

# Public Document Pack

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25 May 2018

## **Environment, Communities and Fire Select Committee**

A meeting of the committee will be held at **2.15 pm** on **Monday, 4 June 2018** at **County Hall, Chichester**.

**Tony Kershaw**  
Director of Law and Assurance

### **Agenda**

#### **Part I**

1. **Declarations of Interest**

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

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

The Committee is asked to agree the minutes of the meeting held on 16 March 2018 - attached (cream paper).

3. **Urgent Matters**

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

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

The Committee is asked to note the Cabinet Member's responses to the Committee's recommendations:

**a) County Council's Proposed Response to the Department for Transport's (DfT's) Consultation on the creation of a Major Road Network (MRN)**

The Committee is asked to note the Cabinet Member's response to the Committee's Recommendations on the County Council's Proposed Response to the Department for Transport's (DfT's) Consultation on the creation of a Major Road Network (MRN) – attached.

**b) Fire & Rescue Service and Performance of the Substance Misuse Contract**

The Committee is asked to note the Cabinet Member's response to the Committee's recommendations on the Fire & Rescue Service and Performance of the Substance Misuse Contract – attached.

5. **A27 Chichester Bypass Improvements: Submission to the Government's Roads Investment Strategy** (Pages 17 - 52)

Report by Executive Director for Economy, Infrastructure and Environment and Director for Highways and Transport – attached.

In July 2016, Highways England published five options for improving the A27 at Chichester, for public consultation. As none of the options secured support from a majority of the consultation respondents, the Secretary of State wrote to Highways England cancelling the scheme because of the lack of local consensus. In response, the County Council convened a community meeting to try to develop a way forward as part of the 'Build A Better A27' initiative. Consultants were appointed to provide independent technical advice and support to promote a scheme for inclusion in the Government's second Roads Investment Strategy (RIS2 - 2020-25). As a result of this work, there are now three potential approaches to promoting a scheme to the Government for inclusion in RIS2.

The Committee is asked to note the outputs of the work by the Community Group and consultants and to submit its views to the Cabinet Member for Highways and Infrastructure on: the desirability of the options, the suggestion that Approach C is taken forward; and the suggestion that the 'mitigated northern route' be identified as the County Council's preferred option.

6. **Growth Deals** (Pages 53 - 60)

Report by Executive Director Economy, Infrastructure & Environment and Director of Economy, Planning & Place – attached.

At its meeting on 31 January 2018, the Committee requested an update on progress with current Growth Deals that have

been developed with districts and boroughs to enable resources to be aligned to support and facilitate the delivery of key and agreed growth priorities. This report highlights the progress made to date, the current status of the programmes being delivered through the Deals and proposed next steps.

The Committee is asked to note progress made to date and support the proposals identified in paragraph 2.1 of the report.

7. **Business Planning Group Report** (Pages 61 - 76)

The report provides an update to the Committee of the Business Planning Group (BPG) meeting held on 10 April 2018, setting out the key issues discussed – attached

The Committee is asked to endorse the contents of this report and the Committee's Work Programme for 2018/19, revised to reflect the Business Planning Group's discussions.

8. **Appointment of Business Planning Group Members**

The Committee is asked to appoint five members to the Business Planning Group (BPG) for 2018-19, including the Chairman of the Committee and two minority party members.

The membership of the Committee's BPG in 2017/18 was Mr Barrett-Miles (Chairman), Mr S Oakley (Vice-chairman), Mr Jones, Mr Patel and Mr Purchase.

No background papers.

9. **Requests for Call-in**

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

10. **Forward Plan of Key Decisions** (Pages 77 - 88)

Extract from the Forward Plan dated 23 May 2018 – attached.

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

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

11. **Possible Items for Future Scrutiny**

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

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

12. **Date of Next Meeting**

The next scheduled meeting of the Committee is on **13 June 2018** at 10.30 a.m. at County Hall, Chichester.

Items likely to be on the agenda include:

- Bus Strategy
- FRS Integrated Risk Management Plan
- 2017/18 FRS Performance Review
- Total Performance Monitor 17/18 Outturn
- Economic Growth Plan

**Part II**

**To all members of the Environment, Communities and Fire Select Committee**

**Environment, Communities and Fire Select Committee**

16 March 2018 – At a meeting of the Select Committee held at 10.30 a.m. at County Hall, Chichester.

Present:	Mr Barrett-Miles (Chairman)	
Mr Baldwin	Mr Jones****	Mr Purchase*
Lt Cl Barton***	Mr McDonald	Mrs Purnell
Mrs Bridges**	Mr S Oakley	
Mrs Brunsdon*	Mr Oppler	

In attendance by invitation: Ms Goldsmith (Leader), Mr Lanzer (Cabinet Member for Highways and Infrastructure) and Mrs Kennard (Cabinet Member for Safer Stronger Communities).

Apologies for absence were received from Mr Patel

\* Left the meeting at 1pm \*\* Left the meeting at 2.10pm \*\*\* Left the meeting at 2.45pm \*\*\*\*Left the meeting at 3pm

**Declarations of Interests**

225. In accordance with the Code of Conduct, the following personal interests were declared:

- Mrs Purnell as her partner being a retired Fire Fighter in relation to Fire & Rescue Service: Publication of draft 2018 - 2022 Integrated Risk Management Plan for Consultation
- Mr Oakley as a member of Chichester District Council in relation to Economic Growth Plan 2018-2023 - Update
- Mr Jones as Chairman of the Safer Crawley Partnership in relation to Performance of the Substance Misuse Contract

**Minutes of the 31 January Meeting**

226. The Committee considered the minutes of the meeting on 31 January and agreed the following:

- That Lt Cl Barton had provided apologies, and was not absent as incorrectly stated.

227. Resolved – that subject to the amendment above, the minutes of the Environmental and Community Services Select Committee held on 31 January 2018 be approved as a correct record, and that they be signed by the Chairman.

**Minutes of the 7 February Call-in Meeting**

228. The Committee considered the minutes of the meeting on 7 February.

229. The Committee noted its disappointment that the decision had been published following the Committee's recommendation to pause the process.

230. Resolved – that the minutes of the Environment, Communities and Fire Select Committee Call-in Meeting held on 7 February 2018 be approved as a correct record, and that they be signed by the Chairman.

### **Cabinet Member's Response to the Committee's Recommendations**

#### **a) Economic Growth Plan 2018-2023**

231. The Committee noted the Cabinet Member's Response to the Committee's Recommendations on the Economic Growth Plan 2018-2023 and agreed to raise any comments under the Economic Growth Plan 2018-2023 update item later on the agenda.

#### **b) Options for Improved Control and Management at Household Waste and Recycling Sites & Strategic Challenges in Waste**

232. The Committee noted the Cabinet Member's Response to the Committee's Recommendations on the Options for Improved Control and Management at Household Waste and Recycling Sites & Strategic Challenges in Waste

#### **c) Rights of Way Management Plan 2018 – 2028**

233. The Committee noted the Cabinet Member's Response to the Committee's Recommendations on Rights of Way Management Plan 2018 - 2028

#### **d) Call-In: New Approach to Community Grant Funding decision – SSC11 (17/18)**

234. The Committee commented on the Cabinet Member's Response to the Committee's recommendations on the New Approach to Community Grant Funding as follows:

- Highlighted their disappointment that the decision had been implemented following the Committee's recommendation to pause the project to allow for further work to be carried out.
- Raised concern over the additional 5% fee for Spacehive for the individual proposals, and requested that officers look at how these costs could be mitigated for Community Initiative Fund (CIF) funded projects. The Committee supported a presentation by Spacehive for all members in their localities to understand how the process will work.
- Suggested that work be done to explore best practice from other local authorities that were already using Spacehive, especially around process and administration. The Committee also welcomed exploration of the overall management and administration savings costs for the future arrangements and the costs for the new contract to identify the overall saving.

- Welcomed future scrutiny of the proposals, taking into account the comments made above and agreed that the Committee's Business Planning Group should determine the scope of what should be scrutinised by the Committee moving forward.

## **Fire & Rescue Service**

### **a) Publication of a Draft 2018-2022 Integrated Risk Management Plan for Public Consultation and b) Annual Statement of Assurance**

235. The Committee considered a report by Executive Director for Communities and Public Protection and Director of Operations and Chief Fire Officer (copy appended to signed minutes).

236. Gavin Watts, Director of Operations and Chief Fire Officer and Neil Stocker, Director of Public Protection introduced the report which outlined the five key strategic priorities being proposed for the new Integrated Risk Management Plan (IRMP) and the consultation plans. The IRMP was being refreshed to take into account of the new National Framework, the new inspection regime for Fire and Rescue Services, and also to align with the County Council's new West Sussex Plan. The results of the public consultation and final draft IRMP would be presented to the Committee in June, after which the final IRMP would be launched and the underlying action plans developed.

*237. The Cabinet Member for Safer, Stronger Communities thanked officers for their hard work and highlighted the need to refresh the IRMP to make it fit for purpose. The work and identification of priorities demonstrated the challenges and amount of work being undertaken by the Service.*

238. The Committee made comments including those that follow. It:

- Welcomed the hard work and dedication of the Fire and Rescue Service (FRS) and recognised the clear benefits of having the FRS integrated into the County Council. The Committee recognised the need to update the IRMP to make it more fit for purpose, taking into account the changing national and local picture. *Mr Watts added that a key reason for the refresh of the IRMP was to ensure that the resources were matched to risk to provide the best service to residents. This would also be a key part of the Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services inspection regime.*
- Highlighted that the IRMP was a large and detailed document and requested the development of an executive summary to allow the public to get a high level overview of the content and priorities within the document and highlight the areas of interest to the community. The executive summary should clearly set out that detailed action plans would be developed to underpin the approved IRMP, with any proposals being subject to future public consultation and scrutiny when required. The executive summary needed to clearly set out the purpose of the document and the 'ask' from the public through the consultation.

- Requested that there was a more proactive consultation process, including a strong communications plan and engagement with district and boroughs and town and parish councils, to ensure that the consultation engaged with residents and was as open and transparent as possible and that the public were clear on what they were being asked. The Committee recognised that any proposed change to blue light services could raise concerns and therefore it was important to give assurances on how any changes would affect residents.
- Requested that there was emphasis on the robust approach the FRS took to hazardous substances (e.g. asbestos) within the IRMP.
- Highlighted the aspirational nature of the IRMP and asked what benchmarks and indicators would be used to monitor performance against the approved IRMP. Mr Watts confirmed that the action plans would specify measures for each proposal. Her Majesty's Inspectorate of Constabularies and Fire and Rescue Services (HMICFRS) was due to conduct an inspection of the FRS later this year, and the process would enable Fire & Rescue Authorities to be more easily compared (process to complete by summer 2019). The FRS currently compares itself against a number of similar authorities on a number of areas including response times. This would be more clearly articulated within the IRMP. The Statement of Assurance would be scrutinised by the Committee on a yearly basis and would provide five years of data to identify trends and measure performance. These performance standards would be clearly set out within the IRMP to provide a robust set of indicators on which to measure performance.
- The Committee agreed to share any suggested drafting edits with the Chairman, Vice Chairman and the Senior Advisor for passing onto officers. If any of these were deemed significant, these would be discussed with the Committee and officers to take a view on whether the timetable needed to be adjusted to allow for the changes to be made.
- The Committee recognised the need to review how to best utilise and incentivise retained fire fighters to improve recruitment and retention and suggested the exploration of tax breaks/value breaks and that there could be an opportunity to work with district and boroughs to offer benefits. The Committee supported the exploration of a reduced crewing minimum and that this could help increase the usage of retained fire fighters. *Gavin Watts confirmed that Assistant Chief Fire Officer Kieran Amos would be attending a national conference on his behalf to look at the national issues of the Retained Fire System. A brochure had also been produced for employers, to set out the expectations and benefits of employing retained fire fighters.*
- Recognised the value and importance of scrutiny of the FRS by the Committee, and that it would work to identify the best way of doing this moving forward. The Committee requested that the degree of scrutiny on proposals be clearly set out in the executive summary of the IRMP to clarify that any future proposed changes to services would be subject to the appropriate governance, consultation and scrutiny.



239. Mr Purchase made the following amendment which was seconded by Mr Oppler, which the Committee considered: - That the Committee requests the addition of an Executive Summary and the summary of implications of the proposals within the IRMP and that these amendments be reviewed by the Committee prior to the launch of the consultation.

240. A vote was held and the amendment was lost.

241. Resolved – That the Committee:

- 1) Supports the strategic objectives for West Sussex Fire and Rescue Service
- 2) Subject to the comments made above, and any minor changes (which are to be reviewed by the Chairman and Vice-Chairman), the text for the draft 2018 – 2022 IRMP is endorsed for the purposes of public consultation.

### **Economic Growth Plan 2018-2023 - Update**

242. The Committee received a verbal update on the progress of the Economic Growth Plan by the Economic Growth Manager.

*243. The Leader highlighted that she welcomed the comments and input from the Committee on the Plan and was keen to keep the Committee up to date as the Plan progressed. Work was being done to assure the alignment of the Economic Growth Plan with the emerging new Strategic Economic Plan being developed by the Coast to Capital Local Enterprise Partnership.*

244. Carolyn Carr, Economic Growth Manager confirmed that the draft plan would be shared with partners for comment over the next 3-4 weeks with outcomes being fed into the final Economic Growth Plan 2018-2023 due to be adopted in May. An action plan was being developed to outline how those priorities would be achieved. This included projects that were already underway, for example the growth deals, and new areas of work under new priorities. The action plan would be brought back to a future Committee meeting for review, recognising that it would be a living document that would adapt and develop as work progressed.

245. The Committee made comments including those that follow. It:

- Welcomed the progress being made on the Economic Growth Plan and the action plan, however queried the use of social media to measure the economic impact of Experience West Sussex. Ms Carr confirmed that this was a common methodology used in the industry to evaluate impact, however recognised the challenge in being able to directly measure economic impact.

246. Resolved – That the Committee:

- 1) Supports the progress with the development of the Economic Growth Plan 2018 -2023.

### **County Council's proposed response to the Department for Transport's (DfTs) Consultation on the creation of a Major Road Network (MRN)**

247. The Committee considered a report by Executive Director Economy Infrastructure and Environment and Head of Planning Services (copy appended to signed minutes).

248. Michael Elkington, Head of Planning Services introduced the report, confirming that the proposed MRN would elevate the status of strategically important roads and supplement the current national Strategic Road Network (SRN). It would be important to establish how the County Council, the Department for Transport (DfT) and Highways England could work together to improve and maintain the MRN. Mr Elkington highlighted the suggested changes to the MRN network for the consultation response.

249. The Committee made comments including those that follow. It:

- Supported any improvement to the road network but highlighted the need to ensure the proposed MRN did not create an additional financial burden on the County Council.
- Recognised the issues of air quality in Cowfold and supported a review of the DfT's proposed inclusion in the MRN of the A272 in this area.
- Recognised that the resilience of the Strategic Road Network was a key criterion for the MRN, but highlighted the lack of resilience for the A27 from the Bognor Roundabout to the Hampshire border in the current proposals. The consultation response therefore provided an opportunity to highlight the lack of an alternative route to the A27 round Chichester.
- Supported the proposed amendments to the MRN route as outlined in the map in Appendix B of the report, in particular, recognising the importance of including an alternative east-west coastal route to the south of the A27. Mr Elkington confirmed that the County Council was carrying out improvements to the route, recognising its importance for coastal traffic.
- Suggested that representation should be made to the DfT to include, as a new criterion for the MRN, short stretches of road whose vehicle movements impact on the Strategic Road Network.

250. Resolved – That the Committee:

- 1) Supports the network of roads that are proposed for inclusion in the MRN and the draft consultation response, taking into account the comments made above.

### **Performance of the Substance Misuse Contract**

251. The Committee considered a report by Executive Director for Children Adults Families Health & Education (copy appended to signed minutes).

252. Holly Yandall, Public Health Lead for Substance Misuse introduced the report which provided an overview of the performance of the contract following its launch in 2016. The aim of the contract was to deliver a needs-led service and respond to changing trends and be responsive to national indicators. In the long-term the aim is to increase focus on prevention and early intervention. Philippa Gibson, Senior Commissioning Manager (Substance Misuse) provided an overview of the successes and challenges for the service. Substance Misuse was now a priority area within the Community Safety Agreement, highlighting the value of the work over the last 18 months since the contract went live.

253. The Committee made comments including those that follow. It:

- Raised concern over the flexibility of the contractor to be able to adapt to meet changing needs, for example compulsory drug testing. The Cabinet Member for Safer Stronger Communities confirmed that a written response had been provided to this query on 6<sup>th</sup> March and would be shared with Committee Members. Ms Gibson confirmed that an information sharing agreement had been drafted between the service provider Change, Grow, Live (CGL) and the police to understand the level of demand from the criminal justice system and to develop a business case. Funding was available from Community Safety to support this work.
- Recognised the broad scope and work being undertaken under the contract and the importance of ensuring that effort was not diluted as a result. Mrs Yandall confirmed that there would be a national review of GP prescribing over the next year, recognising that this was a long-term issue and liaison work was also taking place with primary care providers. The County Council was also linked in with district and borough councils over the Social Prescribing Initiative, recognising the need for a holistic view of individuals. The Committee recognised the challenge of prevention due to the large number of issues and factors that lead to drug use and the challenge in being able to identify these.
- Recognised the cross cutting nature of the work and suggested that the performance report should be shared with the Health and Adults Select Committee.
- Welcomed the performance update and requested a further update in mid-2019, to time in with contract renewal.

254. Resolved – That the Committee:

- 1) Welcomes the high level service outcomes to date of the Substance Misuse Contract
- 2) Requests a further update on performance in 2019 to tie in with the contract renewal
- 3) Suggests that the performance is also reviewed by the Health and Adults Select Committee

**Forward Plan of Key Decisions**

255. The Committee considered the Forward Plan April 2018 to July 2018 (copy appended to signed minutes).

256. Resolved – That the Forward Plan be noted.

**Date of the Next Meeting**

257. The Committee noted that its next scheduled meeting (Project Day) will take place on 24 May 2018 at 10.30am at County Hall, Chichester.

The meeting ended at 3.15pm

Chairman.

**Bob Lanzer**  
**Cabinet Member for Highways and**  
**Infrastructure**

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19 March 2018

Mr Andrew Barrett-Miles  
 Chairman  
 Environment, Community &  
 Fire Select Committee

Dear Mr Barrett-Miles,

**Environmental, Community and Fire Select Committee – County Council’s Proposed Response to the Department for Transport’s (DfT’s) Consultation on the creation of a Major Road Network (MRN)**

At its meeting on 16 March 2018 the Committee supported the roads that were proposed for inclusion in the MRN and the draft consultation response, taking into account the following comments:

- Supported any improvement to the road network, however recognised the need to ensure the proposed MRN did not create any additional financial burden on the County Council. **The proposed consultation response identifies the need for the DfT to address the need for funding to be made available for business case development and to address any increased maintenance liabilities that result from improvements to the MRN.**
- Supported the proposed amendments to the MRN route as outlined in the map, recognising the importance of including an alternative East-West coastal route. **Support welcomed.**
- Highlighted the lack of resilience for the A27 from the Bognor Roundabout to the Hampshire border in the current proposals, and recognised the consultation response as an opportunity to highlight the lack of an alternative route round Chichester. **A reference has been added to the response to highlight concerns about the resilience of the proposed MRN at Chichester and heading west to the Hampshire border because there are no alternatives to the A27. A reference has also been added to the work of the ‘Build A Better A27’ project and the need for the DfT to give a commitment to reviewing the MRN in the Chichester area ‘as and when’ a preferred option for the A27 at Chichester is identified and taken forward for delivery by Highways England.**
- Recognised the issues of Air Quality around Cowfold and supported a review of the inclusion of this area in the MRN. **It is recognised that an Air Quality Management Area has been designated at Cowfold to address poor air quality. However, the A272 between the A24 (at Buck Barn) and the A23 is part of the County Council’s strategic road network (as identified in the Local Transport Plan 2011-2026) and it forms part of the advisory lorry route for the County.**

**Furthermore, traffic flows on the A272 through Cowfold are high (c18k Annual Average Daily Trips) and the number of HGVs and LGVs are near to the 5% and 15% quantitative thresholds. Therefore, it is considered that the inclusion of the A272 in the MRN is appropriate. However, the County Council will continue to work with key partners to address air quality issues in the village.**

- Supported a representation to DfT to include criteria for MRN for short stretches of road whose vehicle movements impact on the Strategic Road Network. **It is recognised that there will be parts of the local road network that link to the SRN and that are impacted by it (and that impact on the SRN). However, it is important to recognise that a DfT qualitative criterion (which is supported by the County Council) is to recreate an MRN that is consistent and coherent. This means that the DfT is only looking to add links that join up stretches of road (that meet the thresholds) to form continuous sections of road and that it is looking to remove (not add) isolated links. Therefore, it is not considered that it would be appropriate to make the suggested representation to the DfT.**

I hope the above information is helpful.

