased incidence of extreme weather events.

- 6.11 It should be acknowledged also that in the recent past the authority has invested in the highways and footways of West Sussex. The £30m Better Roads Programme commenced on sites in 2014/15 with the majority of work completed by 2015/16, and involved identifying those roads on the network most appropriate for treatment, preparing and patching prior to treatment, and treatment solutions from the application of micro-asphalt, surface dressing or complete resurfacing.
- 6.12 The full Effectiveness Report for the Better Roads Programme can be viewed here (<http://www2.westsussex.gov.uk/ds/cttee/ecs/ecs080716i9.pdf>)
- 6.13 Similarly WSCC has committed investment of £1.5m per year to improve the condition of footways. The current in year delivery is the penultimate year of that corporate investment.
- 6.14 The Service will continue to work with key stakeholders in preparing the investment analysis and options report in the coming months.

Lee Harris

Executive Director for Place Services

Matt Davey

Director of Highways, Transport and Planning

Contact: Guy Bell

Appendices

Appendix 1 - Sample reporting from Project Management Office (PMO)/Cora platform

Appendix 2 - All Member briefing signs and lines

Appendix 3 - KPI Table for 2020 Contract sample

Background Papers

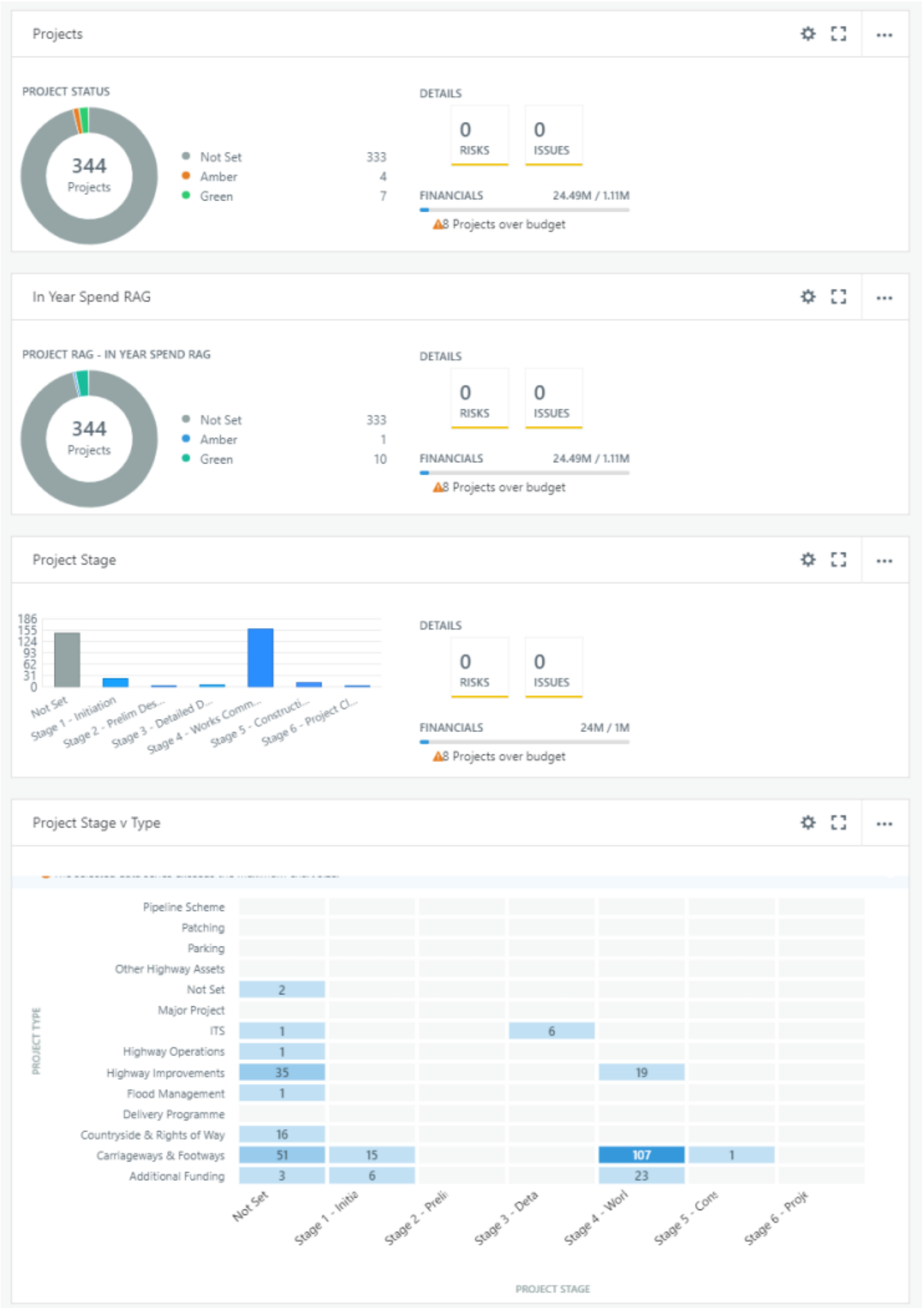
[Highway Infrastructure Policy and Strategy](#)