Yours sincerely



Bob Lanzer

Cabinet Member for Highways and Infrastructure

**Debbie Kennard**

Cabinet Member for Safer, Stronger Communities

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Andrew Barrett-Miles

Via email

Date 20 April 2018

Dear Andrew

I note the recommendations made by the Environment, Communities and Fire Select Committee on 16 March as set out below and thank the Committee for its attention to these agenda items.

With regard to Agenda Item 9, recommendation b), I copy this letter to the Director of Communities to make note that the Committee would like an update on the Substance Misuse Contract in 2019. Please would you let her know in due course what date would suit the planning group to consider this item?

Again, with regard to Agenda Item 9, recommendation c), I copy the letter to the Chairman of the Health and Adult Social Care Select Committee in relation to the suggestion that it might also wish to scrutinise the performance of the Substance Misuse Contract at a future date. I am sure he will come back to you as appropriate.

**Agenda item 6 – Fire & Rescue Service**

That the Committee:

- 1) Supports the strategic objectives for West Sussex Fire and Rescue Service
- 2) Subject to the comments made above, and any minor changes (which are to be reviewed by the Chairman and Vice-Chairman), the text for the draft 2018 – 2022 IRMP is endorsed for the purposes of public consultation.

**Agenda item 9 – Performance of the Substance Misuse Contract**

That the Committee:

- 1) Welcomes the high level service outcomes to date of the Substance Misuse Contract
- 2) Requests a further update on performance in 2019 to tie in with the contract renewal
- 3) Suggests that the performance is also reviewed by the Health and Adults Select Committee

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Debbie Kennard', written in a cursive style.

Debbie Kennard

Cabinet Member for Safer, Stronger Communities

cc. Rachel North, Director of Communities  
Bryan Turner, Chairman, Health & Adult Social Care Select Committee



## **Environment, Communities and Fire Select Committee**

**4 June 2018**

### **A27 Chichester Bypass Improvements: Submission to the Government's Roads Investment Strategy**

#### **Report by Executive Director for Economy, Infrastructure and Environment and Director for Highways and Transport**

##### **Executive Summary**

In June 2013, the Government made a commitment in the Spending Review announcement to improve the A27 Chichester Bypass. Following this, the Government published its first Roads Investment Strategy (RIS1) in December 2014, which committed to improving four junctions on the A27 Chichester Bypass in Roads Period 1 (2015-20).

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

In response to the Secretary of State's announcement, the County Council convened a community meeting to try to build consensus and develop a way forward through the 'Build A Better A27' initiative. The BABA27 community group established themes and key requirements to inform a set of 'success criteria' for the A27 Chichester scheme. Transport and engineering consultants, Systra, were appointed to provide independent technical advice and support to the community group to promote a scheme for inclusion in the Government's second Roads Investment Strategy (RIS2 - 2020-25).

Systra have worked with the BABA27 community group to understand key issues and constraints and identify a long list of possible options. The long list has been sifted down to a short list of five conceptual options: three are assessed to be 'undeliverable' or 'undesirable' but there are two 'desirable' conceptual options that meet, or meet most of, the success criteria identified by the group; a 'mitigated northern route' and a 'full southern route'. However, there continues to be a wide range of views among local stakeholders and, at present, no clear majority in favour of any conceptual option.

There are three potential approaches to promoting a scheme to the Government for inclusion in RIS2, each of which has different advantages and risks. It is suggested that Approach C is taken forward, that is, promoting one of the two desirable options as a preference but also promoting the other one as a 'reasonable alternative'.

On balance, it is suggested that the submission to Highways England should include the 'mitigated northern route' as the County Council's preferred option,

subject to the inclusion of important mitigation measures that are needed to make the scheme acceptable in environmental terms and the 'full southern route' as a reasonable alternative to mitigate the community consensus and policy fit risks associated with the 'mitigated northern route'.

There is a need for the County Council to set out its views on the way forward to Highways England in June 2018 in order to inform decisions on RIS2.

### **Recommendation**

The Committee is recommended to note the outputs of the work by the BABA27 Community Group and Systra (sections 3 and 4) and to submit its views to the Cabinet Member for Highways and Infrastructure on:

- (a) the desirability of the 'mitigated northern route' and the 'full southern route' options (section 4);
- (b) the suggestion that Approach C (i.e. promoting one of the two desirable options as a preference but also promoting the other one as a 'reasonable alternative') is taken to promoting a scheme to the Government for inclusion in RIS2, noting the 'fallback' position if no approach is selected (section 6);
- (c) the suggestion that the 'mitigated northern route' should be identified as the County Council's preferred option (section 8).

## **1. Background**

- 1.1 In June 2013, the Government made a commitment in the Spending Review announcement to improve the A27 Chichester Bypass. Following this, the Government published its first Roads Investment Strategy (RIS1) in December 2014, which committed to improving four junctions on the A27 Chichester Bypass in Roads Period 1 (2015-20).
- 1.2 In July 2016, Highways England published five options (options 1, 1A, 2, 3 and 3A) for improving the A27 at Chichester for public consultation between 14 July and 22 September 2016. The five options published for consultation included a range of improvements to four junctions on the A27 at Chichester. One option also included a proposed Stockbridge link road and another option included carriageway widening between the Fishbourne and Bognor junctions.
- 1.3 The County Council submitted a consultation response indicating that the County Council had no preferred option, as each of the options required further refinement. The public consultation report published by Highways England states that when asked to choose a Preferred Option, 47% of consultation respondents chose not to select one of the five options and instead selected "No Option". The next largest response was for Option 2, with 31% of respondents selecting this as their preferred option. Beyond this, there were 6% in favour of Option 1A, 4% for Option 1, 3% for Option 3, 2% for Option 3A and 7% did not respond.
- 1.4 On 28 February 2017, the Secretary of State wrote to Highways England cancelling the RIS1 scheme noting that the scheme was controversial and

there was a lack of community support, and the withdrawal of support by the local councils for the shortlisted options.

## **2. Community-led Workshops**

2.1 In response to the Secretary of State's announcement, the County Council convened a community meeting to try to build consensus and develop a way forward. The 'Build A Better A27' (BABA27) initiative was launched by the County Council and supported by Chichester District Council (CDC). The BABA27 community group included representatives from local councils, residents groups, user/interest groups and local businesses. The meetings were also attended by County Council members for the Chichester South County Local Committee area.

2.2 The BABA27 community group identified a set of 'themes' and 'key requirements' (a-s) for the A27 Chichester scheme that provide a set of local identified 'success criteria', against which different possible options for improving the A27 can be considered:

Theme: Through and local traffic

- a. Strong separation of through and local traffic and people
- b. Fix the problem right and do it once
- c. Remove the barrier to north – south movement created by the current A27
- d. Facilitate better flow of east to west traffic
- e. Provision of a diversion route which can be used in emergencies
- f. Facilitating local journeys

Theme: Multi-modal transport

- g. Safe separation between motorised and non-motorised road users
- h. Integrated transport plan for road and non-road transport required

Theme: Environmental Factors

- i. A27 scheme must be sympathetic to Chichester area character
- j. Separate A27 traffic and particulates, noise and poor environment from people

Theme: Chichester as a jewel of England

- k. Minimise visual impact of the scheme
- l. A27 should not be seen as a feature of the Chichester area

Theme: Landscape and Conservation

- m. The business and community considers the landscape and visual impact factors to be just as important as business factors
- n. Preserving the positive distinctive features of the Chichester area

Theme: Transport innovations and experiments

- o. New digital capabilities including signage and smart traffic management

Theme: Local/ Regional economy

- q. To understand the negative impact on the economy of the A27 as it is
- r. We need to more clearly understand the potential positive impact of an improved A27
- s. We need to understand the potential future opportunities the A27 brings to a sustainable economy for the Chichester area

2.3 In January 2018, transport and engineering consultants, Systra, were appointed by the County Council to provide independent technical advice and support to the community group. The brief and specification for the project also received input from the Highways England, CDC and members of the group.

2.4 The most recent workshop was held on 18 May 2018. A note of the meeting will be tabled at the Committee meeting, so that the views of the BABA27 community group can be taken into account.

### **3. Option Development**

3.1 Systra reviewed a wide range of previous studies and reports to gain an understanding of the key issues and constraints. Notably, this included information developed and published by Highways England as part of their 2016 consultation on options, including information (e.g. traffic and environmental data) about options not previously published for consultation. Information such as previous technical studies, visions, policies and strategy documents were also provided by members of the community group and information about future development plans was provided by the local planning authorities. The information was used to provide a basis for understanding the key issues, constraints and previously identified solutions.

3.2 Systra generated a long list of scheme suggestions for discussion with the community group, drawing on previous studies, information provided by members of the community group and their own professional knowledge and experience. The long list of suggestions included 'on-line' (i.e. on the existing A27 Chichester bypass), 'off-line' (i.e. away from the current alignment of A27 Chichester bypass) and 'modal' (i.e. relying on road users switching to other modes of transport) options that are detailed in Appendix A. Systra sifted through the long list of suggestions by considering performance of the suggestions against the success criteria in paragraph 2.2 to identify a smaller number of suggestions that were potentially feasible and likely to meet the future needs of the area. The long list of suggestions and choice about the suggestions that were potentially feasible were presented to the community group and some amendments were made to the list.

3.3 Systra subsequently sifted out five conceptual options and included these on a short list for further consideration and option assessment. The conceptual options are described in Table 1.

**Table 1: Short list of five conceptual options for further consideration and option assessment**

<b>Conceptual Option</b>	<b>Description</b>
Marginal gains	Improvements to six junctions on the A27 Chichester Bypass identified to mitigate the impacts of planned development in Chichester and Arun districts.
Combined investment	Combined investment in both the 'mitigated northern route' and the 'full southern route'. This option would combine the components of the two options described below.
Tunnel	A tunnel between a point west of the Fishbourne junction and a point east of the Portfield junction.
Mitigated northern route	A new dual carriageway 'off-line' route to the north of Chichester between a point west of the Fishbourne junction and a point east of the Portfield junction. The scheme would include lowered carriageways and green bridges in sensitive sections to reduce severance. There is an option to provide a junction with the A285. Environmental mitigation measures would also be needed to mitigate visual, noise and other impacts.
Full southern route	An 'on-line' improvement to six junctions on the A27 Chichester Bypass. The scheme would include underpasses at Fishbourne and Stockbridge junctions, maintaining all existing turning movements. The scheme includes flyovers at the Whyke and Bognor junctions maintaining all existing turning movements. The scheme would also include a flyover and junction remodelling at Portfield. The scheme would include carriageway realignment to provide slip roads and maintain traffic flow during construction. Environmental mitigation measures would also be needed to mitigate visual, noise, air quality and other impacts.

#### **4. Option Assessment**

4.1 As part of the commission brief, Systra were asked to consider the objectives identified by Highways England for the RIS1 scheme, as these are likely to remain applicable to a future scheme on the A27 at Chichester. The objectives were to:

- Increase capacity on the Chichester bypass;
- Improve road safety, during construction, operation and maintenance for:
  - Users;
  - Non-Motorised Users (NMUs);
  - Workers; and,
  - Other parties.
- Reduce adverse environmental impacts & eliminate where possible;
  - Address existing Air Quality Management Areas (AQMA) and ensure no further AQMA are created as a result of the selected option; and,
  - Address existing noise priority areas and ensure no further noise priority areas are created as a result of the selected option.
- Improve journey time reliability on the Strategic Road Network (SRN);

- Improve capacity and support the growth of regional economies;
  - Facilitate timely delivery of the scheme to enable provision of housing demand in line with the Chichester Local Plan;
  - Improve regional connectivity; and,
  - Improve accessibility to areas with tourist activity.
- Give consideration to buildability aspects including:
  - Design to facilitate ease of construction within the scheme / land constraints;
  - Ensure design minimises disruption from construction / maintenance activities to users & third parties; and,
  - Ensure design facilitates practical traffic management solutions during construction.

4.2 In identifying and sifting the long list of options, Systra additionally identified a set of wider delivery considerations. These are:

- Policy and planning fit
- Engineering feasibility, including required mitigations
- Acceptability
- Funding potential
- Value for Money

4.3 The wider delivery considerations in paragraph 4.2 should be considered alongside the themes and key requirements in paragraph 2.2 and Highways England objectives in paragraph 4.1 when assessing options for improving the A27 at Chichester.

4.4 A summary of the assessment of the five conceptual options is provided in paragraphs 4.5-4.10. Full details of the option assessment are included in Appendix A.

#### ***'Marginal Gains' Option***

4.5 Systra have concluded that the 'marginal gains' option is unlikely to address the problems faced in the Chichester area, other than in the short term. For this reason, they conclude that the conceptual option lacks the ambition needed to satisfactorily meet the success criteria identified by the BABA27 community group or meet Highways England's objectives. This conceptual option is designed to mitigate the impacts of future growth (i.e. to ensure that conditions do not get worse due to development related traffic growth), rather than to address pre-existing issues. Therefore, this option is 'undesirable'.

#### ***'Combined Investment' Option***

4.6 Systra have concluded that the 'combined investment' option could significantly add to capacity to the transport network, for private vehicles and use by buses, cyclists and pedestrians. This conceptual option would though have the same qualities and risks associated with both the 'mitigated northern route' and 'full southern route' options. However, this conceptual option is fundamentally unaffordable (i.e. more than double the RIS1 budget) and would not generate sufficient additional benefits to offer good value for

money and make the investment attractive to Government. Therefore, this option is 'undeliverable'.

### ***'Tunnel' Option***

- 4.7 Systra have concluded that the 'tunnel' option could add capacity to the transport network with fairly limited impacts on the environment. However, this conceptual option is fundamentally unaffordable (i.e. more than double the RIS1 budget) and would not generate sufficient additional benefits to offer good value for money and make the investment attractive to Government. Therefore, this option is 'undeliverable'.

### ***'Mitigated Northern Route' Option***

- 4.8 Systra have concluded that the 'mitigated northern route' option offers the best long-term transport solution to the problems of the A27 at Chichester. This conceptual option will add capacity and resilience to the transport network that will help to maintain long-term economic vitality. The environmental impacts of this option will be significant, even with carefully configured environmental mitigation measures and there may be some challenging business impacts particularly during construction. Mitigation measures would need to be set out in a Construction Management Plan and Systra have concluded that significant mitigation should be possible. This conceptual option will conflict with national and local policies due to impacts on South Downs National Park. As a consequence of the additional environmental mitigation measures, the cost of this option is estimated to be between £350-400m with additional uncertainties over land and business impact costs. There is potential to develop 'lower cost' or 'next best' alternatives to this conceptual option but the environmental mitigation measures are essential to reduce the otherwise potentially significant environmental impacts.

- 4.9 Systra conclude that the value for money assessment for the 'mitigated northern route' is unlikely to be significantly different from the initial value for money assessment previously carried out by Highways England on options 4 and 5 that were developed but not published for consultation with the public in 2016. This is because Highways England's option 4 and 5 demonstrated substantial journey time savings that far exceeded the Government's minimum criteria on value for money. Systra conclude that the 'mitigated northern route' option offers the best long-term solution for the A27 in best fitting with the success criteria, Highways England's objectives and wider delivery considerations. They are also of the view that the environmental and business impacts can be largely mitigated, but with a risk of compliance with planning and policy fit. Systra recommend that consideration is given to whether the 'mitigated northern route' concept offers enough to build community consensus to invest in developing the concept. Therefore, this option is 'desirable'.

### ***'Full Southern Route' Option***

- 4.10 Systra have concluded that the 'full southern route' option offers a medium to long-term solution to the problems of the A27 at Chichester. Engineering

mitigation measures set out in a Construction Management Plan would reduce the adverse impacts during construction, but there will still be significant residual impacts on users of the A27 during construction. Network resilience will improve to support medium to long-term economic vitality. The conceptual option can largely address the environmental issues affecting the Chichester Harbour AONB. As a consequence of the additional engineering and environmental mitigation measures, the cost of this option is estimated to be between £300-350m, with additional uncertainties over land and business impact costs. There is potential to develop 'lower cost' or 'next best' alternatives to this conceptual option and some components of the scheme could be implemented without others and still provide some of the benefits of the scheme but this is likely to compromise delivery of the BABA27 critical success factors.

- 4.11 Systra conclude that the value for money assessment for the 'full southern route' option is unlikely to be significantly different from the value for money assessment carried out by Highways England for the options published for consultation in 2016. This is because scheme benefits are expected to increase in line with the additional costs as almost all junction movements will be retained. Systra conclude that the 'full southern route' option provides a medium-to long-term solution addressing all key concerns raised with earlier 'south' RIS1 options. It will also address, but not fully, many of the success criteria, Highways England's objectives and wider delivery considerations. Systra conclude that the concept is deliverable, but with some difficult and costly engineering challenges to overcome. Systra recommend that consideration is given to whether the 'full southern route' concept offers enough to build community consensus to invest in developing the concept. Therefore, this option is 'desirable'.

## **5. Dialogue with the Government and Highways England**

- 5.1 In September 2017, the Cabinet Member for Highways and Infrastructure wrote to Highways England stating that it was the County Council's preference that a scheme for the A27 at Chichester should not be taken forward in RIS1 and that work with the community group should continue to promote a scheme for inclusion in the Government's second Roads Investment Strategy (RIS2) that will cover Roads Period 2 (2020-25). RIS2 is currently being prepared and is expected to be published in autumn 2018. The County Council and Transport for the South East (the emerging Sub-national Transport Body) have requested that the A27 Chichester scheme be included in RIS2 although no details have been provided to the Government about the scheme that should be included.
- 5.2 In parallel with the BABA27 community group workshops, the County Council, together with CDC and the MP for Chichester, have continued to engage with Highways England to ensure they have been provided with opportunities to influence the consultants' brief and the long list of options. During the project, Highways England have also provided advice about the RIS2 timetable and evaluation process. They have also confirmed that the level of technical work being carried out as part of the project is suitable for the current stage of the project. Highways England have also agreed to undertake a technical assessment of Systra's final technical report with a focus on both the 'mitigated northern route' and the 'full southern route'.



Both conceptual options will be treated equally. The findings will be shared with the County Council, CDC and the MP for Chichester.

- 5.3 Highways England have identified that as the RIS1 scheme was cancelled because of a lack of community consensus, this is the most important issue to be addressed in order for a scheme to have the best chance of being included in RIS2. In addition to addressing the need for community consensus, Highways England have stated that any new scheme will need to be very different from the options identified as part of the RIS1 scheme.
- 5.4 Highways England also confirmed that although the budget range for the RIS1 scheme was up to £250m, no budget is currently allocated to the A27 Chichester scheme in RIS2, or to any other potential RIS2 schemes. Therefore, in order for the scheme to be included in RIS2, it would need to be considered against other potential priorities nationally. It will be for the Government, not Highways England, to decide whether or not to include the A27 Chichester scheme in RIS2 and, if included, to set the budget for the scheme.

## **6. Potential Approaches**

- 6.1 In response to Highways England's 2016 consultation on options, the County Council did not indicate a preference for an option, as each of the options required further refinement. Systra have presented five possible conceptual options and concluded that three of these options are not deliverable or desirable, leaving two desirable options that could potentially be taken forward. The 'mitigated northern route' and the 'full southern route' are sufficiently different from the options previously presented by Highways England. They seek to address many of the key issues and concerns expressed by stakeholders and the public during the Highways England's consultation in 2016 and more recently as part of the BABA27 project.
- 6.2 There are three potential approaches to promoting a scheme to the Government for inclusion in RIS2. The drivers behind these approaches are the need to demonstrate community consensus and the desire to show local leadership and accountability in decision-making. Each potential approach has different advantages and risks. The approaches are either:
  - A. Promoting both the 'mitigated northern route' and the 'full southern route' as being desirable without indicating a preference for either option; or
  - B. Promoting only one of the desirable options (either the 'mitigated northern route' or the 'full southern route') and not promoting the other one; or
  - C. Promoting one of the desirable options (either the 'mitigated northern route' or the 'full southern route') as a preference but also promoting the other one as a 'reasonable alternative' that could be delivered if, following development, the preferred option was found to be undeliverable.

### ***Approach A: Promote Both Options***

- 6.3 Approach A would provide two improved conceptual options that more effectively respond to local issues and concerns and if either option ultimately proved to be undeliverable, then the other option could be delivered. However, this approach is unlikely to demonstrate to Highways England and Government that there is community consensus and that the two councils support a scheme. This has been identified by Highways England as the single most important aspect that needs to change in order to have the best chance of being included in RIS2. The decision about which scheme to implement would rest with the Government and Highways England rather than locally elected representatives. Therefore, this potential approach carries a high risk that it will not give Highways England and Government sufficient confidence to invest in the scheme. For this reason, it is not suggested that this approach is taken forward.

***Approach B: Promote Only One Option***

- 6.4 Approach B is likely to demonstrate that there is community consensus if the same preference is indicated by the County Council and CDC.. However, it would effectively rule out the other desirable option that would meet at least some of the success criteria identified by the BABA27 community group, Highways England's objectives and wider delivery considerations and that is also likely to have some support within the community. This potential approach would demonstrate local leadership on this issue, provided that the Government and Highways England accept the decision. As Highways England's decision to rule out options prior to public consultation was previously criticised, this approach could be criticised for the same reasons. Also, if the preferred option ultimately proves to be undeliverable for some reason, there would be no alternative scheme to address the issues that affect the Chichester area. For these reasons, it is not suggested that this approach is taken forward.

***Approach C: Promote a Preferred Option and a Reasonable Alternative***

- 6.5 Approach C is likely to demonstrate that there is a degree of community consensus if the same preference is indicated by the County Council and CDC. This potential approach would satisfactorily address the reasons why Approaches A and B are not recommended and would demonstrate local leadership and accountability for the decision. For this reason, it is suggested that Approach C is taken forward.

***'Fallback' Position (i.e. no major scheme)***

- 6.6 If none of the above approaches are taken forward and, as a consequence, Highways England do not take forward a major scheme for inclusion in RIS2, the 'fallback' is that improvements to the junctions on the A27 Chichester Bypass will still need to be delivered to mitigate the impacts of development in the Chichester and Arun Local Plans. The improvements identified to support the Chichester Local Plan (2015) are small-scale, at-grade improvements that involve restricting movement to ensure the junctions will continue to operate effectively. As the improvements will be developer-funded, they are likely to be delivered incrementally as development comes forward over the local plan period to 2029. They are only expected to

mitigate the impacts of development rather than to improve conditions overall.

## **7. Policy Fit**

- 7.1 The West Sussex Transport Plan (2011-26) (WSTP) identifies that improvements to the A27 at Chichester, Arundel and Worthing are the County Council's highest priority for transport. The WSTP also includes improvements to the junctions on the A27 at Chichester as one of the aims for Chichester. Since the WSTP was prepared, more information has been collected about travel patterns and environmental issues that affect the Chichester area, now and in the future. The local community has also been provided with opportunities to highlight key issues and concerns about the A27 and potential solutions by responding to Highways England's consultation on options or as part of the BABA27 project. For these reasons, there appears to be sufficient justification to consider; a) whether the aims of the WSTP are still up-to-date, and b) whether one or both of the desirable options would deliver the aims of the WSTP.
- 7.2 Systra have identified that the 'mitigated northern route' option would conflict with national policy. This is because major road building or widening in national parks can only take place in exceptional circumstances and where it is in the public interest. There is also a duty on the County Council to have regard to the purposes of national park designation when considering projects outside national parks that may have impacts within them. It is understood that in order to demonstrate that such exceptional circumstances exist, there would be a need to demonstrate that the strategic objectives could not be achieved in another way that would have less impact on the National Park.
- 7.3 For the reasons that the West Sussex Transport Plan sets out that one of the aims for Chichester is to improve the A27 junctions at Chichester and due to the conflict with national policy associated with the 'mitigated northern route', it is recommended that the 'full southern route' is developed as a reasonable alternative.

## **8. Selection of a preferred option**

- 8.1 The 'mitigated northern route' would offer the best fit with the success criteria identified by the BABA27 community group, Highways England's objectives and the wider delivery considerations. This conclusion is based on a level of technical work that is satisfactory for the current stage of the project and set out in Appendix A. However, this option carries risk due to conflict with national policy on protected landscapes. Systra have also recommended that consideration be given to the whether there is likely to be sufficient consensus to promote this option.
- 8.2 Although it does not fully meet the success criteria identified by the BABA27 community group, Highways England's objectives and the wider delivery considerations, the 'full southern route' would offer a reasonable alternative to the 'mitigated northern route', provided that the environmental impacts can be satisfactorily addressed.

- 8.3 As identified in paragraph 12.5, there is a risk that insufficient funding will be allocated in RIS2, therefore, on balance, it is suggested that the full 'mitigated northern route' is identified as the County Council's preferred option and the 'full southern route' being developed as a reasonable alternative to mitigate the community consensus and policy fit risks associated with the 'mitigated northern route'.

## **9. Recommendations**

- 9.1 The Committee is recommended to note the outputs of the work by the BABA27 Community Group and Systra and to submit its views to the Cabinet Member for Highways and Infrastructure on:
- (a) the desirability of the 'mitigated northern route' and the 'full southern route' options (section 4);
  - (b) the suggestion that Approach C (i.e. promoting one of the two desirable options as a preference but also promoting the other one as a 'reasonable alternative') is taken to promoting a scheme to the Government for inclusion in RIS2, noting the 'fallback' position if no approach is selected (section 6);
  - (c) the suggestion that the 'mitigated northern route' should be identified as the County Council's preferred option (section 8).

## **10. Consultation**

- 10.1 A number of community-led workshops have been held as part of the BABA27 initiative and members of the group have provided feedback on key issues, constraints and potential solutions. This information has been summarised in Appendix A. The key themes of the feedback received are:
- A package of junction improvements could have some merit in conjunction with a 'smart A road' concept of using technology and signage to improve traffic flows and reliability;
  - Any on-line improvements should avoid flyovers and turning restrictions, but should still offer separation of local / through traffic;
  - Concern over the impacts of disruption during construction for 'on-line' improvements;
  - Southern 'off-line' routes are seen as challenging because of land availability and environmental impacts, particularly on Chichester Harbour AONB;
  - Split views on the merits of northern 'off-line' routes;
  - A local 'off-line' northern route is seen as being particularly challenging due to conflicts with proposed housing developments, the impact on the Portfield junction and local villages;
  - Strategic 'off-line' northern routes are acknowledged to provide capacity and separation of through and local traffic, but would require significant mitigation of environmental and business impacts; and
  - Modal measures are generally supported as a vital part of the wider strategic solution, but will not address the issues of A27 on their own.

- 10.2 During the BABA27 initiative a community survey was carried out to check the acceptability of the long list of suggestions between 15 - 29 March 2018 via the Chichester Observer, the County Council website and through email and written responses. 3,798 responses were received. The key themes of the feedback received are broadly consistent with the themes fed back during the community workshops and listed in paragraph 10.1.
- 10.3 The wide range of views shared during the community workshops and through the community survey demonstrates that there continues to be a wide range of views within the local community. No significant majority appears to have developed during the course of the project in favour of any of the conceptual options. This makes it challenging to demonstrate that there is community consensus. For this reason, locally elected representatives including the County Council, CDC and the MP for Chichester should consider setting out a single joint position on the way forward to demonstrate a degree of local consensus on this issue.
- 10.4 The Chichester South County Local Committee, together with a representative from CDC have formed a Member Working Group (MWG) to oversee the BABA27 project. The MWG previewed information before it was presented to the BABA27 community group and notes of all meetings have been published to provide transparency of the process.
- 10.5 The approach taken to community engagement as part of the BABA27 project has been more transparent and inclusive of local community stakeholders than with the RIS1 options developed by Highways England. Although this approach has required resourcing and careful management, it has offered greater involvement for local stakeholders and transparency of the process. Highways England should consider continuing to engage with members of the BABA27 community group through the development of a RIS2 scheme as this could help to achieve community consensus and a different outcome following a future public consultation. Consideration should be given to including the South Downs National Park Authority and the Chichester Harbour Conservancy as key stakeholders in the project.
- 10.6 Officers from Arun District Council have informally indicated that they do not have a particular preference for a route to south or north of Chichester. However, they are concerned about construction impacts of 'on-line improvements', particularly on the operation of A27, A259 and the B2166 as there is a lack of alternative routes. Therefore, they are keen to see an 'off-line' improvement to the A27 at Chichester.

## **11. Resource Implications and Value for Money**

- 11.1 The resource implications of the recommendation are that officer time will be required to prepare a RIS2 submission to Highways England and, if a scheme is included in RIS2, to work with Highways England and the community to support the development of the A27 Chichester scheme. Resource to prepare a RIS2 submission and provide technical support to Highways England is allocated for this purpose within existing service plans.

- 11.2 The County Council has offered, in principle, to contribute to the cost of implementing the A27 Chichester scheme. The Capital Programme includes provision for a £10m contribution; there are no constraints on its use, other than demonstrating good value for money. No decision needs to be made at this stage about how and when the financial contribution should be used.

## **12. Risk Management Implications**

- 12.1 There is a risk that the local plan improvements (the 'fallback' position – paragraph 6.6) will not be publically acceptable as they involve the same types of interventions (e.g. restrictions on movements at junctions) that were a source of concern for the local community during Highways England's consultation on options in 2016. There is also a risk that developer contributions may only result in smaller scale improvements being delivered that will not fully mitigate the impacts of development. This could lead to a worsening of traffic conditions (e.g. queuing, rat-running and peak-spreading) once development takes place.
- 12.2 There is a risk that if one of the desirable options is taken forward by Highways England, it will not have public support. This could potentially be mitigated by local stakeholders agreeing to support the same option.
- 12.3 There is a risk that if different stakeholders present very different views about the way forward, this lack of local consensus may not be viewed favourably by Highways England and Government. This could result in the scheme failing to be included in RIS2.
- 12.4 There is also a risk that further technical work to develop the concept will result in some elements of the scheme being removed from the design for technical feasibility, cost or other reasons before it is published for public consultation; as a consequence, therefore, it may fail to meet the needs of local stakeholders.
- 12.5 There is a risk that when the costs and benefits of the County Council's preferred option for the A27 Chichester are considered against other priorities nationally, it will not be selected for funding in RIS2 or that insufficient funding is allocated to deliver the scheme in full. Technical work is currently underway to prepare RIS2 and the newly formed sub-national transport body; Transport for the South East, has indicated that the A27 Chichester remains a priority for RIS2. However, there is no guarantee that the scheme will be selected and this should be viewed as a high risk. The 'full southern route' is potentially scalable because some components of the scheme could be implemented without others and still provide some of the benefits of the scheme but this approach may compromise delivery of the BABA27 critical success factors. However, the 'mitigated northern route' is not scalable because it relies on providing a continuous route with connections to the existing highway network at both ends in order to provide the benefits of the scheme. There is some limited potential to reduce the cost of both conceptual options but, in doing so, care would need to be taken not to compromise delivery of the BABA27 success criteria.

## **13. Equality Duty**

An Equality Impact Report is not required because it relates to the actions of an external organisation.

#### **14. Crime and Disorder Act Implications**

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

#### **15. Human Rights Act Implications**

There are no identifiable Human Rights Act implications in making this decision.

##### **Lee Harris**

Executive Director for Economy,  
Infrastructure and Environment

##### **Matt Davey**

Director for Highways and  
Transport

##### **Appendices**

Appendix A: Systra Technical Report

##### **Background Papers**

HT15 (16/17) Response to Highways England's Consultation on Options for  
the A27 Chichester Bypass (Sept 2016)

IH14 (17/18) A27 Chichester Bypass Improvements (Sept 2017)

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# Build a Better A27

## Situation Summary, Assessment and Recommendations

### Summary Report



The mix of through and local traffic on the A27, and consequential problems of road congestion, unreliable journeys, inappropriate traffic diversions, local severance and vehicle emissions, air quality and noise, are real issues challenging the community in and around Chichester

## Chichester and the A27

The A27 through Chichester, referred to as the Chichester bypass, is a dual carriageway road around 3 miles (5.5km) long intersecting with the local road network at five roundabouts and one signalised junction. The road is designated as a part of the Strategic Road Network as a Trunk Road and is managed by Highways England.

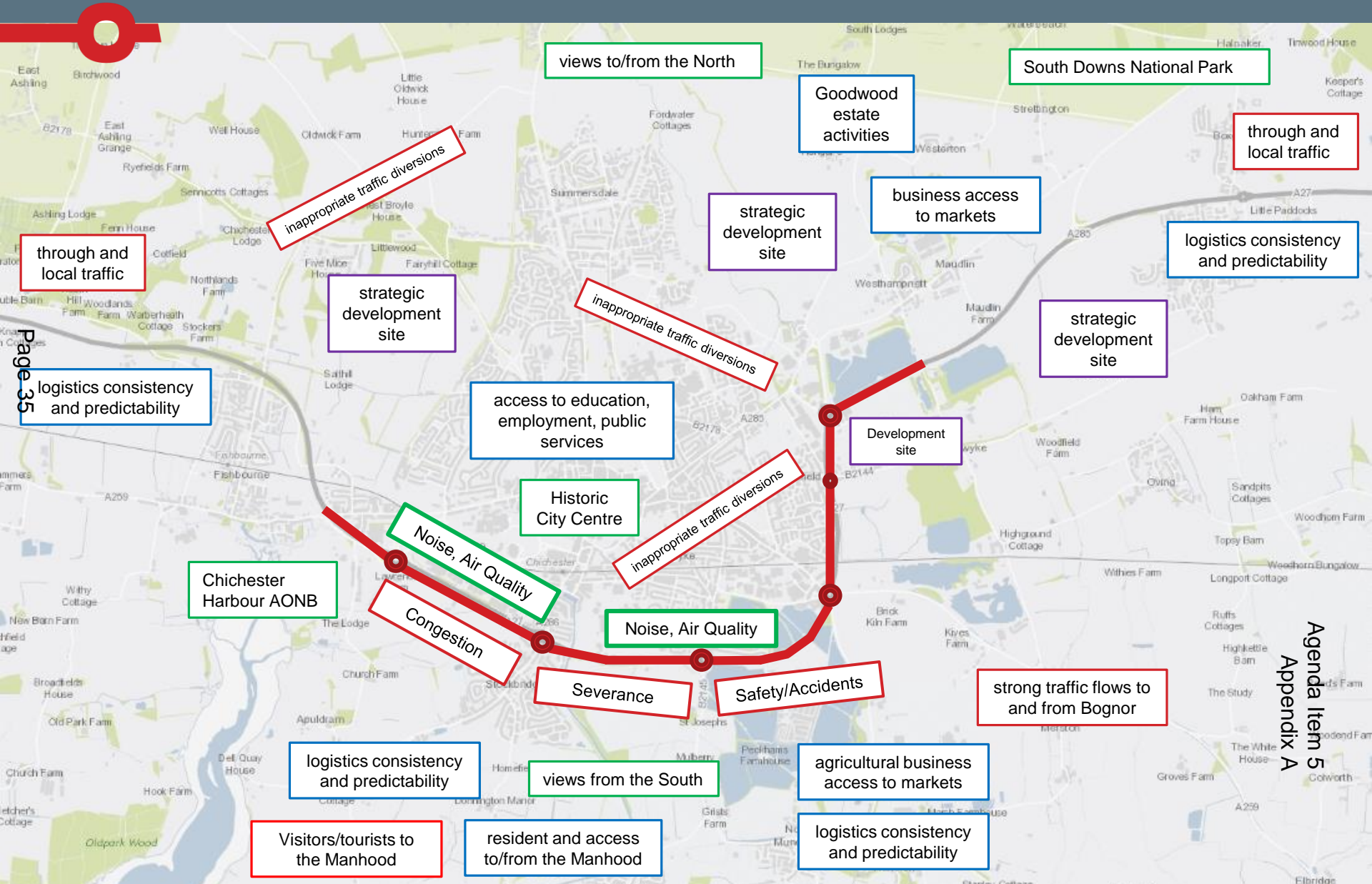
Traffic volumes, congestion and journey time uncertainties on the A27 and approach roads generate serious transport, social, environmental and economic impacts<sup>a</sup>. The ability to maintain and grow the economy is threatened by the transport network, especially in supporting business in the city and on the Manhood Peninsula, supporting the tourism industry and supporting the required residential developments needed to meet local demand. The local road network, and the road-based public transport network it supports, is causing problems for residents, both in accessing jobs, education and other facilities, and in the environmental impacts of traffic congestion and use of inappropriate diversionary routes.

The desire of Highways England to address the problems of the A27 was clear through their commitment to the earlier Road Investment Strategy 2015-2020 (RIS1) scheme. Addressing the A27 is also a priority in the West Sussex Transport Plan, with objectives shared with Highway England to increase capacity, improve reliability and safety to increase local business competitiveness and attract investment.

The views of BABA27, a community led process to address the fundamental issues of the A27, was instrumental in creating an opportunity for Highways England to consider a new A27 concept, subject to acceptance into RIS and community consensus.

Notes. a. see <https://www.gov.uk/government/consultations/a27-chichester-bypass-improvement-scheme>

# Transport, environment and economic constraint summary for the Chichester A27



The local consensus that the problems of the A27 need to be addressed has been established through the Build A Better A27 group, with on-going community engagement intended to support the development of how the A27 is addressed

## Build a Better A27 Group

The BABA27 group was established to identify and prioritise the ‘themes’ and ‘key requirements’ for the addressing the problems of the A27 in Chichester. BABA27 is not a decision making body, but has, and continues to provide valuable support to WSCC and CDC, particularly in respect of key issues, not all of which were adequately captured and considered in the earlier working supporting the RIS1 scheme consultation.

It is very clear that there is a strong local consensus that the problems of the A27 in Chichester are real and significant, and affect the community in their work, in social interactions and in their quality of life.

### Key Chronology

- 2013 – Government commitment to improve the A27 Chichester bypass, and in 2014 to improve four junctions as part of RIS1
- 2016 – extended consideration of wider options for investment, extensive technical work and a formal Public Consultation
- February 2017 - Highway England instructed to stop following serious concerns over community acceptability
- March 2017 – establishment of the Build A Better A27 community group
- Dec 2017 - SYSTRA commissioned to develop ‘long-list’ suggestions for addressing the A27 and sift these to identify a preferred scheme(s) to put forward for a formal sign-off by WSCC, CDC and the local MP, and ultimately to Highways England for RIS2 programme.