[The 2020 Annual Local Authority Road Maintenance Survey](#)

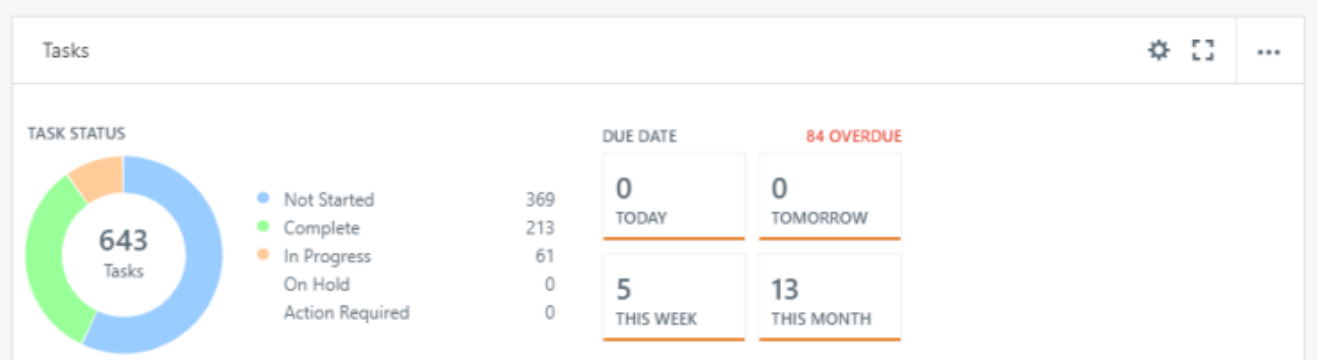