## Ten guiding principles were established by BABA27 to be adhered to in the development of a new concept for A27 improvements

Guiding principles for the operation of BABA27 were developed during a number of well-attended community-led workshops held in the Spring and Summer of 2017:

### **BABA27 Guiding Principles**

- Develop a clear and broadly acceptable set of requirements for the group for a better A27
- Take a long term view to inform a modern and robust transport solution as part of an integrated transport strategy
- Work in the best interests of the local community and regional economy in the Chichester area, not just the City
- Consider all constructive perspectives to create the best possible win for the Chichester area. No options are off the table
- Take decisions informed by solid evidence
- Work together in a calm and respectful way. Agree to disagree and understand that others may have a different point of view
- To the greatest degree possible, take collective responsibility for any decision made
- Be open-minded and encourage creative/innovative thinking and be prepared to compromise
- To the greatest degree possible, hold to decisions take by this group
- Encourage conversations that are open, honest and transparent.

Alongside the guiding principles, BABA27 also identified a set of critical success factors to steer the development of the long-list suggestions for the A27

**Critical Success Factors** – these locally derived key requirements were developed and confirmed through the BABA27 meetings and workshops. These have been used in assessing the performance of the long-list suggestions, sitting alongside funding agency drivers and a range of delivery considerations in developing our assessment framework. Although there are some emphasis differences between the key stakeholder objectives and wider considerations, all are broadly aligned, though some potential conflicts will exist in delivery, for example between capacity, economy and the environment.

**BABA27 Key Themes** developed by the BABA27 group in 2017

- Through and local traffic
- Multi-modal transport
- Environmental factors
- Chichester as a jewel of England
- Landscape and conservation
- Local and regional economy

**Highways England aims** reported in the A27 consultation leaflet and documents<sup>a</sup>

- Improve capacity and support the growth of regional economies
- Improve road safety
- Reduce adverse environmental impacts
- Improve journey time reliability
- Enable housing provision
- Improve regional connectivity
- Improve accessibility to tourist areas

**Wider delivery considerations** defined by the consultant team

- Policy and planning fit
- Engineering feasibility, including required mitigations
- Acceptability
- Funding potential
- ‘Value for Money

In addition, there was a strong interest in use of innovation and experimental approaches to address the issues of the A27.

Notes. a. see <https://www.gov.uk/government/consultations/a27-chichester-bypass-improvement-scheme>

The BABA27 guiding principles included a requirement that ‘no options are off the table’ for improving the A27, and no suggestions were to be ruled out without due consideration. The long-list of suggestions that emerged including ‘on-line’, ‘off-line’ and ‘modal’ suggestions

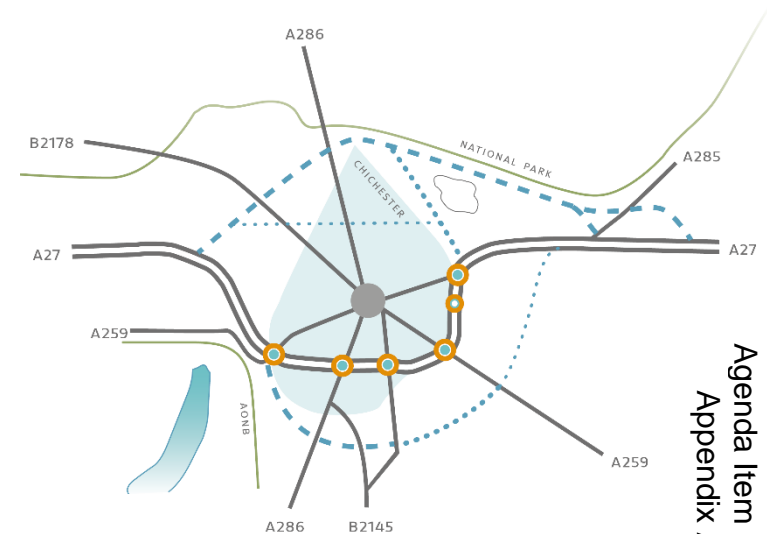
Our initial **Long-List Suggestions** for improving the A27 were developed from a fresh review of potential highway and wider interventions to fully or partially address the critical success factors identified by the BABA27 group. Although the list was developed largely independently of earlier work, many of the highway improvement suggestions have been considered, in some form or other, during earlier more extensive work. For those interventions assessed earlier, there is a strong evidence base identifying outline feasibility, costs and impacts.

Alongside some new variants and modifications, our review identified and sought to draw in a range of key mitigations to address some of the earlier concerns and critical success factors, though illustrating the potential for well designed and configured mitigation is difficult at this stage in the development process.

The intention of ‘modal’ suggestions was to provide a contribution to addressing the A27 issues, accepting alone these measures would not be able to full address all congestion, safety and wider issues. However, they can help to maximise the value of any opportunities, such as released local road capacity being used for pedestrians and cyclists.

The long-list suggestions were primarily:

- ‘On-line’ improvements to the existing A27 and its junctions
- New ‘off-line’ routes to the south of Chichester
- New ‘off-line’ routes to the north of Chichester
- Wider range of supporting ‘modal’ suggestions to complement investment in the road network.



Agenda Item 5  
Appendix A

Sifting from the ‘long-list’ towards a ‘short-list’, and ultimately a single/limited ‘concept’ has been based on our judgement of potential feasibility, the ability to address the critical success factors, wider delivery challenges and community feedback, especially from the BABA27 group

**Long-List Sifting** focused on identifying those suggestions that we consider as offering the greatest delivery potential in meeting the key BABA27 requirements, and in principle meeting Highway England’s objectives and wider delivery considerations.

It was accepted that all interventions would have some challenges in meeting many or all of the requirements and that some could only progress with very strong environmental and wider mitigation measures in place.

Many of the issues we identified in sifting assessments were confirmed through the ‘long-list’ feedback provided through the BABA27 group (shown alongside).

**Key Feedback Themes from BABA27 written/meeting responses**

- A package of junction improvements could have some merit in conjunction with a ‘smart A road’ concept of using technology and signage to improve traffic flows and reliability
- Any on-line improvements should avoid flyovers and turning restrictions, but should still offer separation of local / through traffic
- Considerable concerns over the impacts of disruption during construction for on-line improvements
- Southern off-line routes seen as challenging because of land availability and environmental impacts, particularly on Chichester Harbour
- Split views on Northern off-line routes
  - A local route seen as being particularly challenging given conflict with proposed housing developments and impact on Portfield junction and local villages.
  - Strategic northern routes are acknowledged to provide capacity and separation of through/local traffic, but would require significant mitigation of environmental and business impacts
- Modal measures generally supported as a vital part of the wider strategic solution, but will not address the issues of A27 on their own.

These themes are similar to those obtained from the Chichester Observer feedback exercise.



## Framing the range of short-list suggestions from the less ambitious ‘marginal gains’ to combined or tunnelling alternative clearly points to two core ‘concepts’ to be considered for a RIS2 submission

The sifting, at this stage, generated a range of suggestions from some of the less ambitious options for delivery, such as ‘marginal gains’, through to combining improvements in both the ‘north’ and the ‘south’, or looking for very ambitious full tunnelling options:

- ‘Marginal gains’ – largely those enhancements in the network configured to support the Local Plan developments
- A new strategic ‘off-line’ route to the north of Chichester to fully separate local and through traffic
- A full set of ‘on-line’ improvements configured to separate traffic and address earlier concerns with the RIS1 consultation options
- Combined investment in both ‘off-line’ routes to the north and significant improvements on the existing ‘on-line’ A27 in the south
- Very ambitious tunnelling options to separate through and local traffic and limit environmental and landscape impacts.

This confirms that the measures supporting the delivery of the Local Plan lack the ambition of BABA27 and ability to address the problem, other than in the short-term.

A combined investment could significantly add to capacities of the transport network, for private vehicles and use by buses, cyclists and pedestrians, but would be fundamentally unaffordable.

The more ambitious full tunnelling suggestion would be address the key through traffic success factor but would again be fundamentally unaffordable.

Therefore, we have focused our more detailed assessment on two ‘concepts’ - a new strategic north ‘off-line’ route and a full set of improvements to the ‘on-line’ route of the existing A27.

There is a limited window of opportunity to get an A27 scheme into the RIS2 programme for Highways England funding. Community consensus will be a crucial element in securing a place in the RIS2 programme

## Highways England RIS2 Opportunity

In setting investment priorities in the Strategic Road Network (SRN) the government publishes a multi-year 'Road Investment strategy' (RIS). The second RIS (RIS2) will cover the period 2020/21 to 2024/25, and there is an opportunity for a new Chichester scheme to be considered for RIS2 funding, dependent on timescales and on a need to address the lack of community consensus on how to address the agreed problems of the A27.

Liaison with Highways England has identified a number of key considerations for progressing with any A27 improvements and a wider package components:

- **Timescales** - RIS2 timescales have not been finalised by government, but are likely to be 'imminent' and therefore the compressed timetable for this commission need to be maintained
- **Evaluation process** – has yet to be determined, but is likely to be similar to the RIS1 approach
- **Status of the earlier RIS1 proposals** – there is no longer a Chichester scheme 'on the table', but it is clear that any new submission will need to be 'very different' and to address the lack of community consensus
- **Community consensus** – this has been identified as the most important element of the development process that needs to change. There remains no guarantee of a scheme for Chichester, but it is clear Highways England want to make an improvement, but can only do so if 'consensus risk' can be mitigated
- **Technical requirements** – whilst less developed than other (competing) RIS2 schemes, Highways England has accepted that the BABA27 approach and the level of detail it will be able to provide DfT is acceptable. Much more detailed modelling and design work will follow to support public consultation processes.

Highways England has requested that a ‘single’ preferred concept is put forward to it for a Chichester scheme. This is challenging as no single suggestion can address the all local and wider requirements for investment, and within the timescale constraints for consideration in RIS2

### Single or Multiple Concepts?

Highways England has been clear that any new scheme for the A27 needs to be ‘different’ from earlier RIS1 proposals, primarily in what is to be delivered and to address community consensus. The strong suggestion for a single ‘concept’ and the RIS2 timescales provides a real challenge in further sifting from the short-list suggestions.

Through our assessments of the short-list suggestions across the wide range of success factors, wider considerations and community feedback, we have not been able to develop a single concept that we can recommend to WSCC, CDC and the local MP.

Both of the concepts we have put forward are feasible. These are buildable, can be delivered with significant mitigations, lie within a reasonable funding envelope and are likely to have benefit to cost ratios that support a value for money case that meets or exceeds Highway England’s minima.

However, each carry different risk profiles, including engineering, cost and mitigation uncertainties, compliance to the BABA27 guiding principles and wider community feedback.

The following summary identifies the key factors driving our assessment, and the challenges in taking forward either of the identified concepts to Highways England for consideration as part of RIS2. We see three overarching concerns that could materially affect further progress:

- Highways England stated desire to see a ‘single’ preferred concept
- the need to address the earlier lack of community consensus
- the need to meet RIS2 timescales for delivery. If we fail to meet these timescales there is no certainty of a concept being considered for RIS3 (2025/26 to 2029/30).

Our further assessment has been unable to develop a single preferred approach, but has led to two 'concepts' emerging. These concepts draw on the success criteria and feedback from BABA27 process to address key concerns and issue with the earlier options for the A27

### 'Mitigated North' Concept –

*New strategic northern route with free-flow junctions with the existing A27*

#### Concept specification

- Feasible dual carriageway routes following the RIS1 routes exist, with the potential for tactical variants, including at the 'tie-in' points with the existing A27
- Principle of using vertical alignments to sink carriageways. Extensive use of 'green bridges' to maintain views, place and setting, especially around Lavant and the Goodwood Estate
- Strong use of other mitigations, including 'living walls', noise barriers, noise reducing road surfacing, and low level and directional lighting
- Consideration of a junction at A286. Not providing a junction will allow better opportunities for mitigation and avoid major changes to access routes into the city, but would limit some local connectivity
- Local road closures, primarily New Road
- Need to maintain Goodwood operations and mitigate impacts of construction works

### 'Full South' Concept –

*Major works at all six junctions on the A27 at Chichester including Fishbourne and Portfield*

#### Concept specification

- Provision of 'through' dual carriageway route following the A27 and building on some of the components of the earlier RIS1 options at junctions
- Underpasses at Fishbourne and Stockbridge, maintaining full connectivity
- Flyovers at Whyke, Bognor Road, maintaining most/all turning movements
- Partial closure at Oving
- Flyover and remodelling at Portfield
- Engineering challenges may require land take for slip-roads to maintain local connectivity. Likely need for works on the canal (move or sink)
- Need to maintain connectivity, journey times and reliability as best as possible for business, resident and tourist access, including to the Manhood
- Tactical realignment of carriageways may help in long-term and in mitigation of construction impacts

Strong mitigation measures are essential components of our concepts. But mitigation can be costly and there is a risk of 'value engineering' to save money. This cannot happen with our concepts, although some compromises below 'gold-standards' may need considering

Strong mitigation measures are essential components of our concepts. Mitigations can include strong visual, noise and wider environmental interventions, using a range of techniques. In the context of the A27 these integral mitigations will be required to primarily offer a retention of 'place and setting'.

In the following pages we provide a number of examples of the potential mitigations that could be deployed, particularly in respect of our 'Mitigated North' concept.

**Green Land Bridges** A21 Lamberhurst Bypass – 40m wide 'green bridge' approach to NT Scotney Castle along the ridge stretching E-W across the AONB (Fira Landscape Architecture and Urban Design). Applicability – Mitigated North Concept - around A286 Lavant, Goodwood estate, especially in maintaining place and setting between Goodwood House and Motor Racing Circuit



Agenda Item 5  
Appendix A

# Potential mitigations to be deployed as integral components of our delivery concepts (2)

**Green Bridges and Sunken Roads** – Green bridge to maintain eco-corridor. North Brabant Province, Holland, and ‘eco-aqueduct’ over ‘sunken’ motorway on the new A4 in Holland



**Living Walls and Vertical Gardens** – Brisbane Airport Link Green Wall (Deicke Richards), Willmot Dixon, Southampton (Biotecture), ‘Via Verde’ Mexico City, around 60,000 m<sup>2</sup> of vertical gardens to address pollution and visual impacts of overpasses (New Civil Engineer). Applicability – Mitigated North and Full South Concepts where retaining walls and overbridges or /flyovers are required



# Potential mitigations to be deployed as integral components of our delivery concepts (3)

**Noise Bunds** – EcoSoundBlok® noise barrier - earth bund alternative and GreenSoundBlok® - acoustic barrier (Gramm Barrier Systems). Applicability - Mitigated North and Full South Concepts – where noise and headlight mitigations are required



**Noise Barriers** – Hong Kong Forest Corridor BREAD Studio, ESKYIU architecture. Two finalists in the Open Hong Kong Government International Competition for Noise Barrier/ Enclosure



Photovoltaic noise barrier, A13 motorway, Switzerland (Fanzun, Architects and Engineers). The world's first photovoltaic noise barrier, and recently renewed with three times original output. The 800m2 barriers provides power for 92 homes



Appendix A  
Appendix A  
Appendix A

Page 47

The two concepts for a 'mitigated' northern route and a 'full' improvements to the A21 in the south both have strong merits in some areas, but a range of real challenges in key delivery areas, and by being more ambitious than the earlier scheme option, increased costs and increased benefits

**'Mitigated North' Concept** - *New strategic northern route with free-flow junctions with the existing A27, with or without a new junction with the A286*

#### Positives

- Strong separation of 'through/local traffic'
- Significant increase in capacity for long-term growth
- Released capacity can support wider benefit delivery,
- Strong network resilience and reduced use of inappropriate diversionary routes
- Engineering feasibility has been established

#### Negatives

- Significant environmental impacts with land-take, introducing new noise, air quality and visual intrusion in some residential and rural settings. Strong mitigation possible, but key residual impacts
- Potential policy/delivery conflicts due to SDNP
- Potential for disruption to Goodwood and other business operations during development
- Mitigation costs could be significant, potentially reducing the BCR in the RIS1 Economic Assessment Report. Changes are unlikely to materially affect any wider 'value for money' assessment

**'Full South' Concept** - *Major works at all junctions between Fishbourne and Portfield, including underpasses (F,S/B) and flyovers (W,B/R,P) with some carriageway realignment*

#### Positives

- Separation of 'through/local traffic', maintaining local connectivity relative to earlier RIS1 schemes options
- Modest capacity increases to support growth in the medium to long-term
- Limited visual impacts in some locations, reduced local severance and some emissions/AQ benefits
- Engineering feasibility established in part

#### Negatives

- Challenging engineering, likely to include land-take
- Marginal impacts on setting of CCH AONB
- Significant challenges on the existing A27 during construction impacting on local and other businesses, residents and tourists
- Engineering solutions and mitigation could be significant. Increased costs, but alongside increased benefits are likely to alter the BCR from the earlier RIS1 assessment, but are unlikely to materially change the wider 'value for money' assessment



We believe both concepts are deliverable, but with different cost, benefit and risk profiles, and reliance on strong mitigations to address community concerns. With the RIS2 opportunity being time limited, pragmatism may need to drive, or firmly assist, in political decision making

### ‘Mitigated North’ Concept - our view

- A new Mitigated Northern Bypass offers the best long-term **transport** solution to problems of the A27. It adds capacity and resilience to maintain long-term economic vitality, and provides opportunities to maximise wider urban benefit delivery.
- The **environmental** impacts will be significant, even with carefully configured mitigations [that are difficult to illustrate at this development stage], and there may be some challenging business impacts. There may be conflicts with national and local policies.
- Mitigations are likely to increase **costs** compared to the RIS1 schemes to around £350-400m, with additional uncertainties over land and business impact costs. Benefits remaining broadly similar.
- There is unlikely to be a material change in the **value for money** from the earlier RIS1 assessment

We consider this concept to offer the best long-term solution for the A27 in best fitting with the Success Criteria and wider considerations. We are also of the view that the environmental and business impacts can be largely mitigated, but with a risk of compliance with planning and policy fit. We recommend WSCC/CDC/MP consider whether the ‘mitigated north’ concept offers enough to build community consensus for the promoters and HE to invest ‘capital’ in taking this concept forward now and to later development phases.

### ‘Full South’ Concept – our view

- A fuller development of the on-line improvements to address key **transport** concerns of some of the less ambitious RIS1 options. Engineering mitigation may reduce the adverse impacts during construction, but residual impact will remain. Network resilience will improve to support medium to long-term economic vitality.
- Key **environmental** issues affecting the Chichester Harbour AONB can be largely addressed.
- Challenging engineering and mitigations are likely to increase **costs** compared to the RIS1 schemes to around £300-350m, with additional uncertainties over land and business impact costs. With an expanded scope, benefits will increase.
- There is unlikely to be a material change in the **value for money** from the earlier RIS1 assessment

We consider this concept provides a medium- to long-term solution addressing all key concerns raised with earlier ‘south’ RIS1 options and many of the Success Criteria and wider considerations, but not fully. We believe this concept to be deliverable, but with some difficult and costly engineering challenges to overcome. We recommend WSCC/CDC/MP consider whether the ‘full south’ concept is now sufficiently different from the RIS1 to build community consensus and for HE to take forward now and to later development phases.

Agenda Item 5  
Appendix A

Whilst the majority of funding for any agreed A27 improvements will be forthcoming from Highway England, it is likely that local funding will be required to contribute to or deliver complementary measures to support this investment and maximise local benefits - a Chichester Transport Package

### A27 Improvements – a wider Chichester Transport Package

Significant investment in the A27 corridor will provide an opportunity for complementary measures to maximise the value of the investment and potentially widening delivery benefits. The direct investment in the A27 will deliver, for example, reduced use of informal diversionary routes, reductions in local severance (especially north-south separation across the existing A27) and better air quality.

Taking forward a number of the ‘modal suggestions’ a part of a wider Chichester Transport Package offers the area an opportunity to build on any investment in the A27:

- maximise the use any released road space for vulnerable road users or environmental gain
- further mitigate any delivery impacts
- further improve conditions for pedestrians and cyclists
- to improve bus service reliability, to enhance the urban environment
- better manage traffic on alternative routes - through the centre of Chichester, to the north via Lavant.

Whilst the majority of funding for the main A27 improvements works will be expected to be provided by Highways England, including potentially for some of these complementary measures, it is most likely that other funding sources will be required to deliver a fuller and wider transport package.

A ‘funding cocktail’ could be developed to deliver elements of any package drawing in contributions from a range of sources, including local authorities, specifically targeted Government grants/funding and private sector contributions. A key challenge will be to ‘locking in’ elements of the package though any disparate funding channels.

In taking forward one/both concepts and a supporting package, significant further work will be required beyond this commission, both in terms of scope and timescales. But the rewards, if they can be achieved, will be significant for the local communities

## Further Development Work Required

Whilst Highway England has indicated that the BABA27 approach and level of detail in the current work is reasonable at this stage in scheme development, it is clear that significant further work will be required to take any proposals to RIS2. It is likely that the majority of such work over the following two to three years will be covered by Highways England's development budgets, though there may be an expectation that local contributions are made, including in working up a wider Chichester Transport Package. This will involve a real commitment, financial and political support, to support key development tasks, including:

- very close working with Highways England, including local support
- on-going stakeholder engagement, including the BABA27 processes and with key and statutory stakeholders, ultimately leading to a full public consultation
- concept development work, particularly mitigation measures for construction and delivery phases. Development of 'lower cost' concept variants
- further work on any 'other' concept to support consultation
- engineering design and costing work, including detailed alignments, opportunities and constraints
- traffic, transport and environmental forecasting work
- economic, social and environmental appraisal and business case development
- consideration of potential funding opportunities – the 'funding cocktail'.



Agenda Item 5  
Appendix A

The ultimate reward of the BABA27 process and our work is a place in RIS2 and potential delivery of significant improvements to transport infrastructure in and around Chichester

Highways England RIS2 programme will only be open for a short period of time.

Establishing a Chichester scheme in RIS2 will be a major achievement given the previous history of A27 proposals and the exceptionally tight timescale to respond to cancellation of the RIS1 scheme.

The level of detail of this assessment may not seem ideal, with at least two to three years more work required before the start of any formal consultation. But, the short RIS2 window is open now, and Highways England are content to take forward a concept based on our assessment if it is different from RIS1 and has sufficient community consensus.

If we fail to meet the RIS2 timescales there is no certainty that a Chichester concept will be considered for RIS3 (2025/26 to 2029/30). The problems of the A27 will remain, albeit with marginal gains linked to Local Plan developments.

## Environment, Communities and Fire Select Committee

4<sup>th</sup> June 2018

### Growth Deals

### Report by Executive Director Economy, Infrastructure & Environment and Director of Economy, Planning & Place

#### Summary

Growth Deals have been developed with district and borough councils to enable resources to be aligned to support and facilitate the delivery of key and agreed growth priorities.

This report highlights the progress made to date, and the current status of the programmes being delivered through the deals and proposed next steps.

#### Recommendation(s)

- (1) The Committee is asked to note progress made to date and the next steps identified in paragraph 2.1.

#### 1. Background and Context

1.1 The West Sussex Plan identifies a prosperous place and a Council that works, in partnership, for the community as two of five key priorities.

1.2 Growth Deals have been developed with district and borough councils to:

- Ensure that there is clarity around shared growth ambitions – where WSCC and districts / boroughs can most effectively work together to support the delivery of growth outcomes
- Support and sustain strong partnership working to deliver agreed priorities.
- Ensure that resources, investments and programmes are aligned to support the delivery of the priorities
- Transform places and processes

1.3 The Growth Deals have evolved from the development of Place Plans.

**Table 1 – Current Status of Growth Deals**

District / Borough	Place Plan	Draft Growth Deal	Signed Growth Deal
Adur & Worthing	✓		✓ (March 2017)
Arun	✓	✓	(Expected May 2018)
Chichester	✓		✓ (March 2018)

Crawley	✓		✓ (Dec 2016)
Horsham	✓	✓	
Mid Sussex			✓ (Feb 2017)

1.4 The Growth Deals have established / built on a number of key principles:

- Delivering growth relies on a number of partners working together – no one organisation can deliver it effectively on their own – e.g. district planning, county highways and education (and other key infrastructure providers), developers and funders working together.
- Delivering growth takes time – the Growth Deals focus on priorities to be progressed over the next 5 years. Outcomes will be delivered over a longer timeframe.
- Being clear on priorities allows effective allocation of resources.
- Having a clear plan enables funding to be secured – e.g. Local Enterprise Partnership (LEP) Local Growth Funds (LGF)
- Progression of a Programme that will deliver clear and agreed outcomes is critical.

1.5 The Growth Deals are being delivered through a series of Growth Programmes. The Deals / Programmes are summarised in Appendix A. Details of each of the Programmes can be found at

<https://www.westsussex.gov.uk/about-the-council/how-the-council-works/partnership-work/working-with-district-and-borough-councils-growth-deals/>.

1.6 Delivery of the Growth Deals is identified as a key priority in the emerging West Sussex Economic Growth Plan 2018 – 2023.

1.7 Three Growth Programme Delivery Managers have been appointed and are dedicated to managing the delivery of Growth Deals and Programmes, ensuring project delivery, co-ordination of the Deals and Programmes with wider WSCC and partner priorities and managing relationships with the districts / boroughs in:

- Crawley & Horsham
- Chichester & Mid Sussex
- Arun, Worthing & Adur

1.8 The Growth Programme Delivery Managers report to Growth Boards established with each District / Borough. Project delivery or resource issues will be reported to the Growth Board for resolution.

**2. Proposal**

2.1 The development and delivery of the Growth Deals is progressing. Key next steps include:

- Work progressing to conclude Growth Deals with Arun and Horsham District Councils
- Work progressing to enable the delivery of the priorities identified in the signed Growth Deals.
- Business Cases being developed to enable the growth fund allocation identified in the WSCC capital programme to be allocated to proposals

that will, aligning with partner funding, effectively deliver growth in West Sussex.

- Wider WSCC capital programme funding allocations (e.g. OPE) are aligned where possible to support the delivery of Growth Deal priorities
- Funding opportunities are pursued wherever possible to secure external funding that will, aligning with identified funding, support the delivery of the Growth Deal priorities
- Whilst the Growth Deal priorities are long term commitments, they will be subject to annual review by the appropriate Growth Board.
- Growth Deal governance is reviewed annually through the appropriate Growth Board to ensure that is fit for purpose.
- The Partnership benefits and good practice established through the development and delivery of Growth Deals are used to support wider partnership initiatives
- Capacity is built in terms of staff and revenue resources to enable the progression of Growth Deal priorities – sustaining and delivering the Deals and Programmes.

### **3. Resources**

- 3.1 The County Council initially identified a £30m growth programme allocation in the capital programme to be allocated subject to the approval of business cases.
- 3.2 £8m of the initial growth programme allocation was allocated to the Crawley growth programme following approval of a business case in September 2017.
- 3.3 £5m of the initial growth programme allocation has now been allocated to the Worthing growth programme following approval of a business case in May 2018.
- 3.4 £10m of the initial growth programme allocation is provisionally allocated to the Burgess Hill growth programme subject to the approval of a business case to be progressed later this year.
- 3.5 £7m of the initial growth programme allocation will support pipeline projects subject to the approval of business cases to be progressed later this year.
- 3.6 A number of additional Capital Programme allocations support the delivery of the Growth Deal priorities. These and the above funds are detailed in the following table:

<b>Pipeline</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>Total</b>
<b>Economy</b>						
Crawley Growth Programme		6,056	1,835			<b>7,891</b>
Growth Programme	0	1,000	3,000	4,000	14,000	<b>22,000</b>
<b>Finance and Resources</b>						
One Public Estate	500	2,500	9,000	18,000	20,000	<b>50,000</b>
<b>Highways and Infrastructure</b>						
A2300 Corridor capacity enhancement, Burgess Hill		0	3,110	10,260	9,210	<b>22,580</b>
<b>Income Generating Initiatives &amp; Bold Ideas</b>						
<b>Highways and Infrastructure</b>						
County Gigabit	2,700	3,000	3,000	0	0	<b>8,700</b>

- 3.7 Revenue resources allocated in the WSCC Strategic Economic Plan Reserve have supported the development of projects to date. It is anticipated that the remaining earmarked but uncommitted funds in the SEP Reserve will continue to support feasibility work required to progress projects. Once projects have been identified in the Capital Programme, following approval of a business case, development costs will be drawn from the capital allocation. Currently £557,000 is uncommitted within the SEP reserve.

## Factors taken into account

### 4. Issues for consideration by the Select Committee

- 4.1 The Growth Deals have been developed in partnership with Districts and Boroughs having considered key and relevant evidence. The Deals establish joint priorities to be progressed over a five year period.
- 4.2 The Committee is asked to support the proposals identified in paragraph 2.1 above.

### 5. Consultation

- 5.1 The Growth Deals and Programmes have been developed in consultation with partners.

### 6. Risk Management Implications

- 6.1 There is a risk that revenue and WSCC staff resources are insufficient to support the progression of the projects. This risk is minimised through the appointment of the Growth Programme Delivery Managers. Revenue funding sources, such as the pooled business rates, will be examined to establish scope to supplement existing resources to deliver these large and complex Deals / programmes.
- 6.2 There is a risk that priorities change due to political or staff changes. This risk is minimised through the joint identification of priorities with district /



borough officers and members and the signing of the Deals by the Leaders and Chief Executives of each authority.

## **7. Other Options Considered**

7.1 Through the development of the Place Plans and Growth Deals a number of options have been considered. The Deals and Programmes identify jointly agreed priorities where intervention is likely to be most beneficial to deliver growth.

## **8. Equality Duty**

8.1 The Equality Duty does not apply as this is a report dealing with internal or procedural matters only. Equality issues will be considered as each project within the Growth Deals is progressed.

## **9. Social Value**

9.1 Social Value will be considered within business cases as each Growth Deal project progresses.

## **10. Crime and Disorder Implications**

10.1 None

## **11. Human Rights Implications**

11.1 None

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Director of Economy, Place &  
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## **Appendices:**

### **Appendix A - Growth Deal Summary**

#### **Background Papers**

**District Deals** - <https://www.westsussex.gov.uk/about-the-council/how-the-council-works/partnership-work/working-with-district-and-borough-councils-growth-deals/>

**Appendix A – Growth Deal Summary**

<b>ADUR &amp; WORTHING DEAL</b>									
<b>Key Projects -</b>									
<ul style="list-style-type: none"> <li>• Worthing Town Centre – public realm improvements and development of key sites to deliver the Worthing Investment Prospectus</li> <li>• Delivering growth at Decoy Farm, East Worthing</li> <li>• Delivering growth at New Monks Farm and Shoreham Airport in Lancing and Shoreham</li> <li>• Delivering growth at Shoreham Harbour with a focus on the Western Harbour Arm</li> <li>• Making use of our public estate to pursue joint development opportunities - Centenary House, Worthing and Pond Road, Shoreham</li> <li>• Gigabit West Sussex Fibre Broadband</li> </ul>									
<b>Key Outcomes - 2,500 homes; 6,600 jobs; 115,000sqm of commercial space</b>									
<b>Key Funding Partners / Sources - LGF, WSCC, WBC, ADC, S106, CIL, Developers</b>									
<table border="1"> <tr> <td><b>Secured Funding</b></td> <td></td> </tr> <tr> <td>WSCC Growth Programme</td> <td>£5.000m</td> </tr> <tr> <td>Local Growth Fund (LGF)</td> <td>£25,746m</td> </tr> <tr> <td>Housing Infrastructure Fund (HIF)</td> <td>£10.000m</td> </tr> </table>		<b>Secured Funding</b>		WSCC Growth Programme	£5.000m	Local Growth Fund (LGF)	£25,746m	Housing Infrastructure Fund (HIF)	£10.000m
<b>Secured Funding</b>									
WSCC Growth Programme	£5.000m								
Local Growth Fund (LGF)	£25,746m								
Housing Infrastructure Fund (HIF)	£10.000m								
<b>Governance Arrangements -</b>									
<ul style="list-style-type: none"> <li>• Growth Board - quarterly meetings. WSCC Cabinet Member – Cllr Lanzer. WBC Leader Cllr Humphries. ADC Leader Cllr Parkin. Senior Officers – Martin Randall &amp; Nick Smales</li> </ul>									
<b>CHICHESTER GROWTH DEAL</b>									
<b>Key Projects -</b>									
<ul style="list-style-type: none"> <li>• Chichester City Vision – priority interventions that, through WSCC and CDC working together, can enable key projects identified in the Vision (2017) to progress</li> <li>• Southern Gateway – enhance this key gateway to the City and deliver a mixed use development that includes office, retail, residential and leisure uses.</li> <li>• Northern Gateway – enhance this key gateway to the City and deliver a mixed use development that includes office, retail, residential and leisure uses.</li> <li>• Gigabit - ambitious proposals to improve digital connectivity in Chichester</li> </ul>									
<b>Key Outcomes - value of development maximised; new jobs created; existing jobs protected; new homes; business / retail floorspace created; return on capital investment secured; a sense of place created including improvements to the public realm, the transport system and the appearance of buildings in the area.</b>									

**Key Funding Partners / Sources** – LGF, WSCC, CDC, S106, CIL, Developers

<b>Secured Funding</b>	
LGF	£5.000m

**Governance Arrangements** –

- Growth Board - quarterly meetings. WSCC Cabinet Member representative : Cllr Montyn (other WSCC reps to be confirmed). CDC Leader Cllr Dignum. Other CDC reps – Cllr Oakley. Senior Officers – Diane Shepherd & Nick Smales.

**CRAWLEY DEAL / PROGRAMME****Key Projects** -

- Crawley Town Centre – developing a dynamic business growth hub with a bold and vibrant community heart for Crawley and the Gatwick Diamond, where a rich mix of uses and high quality town centre living contribute to a diverse retail offer, excellent public realm and a thriving economy. Includes Queens Square, Queensway, Station Gateway, Eastern Gateway.
- The Manor Royal Improvement Programme – to support Manor Royal to continue to provide a diverse range of jobs for local people.
- The Crawley Employment and Skills Plan – Joint working to unlock delivery of proposals that will enable local residents to access higher skills levels and better quality employment opportunities
- Working with Gatwick Airport - to develop the strategic advantage of the Airport
- Three Bridges Station - redevelop the forecourt areas and associated access

**Key Outcomes** – up to 2,000 homes in the town centre and 135,000sqm of enhanced commercial space across Manor Royal and the Town Centre

**Key Funding Partners / Sources** – LGF, WSCC, CBC, HIF, S106, CIL, Metrobus, Manor Royal BID, Gatwick Airport Limited, Developers

<b>Secured Funding</b>	
WSCC Growth Programme	£9.704m
CBC	£5.400m
Local Growth Fund (LGF)	£32.727m
Housing Infrastructure Fund (HIF)	£2.000m
S106	£2.640m
CIL	£1.000m
Metrobus	£13.792m
Gatwick Airport Limited	£2.800m
Manor Royal BID	£3.039m
Developers	£4.500m

**Governance Arrangements** –

- Members – monthly updates. WSCC Cabinet Member – Cllr Hillier. CBC Portfolio Holder Cllr Smith.
- Growth Board – Monthly meetings. Senior Officers : Natalie Brahma-Pearl & Lee Harris

- Growth Programme Delivery Team – Senior Officers : Clem Smith & Duncan Barratt

**MID SUSSEX - BURGESS HILL DEAL**

**Key Projects -**

- Town Centre regeneration – new homes, jobs, retail space, multiplex cinema, library.
- The Brow – one public estate project to better utilise public sector land delivering new homes, improved public facilities and reduced costs
- Northern Arc – development of up to 3,500 homes and 50,000sqm of commercial space. Includes key infrastructure – secondary school, two primary schools, highways and transport.
- Science & Technology Park – 100,000sqm of employment space and 4,000 new jobs
- A2300 enhancements – dualling between the A23 and Burgess Hill
- Sustainable Transport Package – improvements to support growth across Burgess Hill

**Key Outcomes** – 3,500 homes; over 4,000 jobs; 150,000sqm of commercial space; key new infrastructure.

**Key Funding Partners / Sources** – LGF, WSCC, MSDC, HIF, S106, Developers, Homes England

<b>Secured Funding</b>	
WSCC Growth Programme	£10.000m
WSCC – A2300	£2.790m
Local Growth Fund (LGF)	£31.900m
Housing Infrastructure Fund (HIF)	£6.500m

**Governance Arrangements –**

- Growth Board Members meetings every 6 months. WSCC Cabinet Member – Cllr Goldsmith. MSDC Leader Cllr Wall.
- Senior Officer meetings monthly – Kathryn Hall & Lee Harris

Arun District Deal – Deal not yet completed. Update to be provided at the meeting.

Horsham District Deal – Deal not yet signed. Update to be provided at the meeting.

## Environment, Communities and Fire Select Committee

4 June 2018

### Business Planning Group Report

#### Report by Chairman, Business Planning Group

##### Executive Summary

Each select committee has a Business Planning Group (BPG) to oversee the committee's work programme and prioritise issues for committee consideration. This report provides an update to the Committee of the BPG meeting held on 10 April 2018, setting out the key issues discussed.

##### Recommendation

The Environment, Communities and Fire Select Committee is asked to note the contents of this report and endorse the Committee's Work Programme for 2018/19 (attached as Appendix A).

#### 1. Background

1.1 The Business Planning Group (BPG) met on 10 April 2018 with Mr Barrett-Miles and Mr S Oakley in attendance to undertake work planning on behalf of the Committee.

1.2 Issues discussed:

- **Fire and Rescue Service Performance Management** – Following the recommendation made by the Committee at its November 2017 meeting, the BPG considered Fire and Rescue Service (FRS) performance data, as set out in the Operational Performance Report (attached as Appendix B). No issues were referred for scrutiny by the Committee, but the Group emphasised the need for scrutiny of plans to improve recruitment and retention of retained firefighters, when these are forthcoming.

Members also considered the format and scope of performance data the Group would consider at future meetings, and determined that the performance information should focus more on the highlights and strategic priorities in future.

- **Total Performance Monitor (portfolio-specific elements)** – No issues for scrutiny by the Committee or referral to Performance and Finance Select Committee were identified.
- **Sussex Safer Roads Partnership** – The Group agreed for an item to be added to the work programme (provisionally for the

September 2018 meeting). Representatives of the partners would be invited to attend and give evidence. Focus could be on the quality of partnership work and the performance of the partnership compared to neighbouring and comparator authorities.

- **Bus Strategy** – The Group learned of the proposed timeline for work to develop a new approach for supporting non-commercial bus services and community transport, with the new strategy due to be in place by April 2019. The exact timing and objective of ECFSC engagement has yet to be determined.
- **Strategic Planning** – The item was postponed to the September meeting.