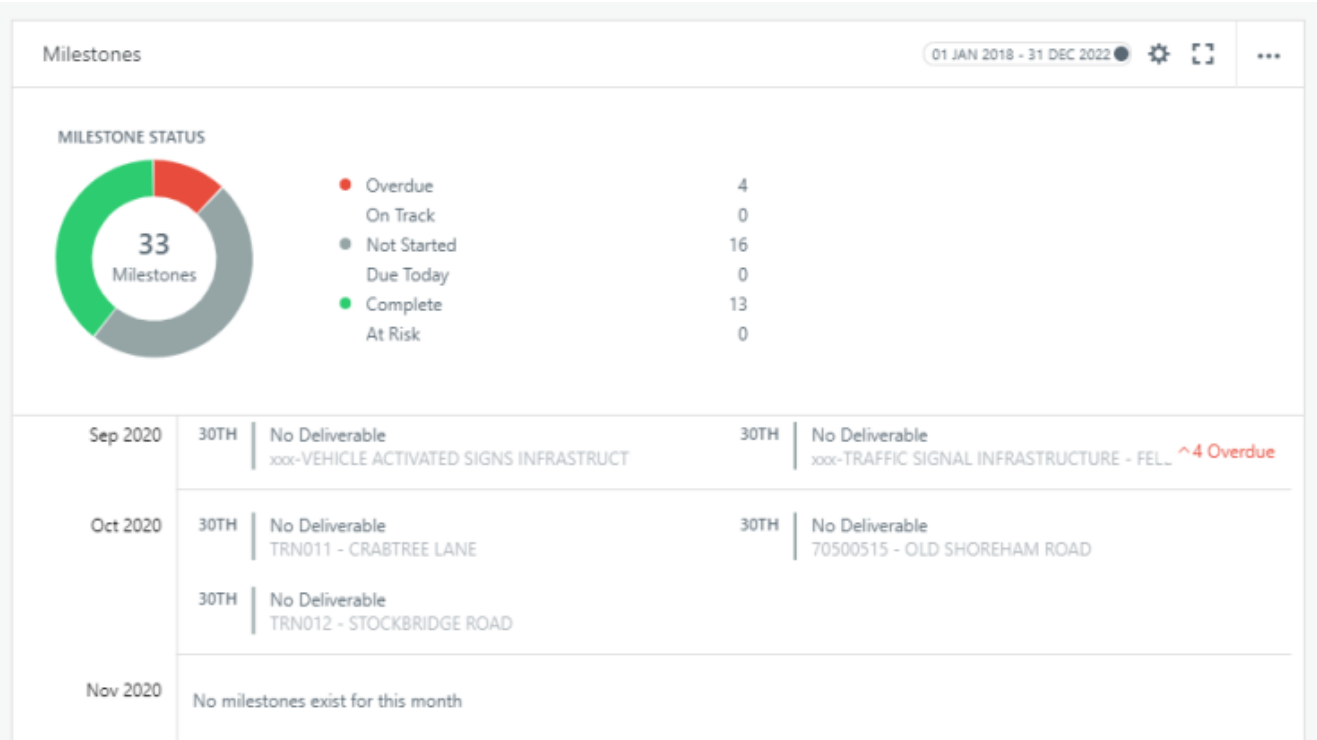
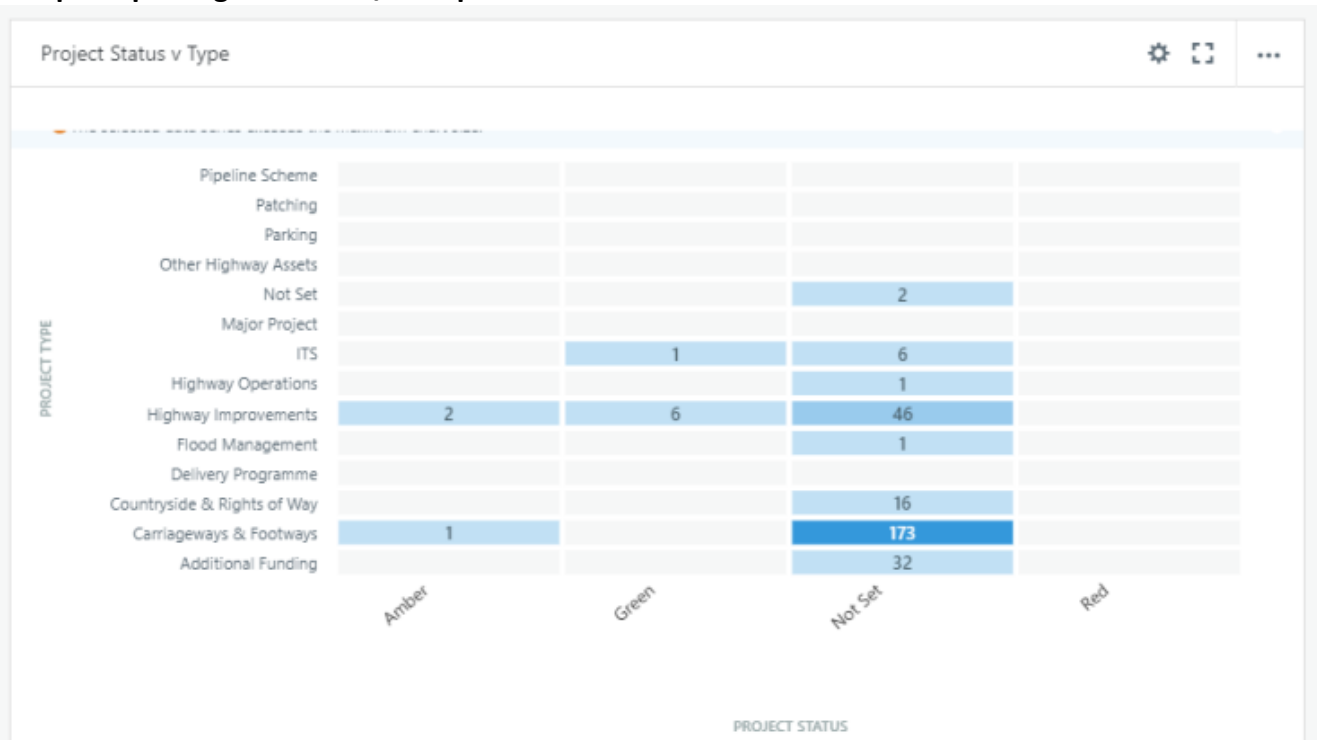
The Effectiveness of the Better Roads Programme