## **2. Work Programme Planning 2018/19**

- 2.1 Informed by officers from the relevant service areas, BPG members considered the Work Programme for 2018/19.
- 2.2 The output from this discussion is summarised in the revised work programmes at Appendix A (2018/19)

## **3. Equality Duty**

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

### **Andrew Barrett-Miles**

Chairman, Environment, Communities and Fire Select Committee

Contact: Ninesh Edwards, Senior Advisor, 03302 222542

**Appendix A** - Environment, Communities and Fire Select Committee  
Work Programme 2018/19

**Appendix B** – WSFRS Operational Performance Report

**Background Papers** - None

## Draft Work Programme 2018/19

Select Committee Meeting date	Subject/Theme	Objectives/Comments
<b>04-Jun</b>	Growth Deal Update	As requested by ECFSC at its 31 Jan meeting
	A27 Chichester	To scrutinise the Council's proposed position on Road Investment Strategy (RIS) 2. To be webcast
	BPG Report & BPG Membership	Report of the April meeting of the Business Planning Group
<b>13-Jun</b>	Bus Strategy	Committee to input to the public consultation on the draft consultation
	FRS IRMP	Scrutiny of the draft Integrated Risk Management Plan, following the public consultation (webcast)
	2017/18 FRS Performance Review	Performance review based on criteria set out in the 17/18 Statement of Assurance
	Total Performance Monitor 17/18 Outturn	The TPM sets out portfolio performance, including revenue, savings, capital, workforce and risk positions. The Committee will consider the outturn for the 17/18 financial year.
	Economy Growth Plan	Verbal progress update
<b>21-Sep</b>	Annual Sustainability Report	To include impact following Gov changes to the feed-in tariff.
	Strategic Planning	Scrutiny of the approaches taken to planning for new or improved infrastructure to support the delivery of housing development in the County. To include (a) the views of an external service provider/utility company, (b) the views of a local planning authority with regard to planning for infrastructure when reviewing a local plan, and (c) the implications for the County Council as a key service provider (including highways and transport, and education).
	Economy Growth Plan - Delivery Plan	As requested by ECFSC at its 31 Jan meeting

## Draft Work Programme 2018/19

	Bus Strategy	Preview of the proposed bus strategy, prior to the Cabinet Member's decision - informed by the outcome of the consultation. May include proposals for changes to services
	FRS Action Plan Timeline for 2018/19	Scrutiny of plans for taking forward work derived from the IRMP.
	Lesson Learned - Bognor to Littlehampton Cycle path	
<b>6-Dec</b>	Road Safety - Safer Sussex Roads Partnership	To focus on performance outcomes, and the quality of partnership work. To compare the performance of the partnership with neighbouring and comparator authorities.
	Bus Subsidies	To preview proposed changes to bus subsidies, in line with the new bus strategy
	New Station between Crawley and Horsham	To preview the Council's decision on Network Rail's proposal, following a comprehensive timetable study.
<b>14-Jan</b>		
<b>13-Mar</b>	Highways Improvement Schemes and Community Projects	To scrutinise how these are funded and how members are involved.
	Local Cycling and Walking Infrastructure Plans	To scrutinise, roughly six months into their operation, implementation progress



# West Sussex Fire & Rescue Service 2017-18 Quarter 3 Operational Performance Report

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## Foreword

West Sussex Fire & Rescue Service's aim is to keep our communities safe.

The priorities for the service are set by West Sussex Fire & Rescue Authority (FRA).

These priorities form the basis of our Integrated Risk Management Plan, which identifies and assesses all foreseeable fire and rescue related risks that could affect our communities.

As Chief Fire Officer, I am required to provide performance data to the Environment, Communities and Fire Select Committee (ECFSC) so they can monitor the service's performance.

We have agreed a set of 12 key performance indicators to enable the committee to scrutinise how well the service is performing.

These indicators are measured against agreed standards and are designed to make sure we continually improve as a service.

We will update ECFSC on a quarterly basis.

This report covers up to Quarter 3 from April to December 2017.

The performance data will show whether we are on track to meet our targets or if an areas needs improvement. Where improvement is needed then an action plan will be put in place.

A glossary of terms is attached as an appendix to this document. Further information, reports and performance data is available at

[www.westsussex.gov.uk/fire-emergencies-and-crime/west-sussex-fire-rescue-service/performance-plans-and-reports](http://www.westsussex.gov.uk/fire-emergencies-and-crime/west-sussex-fire-rescue-service/performance-plans-and-reports)

Gavin Watts, Chief Fire Officer



# Our Performance

## Activity Overview

During this financial year so far (April to December) West Sussex Fire & Rescue Service (WSFRS) attended **7150** incidents in West Sussex with **1140** being categorised as critical incidents.

726 Critical Special Services

414 Critical Fires

In addition, 178 incidents were attended in neighbouring counties, predominantly East Sussex and Surrey.

## Particular items for discussion this Quarter:

- There were no significant items for discussion this quarter.

Past 3 years historic (annual) data	2014/15	2015/16	2016/17	2017/18 (Q1 to Q3)
Critical Special Services	748	765	771	726
Critical Fires	739	732	800	414
All Incidents	8566	8552	8842	7150
Over the Border Calls	187	202	162	178

## 12 Key Performance Indicators and measures

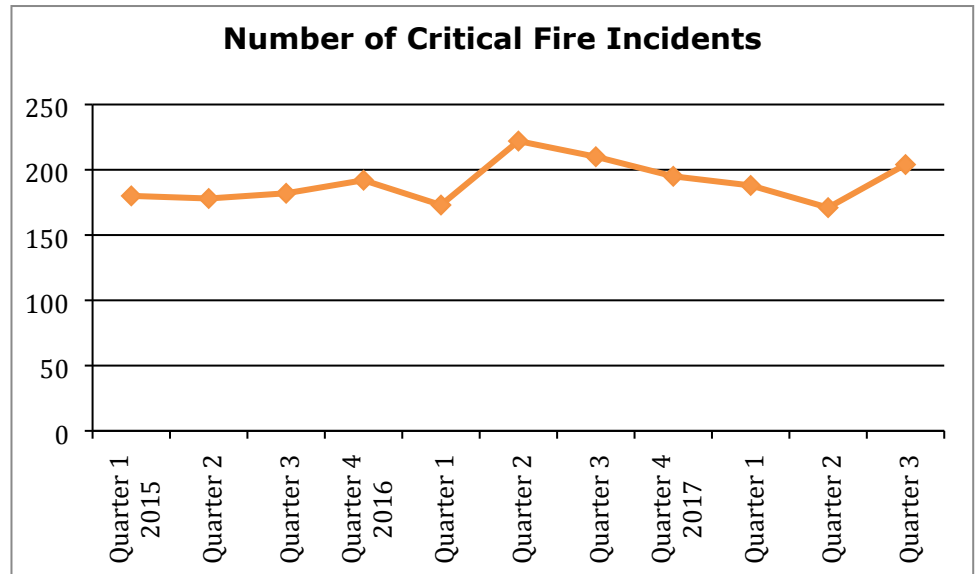
#	Indicator	Measure/ target
1	Critical Fire Incidents	Measure
2	1 <sup>st</sup> Appliance attendance time	Target
3	2 <sup>nd</sup> Fire appliance attendance time	Target
4	Both appliance attendance	Measure
5	Critical special service attendance time	Target
6	On call duty system availability	Target
7	Dwelling fires no smoke alarm	Target
8	Safe and well checks	Target
9	Accidental dwelling fires	Measure
10	Deliberate fires	Measure
11	Fires in commercial property	Measure
12	Fire kept to room of origin	Measure



**Critical Fire Incidents**

There has been a slight trend rise over the last 3 years, but this is not statistically significant.

**Local Measure**



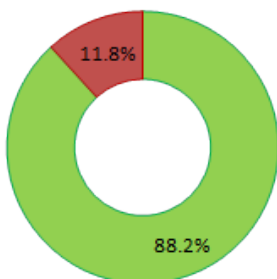
This is a measure presented for context.



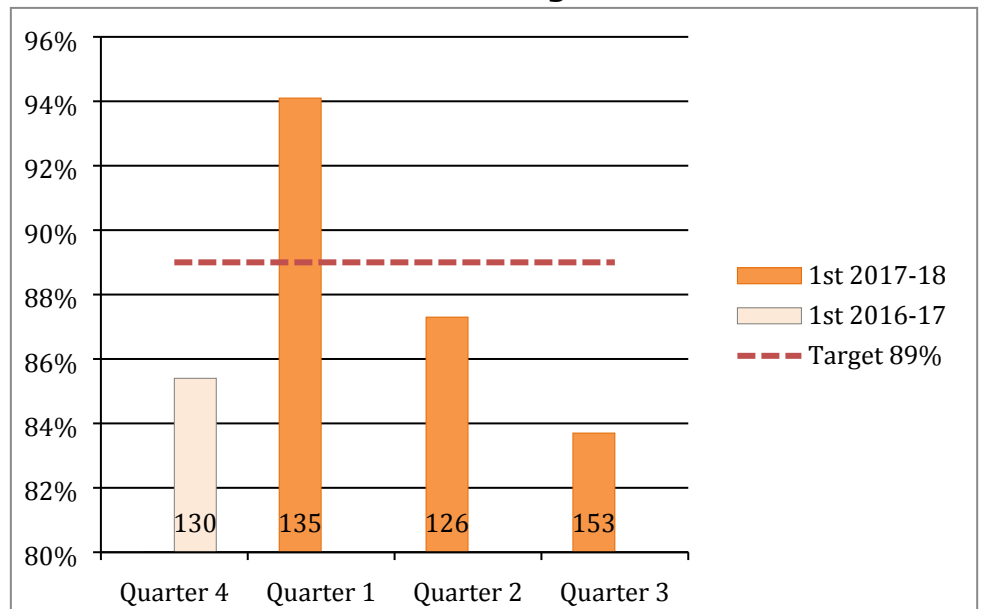
**1<sup>st</sup> fire appliance attendance time**

Target 89%

Cumulative Average for 2017/8 so far is 88.2%, just below target.



**Local Target**

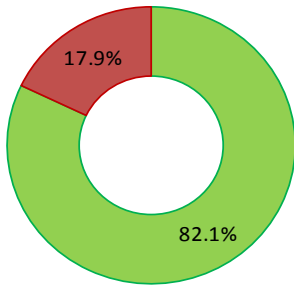


**Action Plan**

Just below target - no overall remedial action required - continue to investigate individual attendance times.

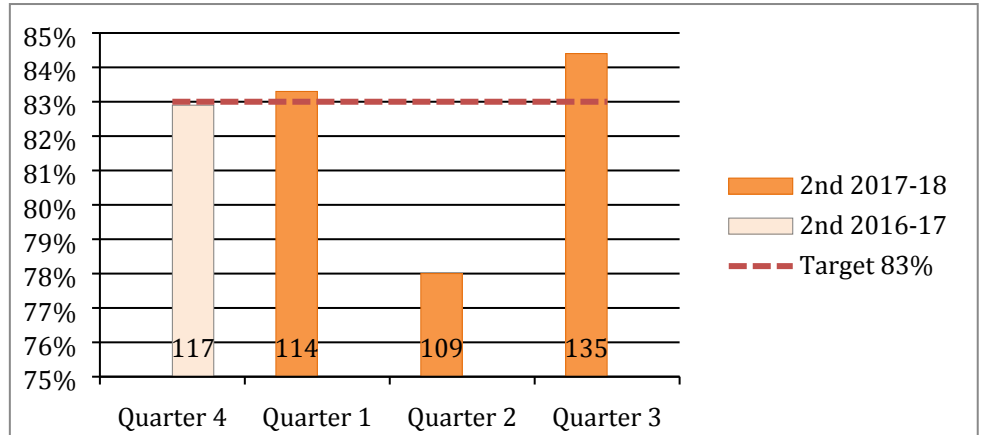


**2nd fire appliance attendance time**



Target 83%  
 Cumulative Average for 2017/8 so far is 82.1%, just below target

**Local Target**



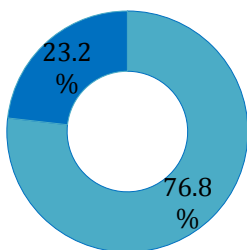
**Action Plan**

Just below target - no overall remedial action required – continue to maintain availability and investigate individual attendance times.

*An example failure this quarter was the second appliance in Littlehampton was ordered to take a different route due to a medical incident blocking the road. This increased the travel time.*

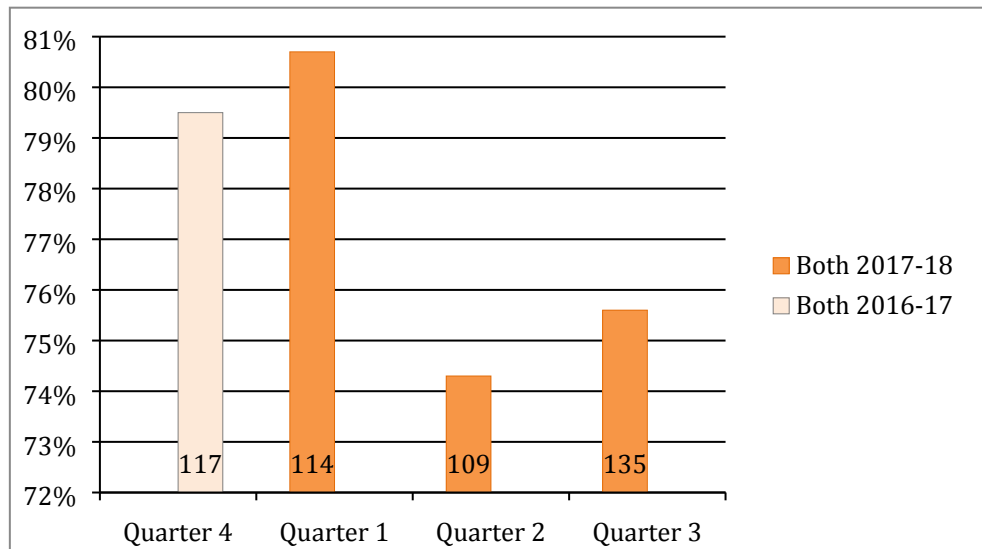


**Both fire appliances attendance time**

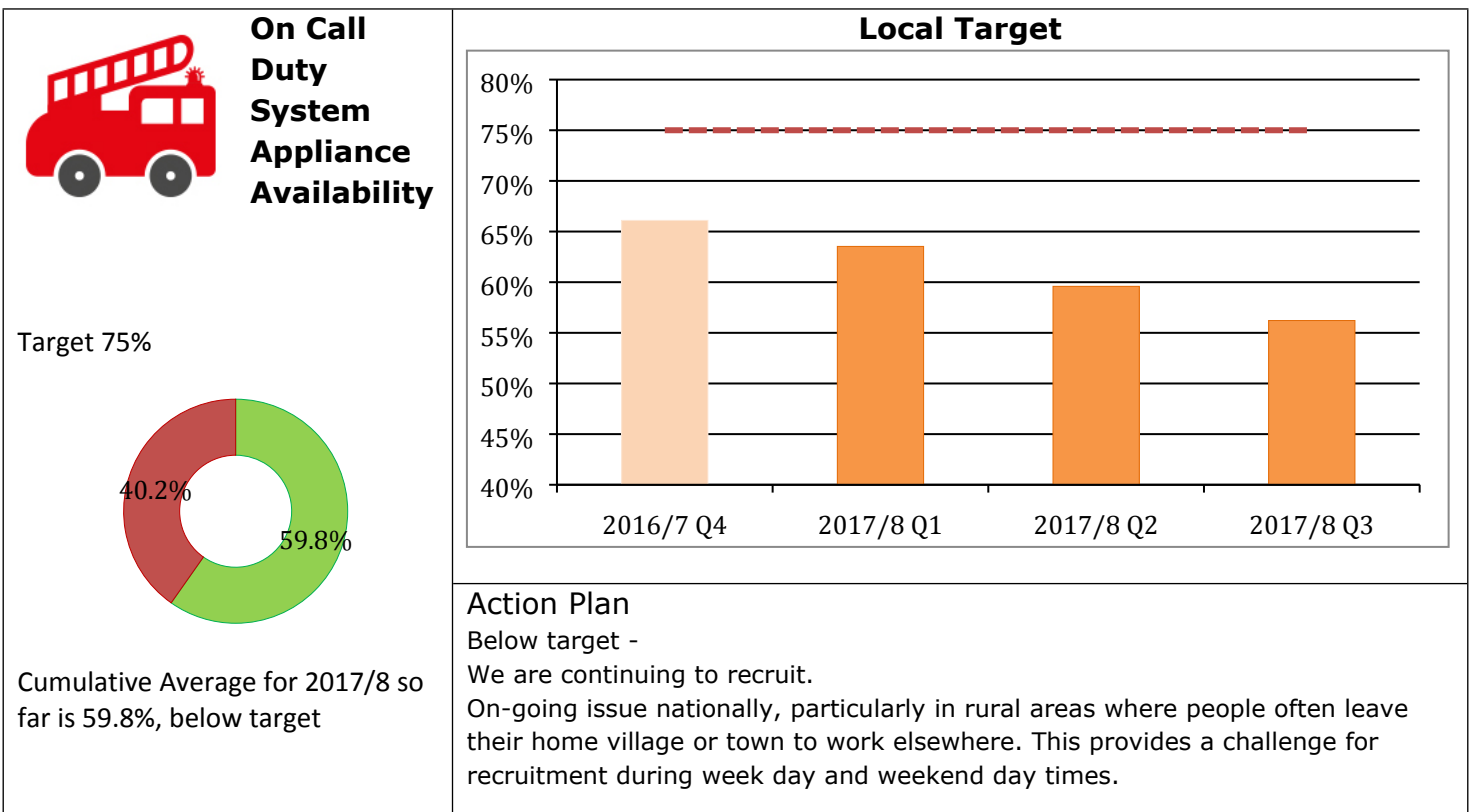
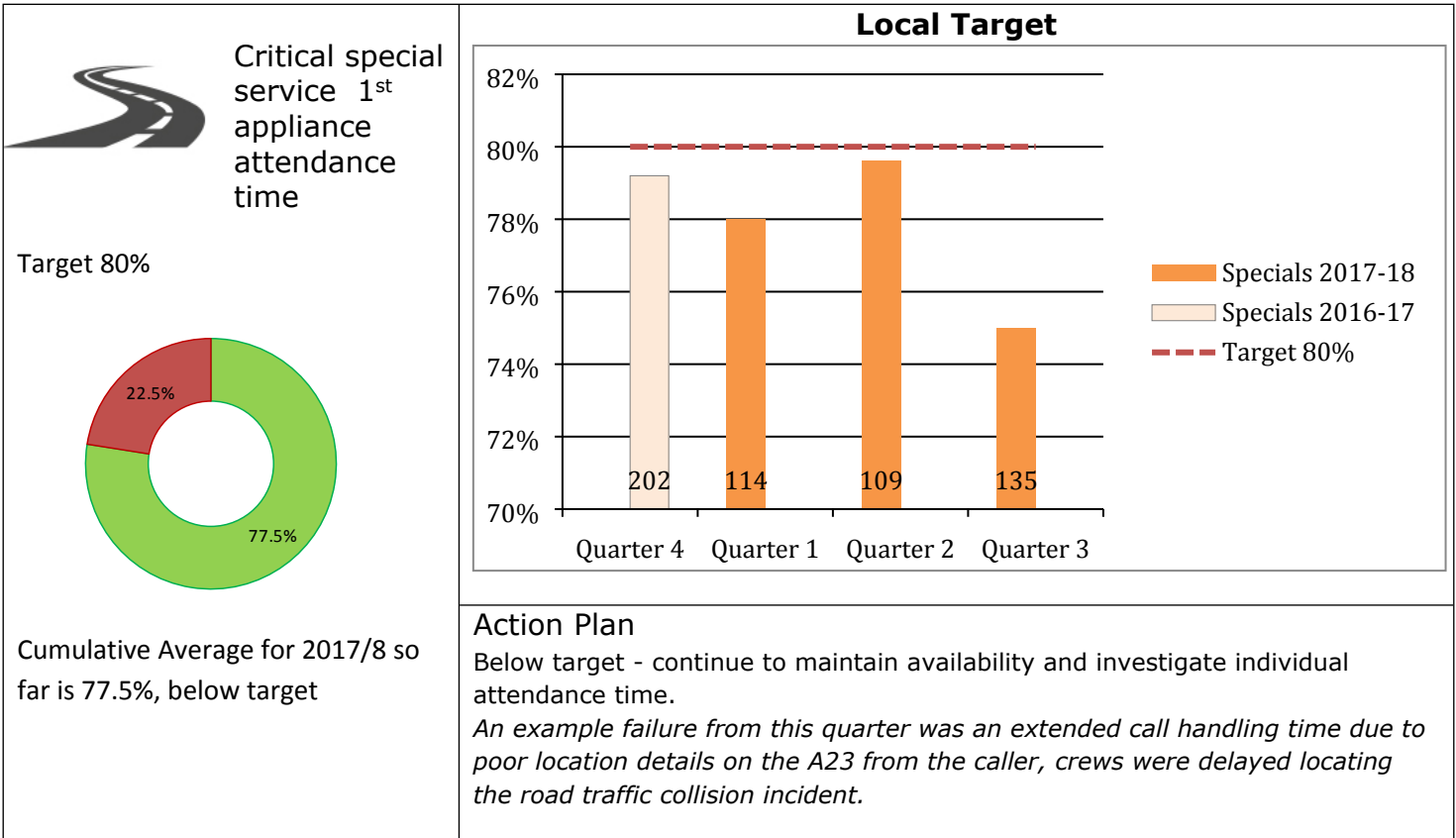


Cumulative average for 2017/18 so far 76.8%

**Local Measure**

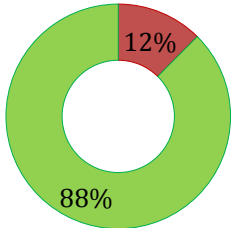


This is a measure only-presented as background context.