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Sample reporting from PMO/Cora platform



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 Appendix 1
 Sample reporting from PMO/Cora platform



Sample reporting from PMO/Cora platform



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All Member briefing note, 17 August 2020

Additional Funding - £2million has been committed to improve signing and lining across the county

Schemes are being developed to improve signs and lines with a key focus on safety. Schemes will be delivered by April 2021 and the volume of work will depend on the cost of the schemes.

The approach to the work is a 'fence to fence approach', meaning that we will be seeking to maximise what we do when we undertake the work to improve and enhance the highway corridor, focusing on the following:

- Replace worn, damaged, faded, illegible signs
- Replace damaged or rusty sign-posts
- Clean and cut back vegetation around existing sign location
- Refresh all road markings on the selected route, where this is required
- Replace all road studs, where intervention is required, and they are present on the selected route
- Replace coloured surfacing and High Friction surfacing, where this is still required from a safety perspective, and if it is present on the selected route.
- Replace black and white hazard marker posts, where present on the selected routes.
- Replace drainage covers where they are sunken, raised or have lost their high frictional properties.
- Deliver small scale carriageway patching and repairs to facilitate the above works.

To prioritise areas of focus we have considered:

1) Safety Schemes

These include sites with the following safety issues:

- A Roads – with above average dark time collision rates.
- A Roads/high flow routes (emphasis on rural roads, centre lines and cats-eyes, junctions including right turn lanes).
- High risk routes (based upon the EuroRap report* (European Road Assessment Programme, see following link for more info; [EuroRap webpage](#))

2) Local Identified Improvements

Area Traffic Engineers have assessed and prioritised routes within their local area where they consider there is the most significant need for improvements to signs and lines.

Phase 1 Road Safety Routes

Out of the safety schemes identified the following schemes are considered to be top priority, identified as the highest risk, and all will be delivered as part of Phase 1.

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Appendix 2

- A259 Chichester to Bognor – 5km
- A259 Worthing to South Lancing – 6km
- A283 – Petworth to Surrey Border – 10km
- A259 – Shoreham to the Brighton and Hove border – 5km
- Singleton to Westhampnett – 6km
- A272 – Petworth to Billingshurst – 13km

Phase 2 – Local Routes

The list below relates to first batch of routes that will be delivered as part of Phase 2 and have been identified as high priority for each area:

- A2085 Grinstead Lane, Lancing – 2km
- A272 Bolney Road, Ansty – 3km
- A29 Pulborough – 1.5km
- B2036 Balcombe Road, Crawley – 5km
- A286 Birdham – 3km
- A29 Westergate – 2km

We will be putting forward a further two priority local routes for each District/Borough. These will be priced and programmed for delivery, subject to costs.

Summary

With the £2m capital budget it is expected that by the end of the financial year for 2020/21 we will have delivered the highest priority safety routes, and 3 key local routes for each district, with an overall total of 24 sites.

The cost of individual schemes will impact on the total number of schemes that we can deliver and further progress updates will be provided in due course.

Timescales

Subject to road space, we anticipate the work will commence in August 2020 and be completed by the end of March 2021.

General Maintenance work

This project is in addition to the signs and line maintenance work that is carried out from our revenue budget. The focus of the revenue expenditure is fixing and maintaining signs and lines which are causing a safety issue so please do report any issues you have to the team (ideally via Love West Sussex or Members Highways) so they can respond as appropriate.

In addition to the above, Area Traffic Engineers will shortly be asking you to highlight one key route within your division where you have concerns regards 'dirty signs' and signs partly obscured by vegetation, so that they can see if this can be slotted into any nearby programmed sign repairs. We may not be able to deal with all the routes provided but if the Area Teams have this information they will try and maximise opportunities.

WSCC Highways Services Contract 2020 KPI Table (Sample)

WSCC Highways Services Contract 2020 KPI Table – LOT 4. (Draft v 0.5)

Strategic KPI Theme	KPI Ref	KPI Title	Lot	Description	Reporting Period	KPI Target	Weighting
Safe	KPI 1.1	Accident Frequency Rate RIDDOR Reportable	4	Accident Frequency Rate – RIDDOR Reportable according to the standard reporting practice of the HSE	Calendar month	0.1	1
	KPI 1.2	Lost Time Incidents – Man hours	4	To measure the effectiveness of the Contractor's safety processes by monitoring the Lost Time Incidents as Lost Time Injuries in working man hours	Calendar Month	0.60	
	KPI 1.3	Lost Time Incidents – Frequency Rate	4	To measure the effectiveness of the Contractor's safety processes by monitoring the Lost Time Incident Frequency Rate as Lost Time Injuries per 100,000 hours worked according to the standard reporting practice of the HSE	Calendar Month	0.60	
Serviceable	KPI 2.2	Complaints and Enquiries (Responded)	4	Report the total number of Complaints and Enquiries responded to within 10 working days of receipt as a percentage of the number of Complaints and Enquiries received	Calendar Month	98%	1
	KPI 2.3	Notification of Defect	4	The percentage of Purchase Orders completed where a Defect Certificate has been issued	Calendar Month	98%	
	KPI 2.4	Compliance with WSCC Permitting Scheme – overruns	4	The number of overruns as a percentage of the total number of Purchase Orders completed in the reporting period where permitting is required	Calendar Month	99%	
	KPI 2.5	Compliance with WSCC Permitting Scheme – permits cancelled	4	The number of permits cancelled as a percentage of the total number of permits issued in the reporting period, where permitting is required	Calendar Month	99%	
Economic Growth	KPI 3.1	Amount of Construction and Demolition Waste Reused and Recycled IN COUNTY	4	To measure as a percentage the tonnage of construction and demolition excavated and non-excavated waste material reused and recycled in County based on the overall tonnage of excavated and non-excavated waste material generated	Annually	TBA	2
	KPI 3.2	Sustaining the Local Economy	4	The percentage of expenditure made on this Contract for employment, purchase, hire and sub-contracting which is made in the area described by 12.5 miles beyond the West Sussex County boundary	Annually	TBA	
	KPI 3.3	Schemes Completed within Agreed Period – Scheme Works	4	To measure the number of Scheme Works due for Completion within the reporting period against the actual number of Scheme Works Completed within the reporting period	Calendar Month	95%	

WSCC Highways Services Contract 2020 KPI Table (Sample)