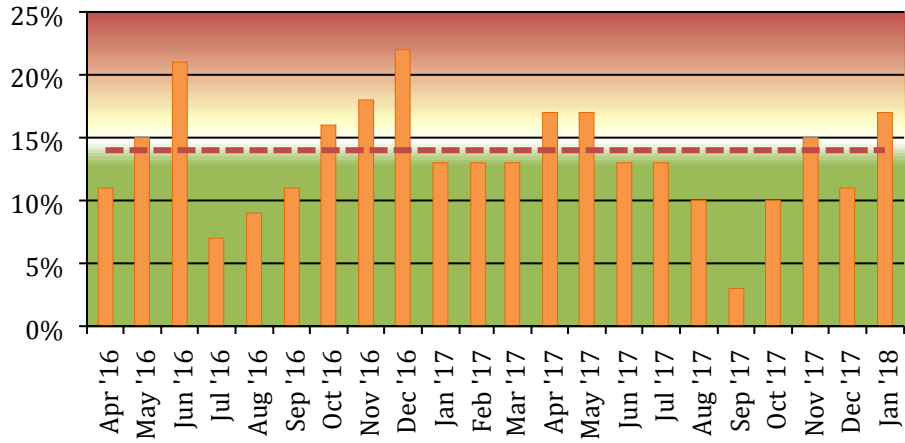
**Dwelling fires no smoke alarm**



Target 14%  
 Cumulative Average for 2017/8 so far is 12.4 % ( to January), which is better than target

**Local Target**

**Percentage of Dwelling Fires where no smoke alarm was present**



**Action Plan**

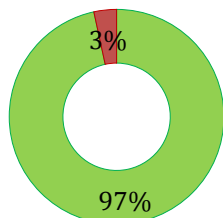
No overall remedial action required – continue to maintain Community safety activity in targeted areas.



**Safe and well checks**

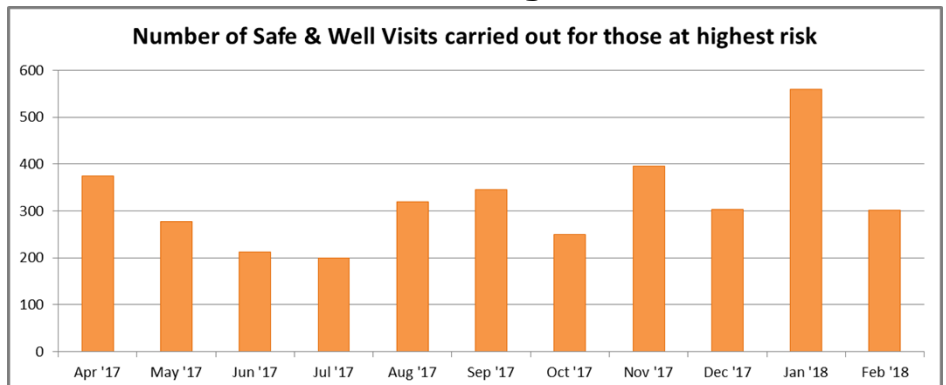
Target: Annual target of 4000.

Cumulative total for 2017/8 so far is 3542, which is on target.



**Local Target**

**Number of Safe & Well Visits carried out for those at highest risk**



**Action Plan**

No overall remedial action required – continue to maintain and deliver safe and well checks.

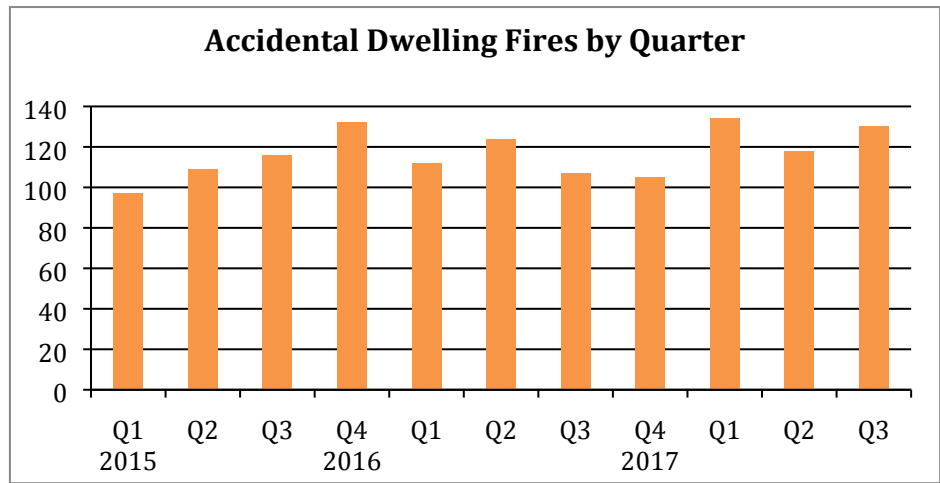




**Accidental dwelling fires**

There has been a slight trend decline over the last 3 years, but this is not statistically significant.

**National Measure**

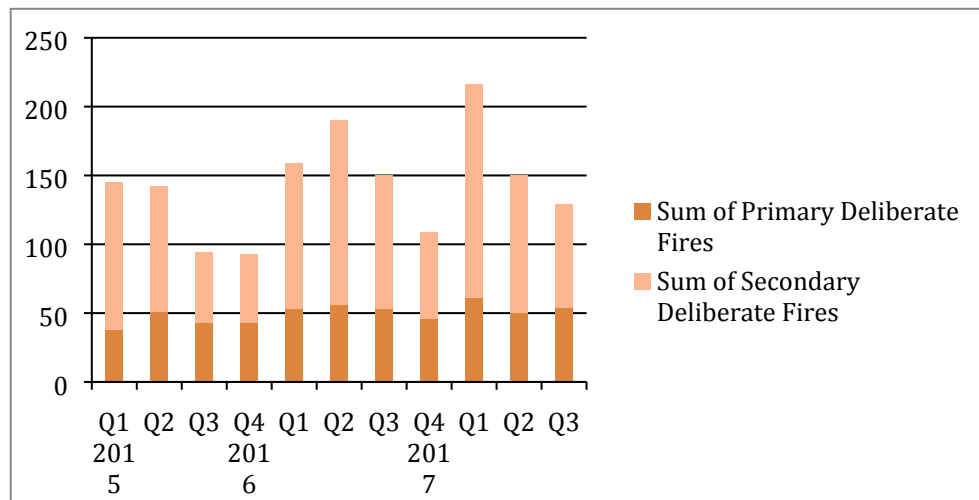


This is a measure only-presented as background context.



**Deliberate Fires**

**National Measure**



This is a measure only-presented as background context. A highly seasonal type of incident that can be greatly affected by the weather.

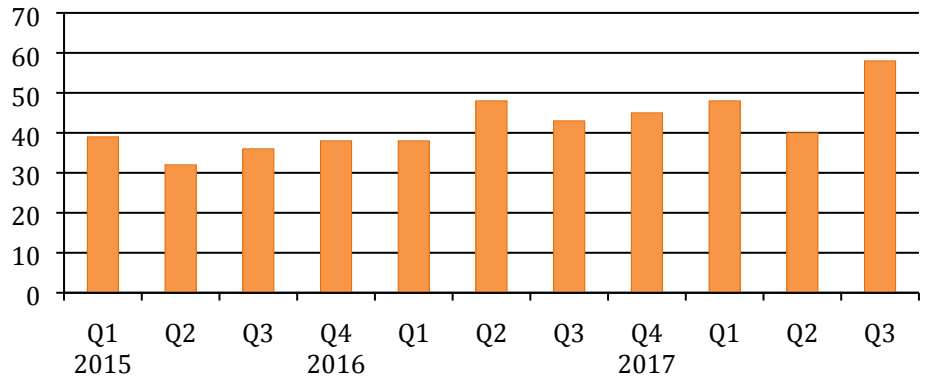


**Fires in commercial property**

This measure records how many fire incidents have occurred at commercial premises within West Sussex each month.

**National Measure**

**Number of Fires in Commercial Premises by Quarter**



This is a measure only-presented as background context.

**Fire kept to room of origin**



This item measures the percentage

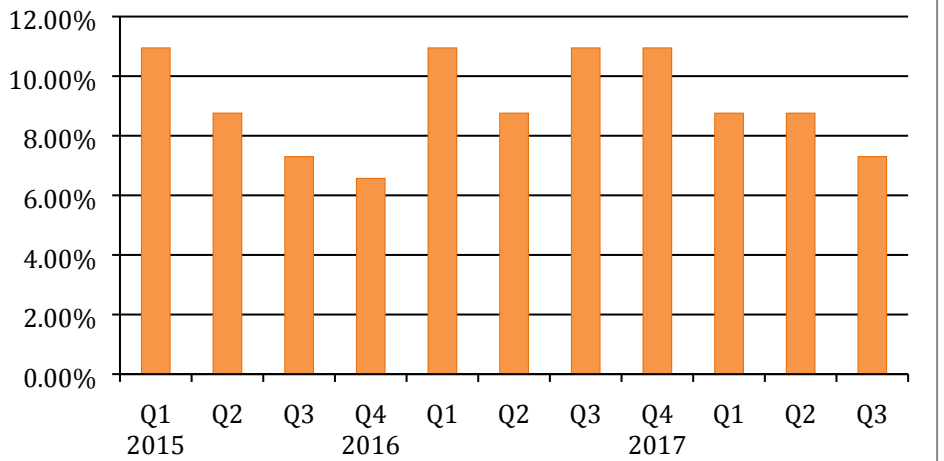
of incidents where a fire incident attended within West Sussex was contained to the room in which the fire was suspected to have originated.

There is no significant trend over the 3 years.

Dwellings Only.

**National / local Measure**

**% Fires Kept to Room of Origin**



This is a measure only-presented as background context.

Continuing to develop public awareness on fire safety plans and in the development of evidence based firefighting.

## Glossary of terms

### **Critical Incidents**

Critical Incidents are defined as incidents that are likely to involve a significant threat to life, structures or the environment.

In general terms critical incidents are those with a higher risk of harm to people or property

### **Critical Fire**

A fire incident that involves a threat to life or property.

### **Critical Special Service**

A critical special service is a more serious non fire incident such as a Road Traffic Collision, or a person trapped in machinery

### **Emergency response standards**

The emergency response standards West Sussex were agreed through consultation with the public in 2008. The standards, for Critical Incidents, include call handling time for Fire Control Operators to receive 999 calls, gather incident information and mobilise the quickest available fire crews and measure to time of arrival, using our fire risk map we set a more challenging performance standard for higher risk areas.

### **Retained Duty system**

Retained firefighters provide an agreed level of 'on-call' cover for emergencies via a pager system. Maintaining retained resources is an on-going issue nationally, particularly in rural areas where people often leave their home village or town to work elsewhere.

### **Deliberate Fires**

The majority of deliberate fires in West Sussex are fires to refuse. Deliberate fires include those where the motive for the fire was 'thought to be' or 'suspected to be' deliberate. This includes fires to an individual's own property, others' property or

property of an unknown owner. Deliberate fires are not the same as arson. Arson is defined under the Criminal Damage Act of 1971

### **Dwelling fires no smoke alarm**

A monthly measure of the percentage of dwelling fires in West Sussex where it is recorded that there is no smoke alarm present.

'Dwelling' means a property that is a place of residence i.e. occupied by households, excluding hotels, hostels and residential institutions. Includes non-permanent structures used solely as a dwelling, such as houseboats and caravans.

### **Safe and well checks**

Safe and Well Visits are considered to be an effective way of greatly improving safety within people's homes.

We use our staff work with other agencies to carry out these visits, giving general safety advice and fitting smoke alarm and equipment where appropriate.

### **Fire kept to room of origin**

This measure is of incidents where the fire did not spread from the room it started in. Education to the public on fire escape plans and in the delivery of our evidenced based firefighting project will help preventing fires and assist in them staying in the room of origin, but there can be several factors involved beyond our control.

More information is available at <https://www.westsussex.gov.uk/fire-emergencies-and-crime/west-sussex-fire-rescue-service/performance-plans-and-reports/>

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# Forward Plan of Key Decisions

## Explanatory Note

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

- Best Start in Life
- A Prosperous Place
- A Safe, Strong and Sustainable Place
- Independence in Later Life
- A Council that Works for the Community

The Forward Plan is updated regularly and key decisions can be taken on a daily basis, when published decisions are available via this [link](#). The Forward Plan is available on the County Council's website [www.westsussex.gov.uk](http://www.westsussex.gov.uk) and from County Hall in Chichester, all Help Points and the main libraries in Bognor Regis, Crawley, Haywards Heath, Horsham and Worthing.

**Key decisions** are those which:

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

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

<b>Decision</b>	The title of the decision, a brief summary and proposed recommendation(s)
<b>Decision By</b>	Who will take the decision
<b>Date added to Forward Plan</b>	The date the proposed decision was added to the Forward Plan
<b>Decision Month</b>	The decision will be taken on any working day in the month stated
<b>Consultation</b>	Names of consultees and/or dates of Select Committee meetings
<b>Background Documents</b>	What documents relating to the proposed decision are available
<b>Background Documents from</b>	Who you can contact to obtain background documents (if available)
<b>Author</b>	The contact details of the decision report author
<b>Contact</b>	Who in Democratic Services you can contact about the entry

For questions about the Forward Plan contact Helena Cox on 0330 22 22533, [helena.cox@westsussex.gov.uk](mailto:helena.cox@westsussex.gov.uk)

**Published: 23 May 2018**



## Leader

<b>Adoption of the Economic Growth Plan</b>	
<p>In October the County Council published The West Sussex Plan which sets out the Council's priority outcomes and ambitions for the period 2018 to 2022. An Economic Growth Plan has been developed, setting out the priorities, activities and resources to drive the County Council's economic development and growth ambitions. The Economic Growth Plan will support the delivery of the 'Prosperous Place' outcome.</p>	
<b>Decision By</b>	Ms Goldsmith, Leader and Mr Hunt, Cabinet Member for Finance and Resources
<b>Date added to Forward Plan</b>	2 November 2017
<b>Decision Month</b>	May 2018
<b>Consultation</b>	Member Day 6 December 2017, Environment, Communities and Fire Select Committee 31 January 2018 and 16 March 2018, Consultation with District and Borough councils, Coast to Capital Local Enterprise Partnership, South Downs National Park, Area Economic Partnerships, and business organisations.
<b>Background Documents</b>	None
<b>Background Documents from</b>	Author
<b>Author</b>	Carolyn Carr - 0330 22 23836
<b>Contact</b>	Katherine De La Mora - 0330 22 22535

<b>Coast to Capital Local Enterprise Partnership Strategic Economic Plan</b>	
<p>In 2014 the Coast to Capital Local Enterprise Partnership (LEP) published its Strategic Economic Plan (SEP) which outlines the strategy for economic growth for the Coast to Capital LEP region.</p> <p>Following the decision to leave the EU and the emergence of the Industrial Strategy, the LEP has been developing a new SEP to clearly set out the economic challenges and opportunities for the region, and what conditions, investment and interventions are needed to achieve economic growth.</p> <p>The Council has been developing an Economic Growth Plan for West Sussex and has been working closely with the LEP to ensure that there is alignment with the priorities within the SEP.</p> <p>The Leader is recommended to formally consider the SEP and, if appropriate, endorse the Plan for adoption.</p>	
<b>Decision By</b>	Ms Goldsmith, Leader
<b>Date added to Forward Plan</b>	29 March 2018
<b>Decision Month</b>	June 2018
<b>Consultation</b>	Key stakeholders, partners and businesses were consulted on the draft SEP proposals in March 2018
<b>Background Documents</b>	Draft Strategic Economic Plan
<b>Background Documents from</b>	<a href="http://www.coast2capital.org.uk">www.coast2capital.org.uk</a>
<b>Author</b>	Carolyn Carr - 0330 22 23836
<b>Contact</b>	Katherine De La Mora - 0330 22 22535

## Highways and Infrastructure

### Newbridge and Farthings Hill Roundabouts and Cycle Scheme

The West of Horsham highway infrastructure package includes four significant highway junction projects to support the delivery of the major housing and employment allocations to the east and west of the A24. The schemes are to be section106 funded in the first instance. The four junction schemes are: -

- Farthings Hill Roundabout
- Newbridge Roundabout
- Great Daux Roundabout
- Robin Hood Roundabout

The Newbridge Roundabout, Farthings Hill Roundabout and connecting cycle scheme and highway alterations is to be let as one contract using the Council's Highways and Transport Construction Framework Lot 2. The Great Daux and Robin Hood junctions will be the subject of a future decision report later in 2018/19. The scheme links to an adjacent developers schemes for downgrading and closing the old A264.

The Cabinet Member will be asked to approve:

- i. the commencement of the mini-competition process for the Newbridge Roundabout, Farthings Hill Roundabout, connecting cycle scheme and highway alterations using the Lot 2 framework and;
- ii. the delegation of authority for the decision to appoint a selected contractor (from the Lot 2 list of suppliers) to the Director of Highways and Transport.

<b>Decision By</b>	Mr Lanzer, Cabinet Member of Highways and Infrastructure
<b>Date added to Forward Plan</b>	2 February 2018
<b>Decision Month</b>	May 2018
<b>Consultation</b>	Local members, District and Parish Councils
<b>Background Documents</b>	Relevant scheme project plans and reports
<b>Background Documents from</b>	Stephen Reed
<b>Author</b>	Stephen Reed – 0330 22 27328
<b>Contact</b>	Laura Johnston – 0330 22 22536

### Adoption of the West Sussex Joint Minerals Local Plan

The Council is preparing a Joint Minerals Local Plan (JMLP) for West Sussex in partnership with the South Downs National Park Authority. The JMLP was submitted to the Secretary of State at the end of May 2017 for independent examination. The hearing sessions of the examination took place in September 2017, and following a round of consultation on Proposed Modifications, the Inspector will issue his report on the Plans 'soundness', and whether or not it is suitable for adoption.

If found sound, the Cabinet Member for Highways and Infrastructure will be asked to endorse the Joint Minerals Local Plan, and recommend to County Council on 8 June 2018 that the Plan be formally adopted and become part of the statutory 'development plan' for West Sussex, replacing the 2003 MLP.