Affordable	KPI 4.1	Accuracy of scheme defined cost when compared with the Target Price	4	To measure the percentage difference between the cumulative Actual Annual Costs and the total Target Costs agreed for the Annual Programmes for the budgetary year	Calendar Month	95%	2.5
	KPI 4.2	Number of audit failures in OBCM greater than 3% of the audited value	4	To measure the number of audit failures in OBCM greater than 3% of the audited value for each of the Purchase Orders application value	Calendar Month	TBA	
	KPI 4.3	Percentage of Final Accounts for Purchase Orders/Projects/Schemes/Programmes that are submitted within 3 months of Completion date	4	To measure the percentage of Final Accounts for Purchase Orders/Projects/Schemes/Programmes that are submitted within 3 months of Completion date in any one measurement period	Calendar Month	100%	
	KPI 4.4	Accuracy of Monthly Applications for payment	4	To measure the percentage of Purchase Orders / Scope without errors corrected by the Client on each Application for Payment submitted by the Contractor in each measurement period	Calendar Month	98%	
Sustainable	KPI 6.1	Amount of construction and demolition waste reused and recycled	4	To measure as a percentage the tonnage of construction and demolition excavated and non-excavated waste material reused and recycled based on the overall tonnage of excavated and non-excavated waste material generated	Annually	TBA	1
Management Information	MI 7.1	Incidences and Accidents – near miss reports and investigation	4	To measure the effectiveness of the Contractor's safety processes by monitoring the way in which formally recorded Near Misses are addressed	Calendar Month	95%	
	MI 7.2	To conduct a 360° assessment of the Contract operation and achieve an annual improvement	4	To conduct a cultural 360° framework questionnaire with all parties to determine how collaboratively and efficiently the Contract is delivering	Annually	TBA	
	MI 7.3	Collaboration and Innovation: Engagement in the processes	4	To record the percentage of formal monthly and quarterly forums attended	Annually	100%	
	MI 7.4	Customer Satisfaction	4	To develop new and existing measurement of customer satisfaction and drive improvement	Annually	TBA	
	MI 7.5	Quality of Service	4	To record and report on:- <ul style="list-style-type: none"> • Number of Compensation Events and value • Number of Early Warnings • Number of Defect Notices 	Monthly	TBA	
	MI 7.6	To positively engage with the Client's Social Value requirements	4	To record progress and improvement where required with the Client's Social Value requirements	6 monthly	TBA	

Agenda Item No. 9, Appendix A

Select Committee Meeting date	Subject/Theme	Objectives/Comments	Key Contacts
14/09/20	Highways and Transport Contract Update	Progress review, after six months. To include work to improve the condition of highways assets more generally.	Matt Davey Gary Rustell
	Serious Violence	A review of the work undertaken by the County Council and its partners in tackling serious violence	Emily King
25/11/20	Review of Road Safety Strategy	Opportunity for the Committee to influence development of the Strategy, at an early stage in its preparation.	Andy Ekinsmyth Jon Forster
11/01/21	Community Hub Update	An update on progress	Emily King
	Climate Change Strategy Delivery Plan	Potentially jointly with the district and borough councils	Catherine Cannon
	Local Flood Risk Management Strategy	Consideration of amended Strategy, prior determination to decision	Kevin Macknay
	Highways and Transport Improvement Schemes	To review progress in harmonising the way different highways schemes are prioritised and processed	Mike Elkington Andy Ekinsmyth
03/03/21	Carbon Management Plan	Part of the Climate Change Strategy Delivery Plan. To explore progress six after implementation	Catherine Cannon

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Forward Plan of Key Decisions

The County Council must give at least 28 days' notice of all key decisions to be taken by 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 sitting in public. The [schedule of monthly Cabinet meetings](#) is available on the website. The Forward Plan is updated regularly and key decisions can be taken on any day in the month if they are not taken at Cabinet meetings. The [Plan](#) is available on the County Council's website and from Democratic Services, County Hall, West Street, Chichester, PO19 1RQ, all Help Points and the main libraries in Bognor Regis, Crawley, Haywards Heath, Horsham and Worthing. [Published decisions](#) are also available via the website.

A key decision is one which:

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

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

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

Finance, assets, performance and risk management

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

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

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

For questions contact Helena Cox on 033 022 22533, email helena.cox@westsussex.gov.uk.

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Forward Plan Summary

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

Decision Maker	Subject Matter	Date
Director of Highways, Transport and Planning	Award of Contract: Real Time Passenger Information	September 2020
Cabinet Member for Highways and Infrastructure	Emergency Active Travel Fund (tranche 2)	September 2020
Cabinet Member for Highways and Infrastructure	Review of the Integrated Parking Strategy	September 2020
Director of Environment and Public Protection	Electric Vehicle Charging: Contract Award	October 2020

A Prosperous Place

Director of Highways, Transport and Planning

Award of Contract: Real Time Passenger Information	
<p>The current contract for the operation and maintenance of the Real Time Passenger Information (RTPI) system expires on 30 November 2020.</p> <p>The contract covers the operation and maintenance of the central control system, maintenance of RTPI displays at bus stops, and the supply and installation of new displays.</p> <p>An assessment of available routes to market has been undertaken including the option to access existing contracts let by neighbouring authorities.</p> <p>It is proposed that the County Council accesses Hampshire County Council's RTPI Framework Agreement. This is a sole supplier Framework Agreement with VIX Technology Ltd.</p> <p>The contract will allow the County Council to purchase new displays (until August 2021) as well as organise maintenance and system support for both existing and new displays (under November 2025).</p> <p>The Director for Highways, Transport and Planning will be asked to approve the award of a contract for real time passenger information system via the existing Hampshire County Council RTPI Framework Agreement.</p>	
Decision by	Matt Davey - Director of Highways, Transport and Planning
West Sussex Plan priority	A Prosperous Place
Date added	17 June 2020
Month	September 2020
Consultation/ Representations	<p>Cabinet Member for Highways and Infrastructure Director of Law & Assurance Director of Finance and Support Services</p> <p>Representations concerning this proposed decision can be made to the Director of Highways, Transport and Planning, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
Background Documents (via website)	None
Author	Liz Robbins Tel: 033 022 26383
Contact	Judith Shore Tel: 033 022 26052

Cabinet Member for Highways and Infrastructure

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.

Decision by	Cllr Elkins - Cabinet Member for Highways and Infrastructure
West Sussex Plan priority	A Prosperous Place
Date added	22 July 2020
Month	September 2020
Consultation/ Representations	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.
Background Documents (via website)	None
Author	Andy Ekinsmyth Tel: 033 022 26687

Contact	Judith Shore Tel: 033 022 26052
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Cabinet Member for Highways and Infrastructure

Review of the Integrated Parking Strategy	
<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> <p>The Cabinet Member for Highways and Infrastructure will be asked to approve the revised Integrated Parking Strategy.</p>	
Decision by	Cllr Elkins - Cabinet Member for Highways and Infrastructure
West Sussex Plan priority	A Prosperous Place
Date added	19 February 2020
Month	September 2020
Consultation/ Representations	<p>All County Councillors, District/Borough Councils, Sussex Police, Transport Operators and other stakeholders</p> <p>Representations concerning this proposed decision can be made to the Cabinet Member for Highways and Infrastructure, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
Background Documents (via website)	None
Author	Miles Davy Tel: 033 022 26688
Contact	Judith Shore Tel: 033 022 26052

A Strong, Safe and Sustainable Place

Director of Environment and Public Protection

Electric Vehicle Charging: Contract Award
In March 2020, the Cabinet Member for Environment approved the commencement of a procurement process to procure a concession contract to plan, install and operate a

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publicly accessible electric vehicle chargepoint network across West Sussex, and delegated authority to the Director of Environment and Public Protection, in consultation with the Director of Highways, Transport and Planning, to award the service concession contract to the successful bidder following the procurement exercise.

The formal procurement process has commenced.

On completion, the Director of Environment and Public Protection, in consultation with the Director of Highways, Transport and Planning, will be asked to approve the award of the contract to the preferred contractor to deliver and operate a chargepoint network across West Sussex.

Decision by	Steve Read - Director of Environment and Public Protection
West Sussex Plan priority	A Strong, Safe and Sustainable Place
Date added	19 August 2020
Month	October 2020
Consultation/ Representations	<p>District and Borough Councils Director of Finance and Support Services Director of Law and Assurance</p> <p>Representations concerning this proposed decision can be made to the Director of Environment and Public Protection, via the officer contact, by the beginning of the month in which the decision is due to be taken.</p>
Background Documents (via website)	None
Author	Ruth O'Brien Tel: 033 022 26455
Contact	Judith Shore Tel: 033 022 26052