<b>Decision By</b>	Mr Lanzer, Cabinet Member for Highways and Infrastructure
<b>Date added to Forward Plan</b>	6 April 2018
<b>Decision Month</b>	June 2018
<b>Consultation</b>	None
<b>Background Documents</b>	N/A
<b>Background Documents from</b>	N/A
<b>Author</b>	Rupy Sandhu - 0330 22 26454

<b>Contact</b>	Laura Johnston 0330 22 22536
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### **A27 Chichester Improvements: Submission to the Government's Roads Investment Strategy**

In February 2017, the Secretary of State cancelled the A27 Chichester bypass scheme as there was no local consensus on the option to be taken forward. The Build a Better A27 Community Action Group was subsequently convened to bring local stakeholders together to develop solutions. The South Chichester County Local Committee (CLC) also established a working group to support this project. The project is now reaching a conclusion and the Cabinet Member for Highways and Infrastructure will be asked to approve the County Council's preferences for the A27 Chichester scheme to inform Roads Investment Strategy 2 (2020-25), and that it be sent to the Secretary of State and Highways England.

<b>Decision By</b>	Mr Lanzer, Cabinet Member for Highways and Infrastructure
<b>Date added to Forward Plan</b>	1 May 2018
<b>Decision Month</b>	June 2018
<b>Consultation</b>	Environment, Communities and Fire Select Committee on 4 June
<b>Background Documents</b>	None
<b>Background Documents from</b>	N/A
<b>Author</b>	Darryl Hemmings – 0330 22 26437
<b>Contact</b>	Laura Johnston – 0330 22 22536

### **Review of On-Street Parking Charges and related policy**

The on-street parking charges review for 2018/19 has been carried out in two phases and outlines options for a review of all on-street parking charges, including all West Sussex permits, parking bay suspensions and pay & display. The first phase incorporating resident's permits has already been included within the 2018 Fees and Charges Report, in a decision taken by the Cabinet Member for Finance and Resources.

The second phase will consist of two reports to the Cabinet Member for Infrastructure and Highways: the first report dealing with parking bay suspensions, dispensation notices, visitor permits, non-resident permits, trader permits, carer permits, healthcare permits, countywide permits and doctor permits.

<b>Decision By</b>	Mr Lanzer, Cabinet Member for Highways and Infrastructure
<b>Date added to Forward Plan</b>	15 May 2018
<b>Decision Month</b>	June 2018
<b>Consultation</b>	Performance and Finance Select Committee
<b>Background Documents</b>	<a href="#">Cabinet Member for Finance and Resources, Fees and Charges 2017/18 Decision Report</a>
<b>Background Documents from</b>	Miles Davy
<b>Author</b>	Miles Davy - 0330 22 26688
<b>Contact</b>	Laura Johnston - 0330 22 22536

### **Review of On-Street Pay and Display Charges**



The on-street parking charges review for 2018/19 has been carried out in two phases and outlines options for a review of all on-street parking charges, including all West Sussex permits, parking bay suspensions and pay & display. The first phase incorporating resident's permits has already been included within the 2018 Fees and Charges Report, in a decision taken by the Cabinet Member for Finance and Resources.

The second phase will consist of two reports to the Cabinet Member for Infrastructure and Highways, the second report dealing with revised options for pay and display charges, which were called in by the Performance and Finance Select Committee during the first phase of the review.

<b>Decision By</b>	Mr Lanzer, Cabinet Member for Highways and Infrastructure
<b>Date added to Forward Plan</b>	15 May 2018
<b>Decision Month</b>	June 2018
<b>Consultation</b>	Performance and Finance Select Committee
<b>Background Documents</b>	<a href="#">Cabinet Member for Finance and Resources, Fees and Charges 2017/18 Decision Report</a>
<b>Background Documents from</b>	Miles Davy
<b>Author</b>	Miles Davy - 0330 22 26688
<b>Contact</b>	Laura Johnston - 0330 22 22536

#### **A284 Lyminster Bypass – Funding and Full Planning Application**

The Lyminster Bypass has been an approved County Council scheme since 1992. The route of the Bypass has been safeguarded through the Arun District Local Plan (2003) and it is also identified in the current review of the Local Plan (which is due to be adopted this year). The proposed Bypass will provide an important north-south link between Littlehampton and the A27 Crossbush. It will help to deliver 700 new jobs and 1,260 new houses as part of the North Littlehampton development area, as well as realising safety benefits through Lyminster Village and improving journey time reliability. Ecological and archaeological surveys have been completed together with an intrusive ground investigation. The surveys are currently being used to inform the detailed design of the scheme.

The Cabinet Member for Highways and Infrastructure will be asked to consider a report on the funding of the A284 Lyminster Bypass and the inclusion of additional funding towards the scheme in the Capital Programme. The submission of a full planning application is required to enable the scheme to progress towards construction. Therefore, the Cabinet Member will also be requested to authorise the submission of the application.

<b>Decision By</b>	Mr Lanzer, Cabinet Member for Highways and Infrastructure
<b>Date added to Forward Plan</b>	1 May 2018
<b>Decision Month</b>	July 2018
<b>Consultation</b>	Consultation has been on-going with internal services, the North Littlehampton Members Steering Group, Arun District Council, Highways England, the Environment Agency, the developers of the land north of Littlehampton and other stakeholder groups.
<b>Background Documents</b>	None
<b>Background Documents from</b>	Sara McKnight
<b>Author</b>	Sara McKnight - 0330 22 24197
<b>Contact</b>	Laura Johnston - 0330 22 22536

## **Finance and Resources**

<b>Adoption of the Economic Growth Plan</b>	
<p>In October the County Council published The West Sussex Plan which sets out the Council's priority outcomes and ambitions for the period 2018 to 2022. An Economic Growth Plan has been developed, setting out the priorities, activities and resources to drive the County Council's economic development and growth ambitions. The Economic Growth Plan will support the delivery of the 'Prosperous Place' outcome.</p>	
<b>Decision By</b>	Ms Goldsmith, Leader and Mr Hunt, Cabinet Member for Finance and Resources
<b>Date added to Forward Plan</b>	2 November 2017
<b>Decision Month</b>	May 2018
<b>Consultation</b>	Member Day 6 December 2017, Environment, Communities and Fire Select Committee 31 January 2018 and 16 March 2018, Consultation with District and Borough councils, Coast to Capital Local Enterprise Partnership, South Downs National Park, Area Economic Partnerships, and business organisations.
<b>Background Documents</b>	None
<b>Background Documents from</b>	Author
<b>Author</b>	Carolyn Carr - 0330 22 23836
<b>Contact</b>	Katherine De La Mora - 0330 22 22535

## **Officer decision**

<b>Procurement of Interim Highways Contract</b>	
<p>It is planned to procure an interim contract for the provision of a range of statutory highways maintenance services on the expiry of the current contract, and pending the successful completion of a competitive procurement exercise to replace the current contract. The procurement process is currently delayed due to technical legal issues. The length of the interim contract and the detailed terms will be the subject of negotiation and the resolution of the technical and legal issues. These details are likely to be commercially confidential but the value of the contract is estimated to be in the region of £10m.</p>	
<b>Decision By</b>	Matt Davey, Director of Highways and Transport
<b>Date added to Forward Plan</b>	16 April 2018
<b>Decision Month</b>	May 2018
<b>Consultation</b>	Cabinet Member for Highways and Infrastructure. The Executive Director of Economy, Infrastructure and Environment, the Director of Finance, and the Director of Law and Assurance will need to give authority to proceed with an interim contract in accordance with the Council's Standing Orders on Contracts.
<b>Background Documents</b>	None
<b>Background Documents from</b>	N/A
<b>Author</b>	Chris Barrett – 0330 22 26707
<b>Contact</b>	Laura Johnston – 0330 22 22536

## **A259 Dualing Site Preparation Acceleration**

An opportunity exists to accelerate several areas of work into the current phase of the A259 Littlehampton Corridor Improvements. These are Site Clearance, Utilities Diversions and Site Drainage.

Bringing these tasks forward has the advantage of reducing risks associated with the works programme. This will be achieved by ensuring that vegetation clearance has been carried out following the current bird nesting season and that works will not therefore be delayed at the end of the land acquisition process should it fall in the next bird nesting season. Additionally the Council can commit to the utility diversions and drainage improvements where they fall within the highway boundary or on County Council property beyond the highway boundary. This action will also have the significant advantage of committing a large proportion of the Local Enterprise Partnership (LEP) grant for this scheme in the current financial year and reducing any risk that the grant cannot be used within the funding window.

The Head of Highways and Transport will be asked to approve the commencement of these works.

<b>Decision By</b>	Matt Davey, Head of Highways and Transport
<b>Date added to Forward Plan</b>	15 May 2018
<b>Decision Month</b>	June 2018
<b>Consultation</b>	Consultation will be carried out as appropriate with WSCC Streetworks, Statutory Undertakers and the WSCC Environment & Heritage teams as well as Drainage Teams. Further to this a communications strategy will be agreed to ensure that customers are engaged and advised of the upcoming works.
<b>Background Documents</b>	Scheme Drawings Site Clearance Drawings Stats quotations
<b>Background Documents from</b>	Tony Bathmaker Alex Sharkey - 0330 22 26343
<b>Author</b>	Tony Bathmaker - 0330 22 26324
<b>Contact</b>	Laura Johnston - 0330 22 22536



## A STRONG, SAFE AND SUSTAINABLE PLACE

### Environment

#### **Options for Improved Control and Management at Household Waste Recycling Sites**

A number of issues have been identified at Household Waste Recycling Sites (HWRSs) in West Sussex:

1. Site congestion, especially at peak times
2. Impacts of cross-border "waste tourism" due to closer proximity to, or superior facilities or service at, West Sussex sites and more restrictive policies in adjoining authorities
3. Exclusion of trade waste - illegal use of sites for non-household waste

A number of control and management options have been identified that could improve these issues.

The Cabinet Member will be asked to approve the options for improved control and management at Household Waste Recycling Sites.

<b>Decision By</b>	Mrs Urquhart, Cabinet Member for Environment
<b>Date added to Forward Plan</b>	4 December 2017
<b>Decision Month</b>	May 2018
<b>Consultation</b>	HWRS Task and Finish Group and Environment, Communities and Fire Select Committee 31 January 2018.

<b>Background Documents</b>	None
<b>Background Documents from</b>	N/A
<b>Author</b>	Kelly Goldsmith – 0330 22 27714
<b>Contact</b>	Laura Johnston – 0330 22 22536

**Variation of the Recycling and Waste Handling Contract (RWHC)**

The Recycling and Waste Handling Contract (RWHC) began on 5 March 2004 with Viridor Waste (West Sussex) Limited. It is a 25 year contract. A number of changes to the form, length and financial arrangements within the contract were made by a key decision in August 2017 (ENV02 (17/18)). Since August 2017 updated information has become available and therefore a new decision is now required to address these changes. This includes changes to elements of the input specification of the facility requiring some additional capital expenditure and consequential adjustments to the financial model.

The Cabinet Member will be asked to approve the variations to the Recycling and Waste Handling Contract.

<b>Decision By</b>	Mrs Urquhart, Cabinet Member for Environment
<b>Date added to Forward Plan</b>	4 April 2018
<b>Decision Month</b>	May 2018
<b>Consultation</b>	Procurement Board (Senior Officers)
<b>Background Documents</b>	ENV02 (17/18) Variations to the Recycling and Wastes Handling Contract with Viridor (West Sussex) Ltd (Part II Decision Report)
<b>Background Documents from</b>	www.westsussex.gov.uk
<b>Author</b>	Gareth Rollings – 0330 22 24161
<b>Contact</b>	Laura Johnston - 0330 22 22536

**Variation of the Materials Resource Management Contract (MRMC) (New)**

The MRMC is a contract between the Council and Biffa West Sussex with the main purpose to divert black bag waste away from landfill. The contract was let in June 2010 for an initial period of 25 years.

In order to mitigate financial risks relating to circumstances identified at the commencement of the contract, a Retention Account was set up to hold funds with a value of £8m to be available in the event of contract failure and a need for re-procurement. The contract is now mature and the concerns supporting the original decision have receded. Biffa West Sussex has asked the Council to consider a formal variation to the MRMC to restructure the way the residual risk and potential costs to the Council are covered. At the same time Biffa has offered the Council improved terms as compensation for the requested variation.

The Cabinet Member for Environment will be asked to approve a formal variation to the MRMC to effect these changes.

<b>Decision By</b>	Mrs Urquhart, Cabinet Member for Environment
<b>Date added to Forward Plan</b>	23 May 2018
<b>Decision Month</b>	June 2018
<b>Consultation</b>	Procurement Board (Senior Officers)
<b>Background Documents</b>	None
<b>Background Documents from</b>	N/A
<b>Author</b>	Gareth Rollings – 0330 22 24161
<b>Contact</b>	Laura Johnston – 0330 22 22536

### Solar Power for Schools – additional funding

The Council has successfully installed solar photovoltaic (PV) systems in 20 schools to date, with another 49 schools registered under the first tranche of the Solar Power for Schools programme. This is more than required to use up the £3m capital allocated in decision LDR22 (16/17) of 24 March 2017. Installing solar power has shown clear benefits for the schools with reduced electricity consumption from the grid, cost savings of between £1,000 and £2,000 per annum per school and reduced CO<sub>2</sub> emissions for the next 25 years. It also provides a resource for teaching and learning.

Schools continue to register interest in the programme, exceeding the allocated budget. Due to the success of the programme we are now requesting an additional £2m of capital expenditure to deliver the second tranche of the programme. The central government's Feed In Tariff Scheme (FITS) closes to new registrations after March 2019. Payments from the FITS are an essential element of the funding package for the programme so all installations must be completed by this deadline.

The Cabinet Member for Environment will be asked to approve the allocation of additional funding to meet the demand from schools for solar power.

<b>Decision By</b>	Mrs Urquhart, Cabinet Member for Environment
<b>Date added to Forward Plan</b>	22 May 2018
<b>Decision Month</b>	July 2018
<b>Consultation</b>	Head of School Organisation and Transport, Area Building Surveyors for schools, Heads, Business Managers and Bursars at participating schools, Church of England Chichester Diocese.
<b>Background Documents</b>	N/A
<b>Background Documents from</b>	N/A
<b>Author</b>	Andrew Tolfts – 0330 22 28563
<b>Contact</b>	Laura Johnston – 0330 22 22536

## Safer, Stronger Communities

### Endorsement of the West Sussex Fire and Rescue Service Integrated Risk Management Plan 2018-2020

The Integrated Risk Management Plan (IRMP) is a statutory document required by the Secretary of State from all fire authorities, through the Fire and Rescue Service Framework. It outlines the strategic priorities of the Fire and Rescue Authority (West Sussex County Council), to the Chief Fire Officer. Within the IRMP, the fire authority assesses all foreseeable fire and rescue related risks faced within West Sussex, and proposes plans to address these.

All Fire and Rescue Service (FRS) activity in the areas of prevention, protection and response ultimately derive from the IRMP and the actions it mandates.

The IRMP 2016-2020 is being revised to account for an up to date assessment of local, regional and national risks and opportunities. A draft IRMP will be made available for a six-week consultation with the public.

Following analysis of consultation responses the Cabinet Member will be asked to approve a final West Sussex Fire and Rescue Service IRMP 2018-2022.

<b>Decision By</b>	Ms Kennard, Cabinet Member for Safer, Stronger Communities
<b>Date added to Forward Plan</b>	29 March 2018
<b>Decision Month</b>	July 2018
<b>Consultation</b>	Environment, Communities and Fire Select Committee, 16 March 2018 Public consultation scheduled to be run April – May 2018 Fire Brigades Union, Retained Firefighters Union, Fire Officers Association

<b>Background Documents</b>	A draft Integrated Risk Management Plan will be the subject of consultation
<b>Background Documents from</b>	Jon Lacey
<b>Author</b>	Jon Lacey - 0330 22 25057
<b>Contact</b>	Suzannah Hill - 0330 22 22551

**Endorsement of the West Sussex Fire and Rescue Service Annual Statement of Assurance and Annual Report 2017-18**

Fire and Rescue Authorities are accountable for their performance and should be open to evaluation by the communities they serve. Information on their performance should be accessible, robust, fit-for-purpose and accurately report on effectiveness and value for money. The National Fire and Rescue framework for England states:

‘Fire and rescue authorities must provide annual assurance on financial, governance and operational matters and show how they have had due regard to the expectations set out in their integrated risk management plan and the requirements included in the Framework. To provide assurance, fire and rescue authorities must publish an annual statement of assurance’.

The Cabinet Member will be asked to approve the West Sussex Fire and Rescue Service Statement of Assurance and the Annual Report for 2017-18.

<b>Decision By</b>	Ms Kennard - Cabinet Member for Safer, Stronger Communities
<b>Date added to Forward Plan</b>	17 May 2018
<b>Decision Month</b>	July 2018
<b>Consultation</b>	Environment, Communities and Fire Select Committee 13 June 2018
<b>Background Documents</b>	West Sussex Annual Performance report 2017-18 National Fire and Rescue Service Framework for England 2018
<b>Background Documents from</b>	Jon Lacey
<b>Author</b>	Jon Lacey – 0330 22 25057
<b>Contact</b>	Suzannah Hill – 0330 22 22551

**Officer decision**

**Adoption of Voluntary and Community Sector Partnership Principles**

As part of the Unlocking the Power of Communities transformation programme the Council will be resetting the relationship with the Voluntary and Community Sector (VCS), agreeing clear principles of its inter-relationship based on the recognition of mutual value.

Part of this work will be the development and adoption of a set of partnership principals that outline how the Council will work with the VCS in future. These principles will be co-designed with the VCS through a number of engagement activities and take account of feedback on the existing West Sussex Compact agreement.

The Cabinet Member will be asked to endorse a new set of Partnership Principles developed in consultation with partners including the West Sussex Clinical Commissioning Groups, West Sussex District and Borough Councils, the Community and Voluntary Service Network and representatives from the Voluntary and Community Sector.

<b>Decision By</b>	Rachel North, Director of Communities
<b>Date added to Forward Plan</b>	2 March 2018
<b>Decision Month</b>	May 2018
<b>Consultation</b>	West Sussex Clinical Commissioning Groups, West Sussex District and Borough Councils, the Community and Voluntary Service Network and representatives from the Voluntary and Community Sector

<b>Background Documents</b>	<a href="#">West Sussex Compact 2012</a>
<b>Background Documents from</b>	Cali Sparks – 0330 22 23872
<b>Author</b>	Debra Balfour – 0330 22 28678
<b>Contact</b>	Suzannah Hill – 0330 22 22551



## A COUNCIL THAT WORKS FOR THE COMMUNITY

### Leader

<b>Total Performance Monitor (Rolling Entry)</b>	
The Monitor details the Council's performance in relation to revenue and capital spending, savings, workforce projections, performance and risk by portfolio against the Cabinet's key priorities. The Leader and Cabinet Member for Finance and Resources will be recommended to approve the Total Performance Monitor and any items of financial and performance management within the Monitor.	
<b>Decision By</b>	Ms Goldsmith, Leader and Mr Hunt, Cabinet Member for Finance and Resources
<b>Decision Month</b>	A Total Performance Monitor decision will be taken to reflect the position at the end of each calendar month. The decision taken in May of each year will include the outturn for the previous financial year.
<b>Consultation</b>	Cabinet Board Reviewed by the Performance and Finance Select Committee where possible
<b>Background Documents</b>	None
<b>Background Documents from</b>	N/A
<b>Author</b>	Fiona Morris – 0330 22 23811
<b>Contact</b>	Rosemary Pugh - 0330 22 22548

The Cabinet Member for Finance and Resources approved a process in October 2017 (FR07(17/18)) to procure via an Online Journal of the European Union (OJEU) compliant framework, a single multi-disciplinary consultant to provide professional advice and design work for property plans and investment.

The scope of the work will include the full range of (non-highways) construction projects being progressed through the Council's Capital Programme. The consultant will support the Council's feasibility and appraisal work providing the required expertise to enable design, cost and project management.

The Cabinet Member for Finance and Resources gave delegated authority to the Executive Director of Economy, Infrastructure and Environment, since further delegated to the Director of Economy, Planning and Place, to make the appointment which will be limited to five years maximum and contain break clauses to allow the Council to withdraw from any agreement in the event of revised corporate priorities, poor performance or other circumstances.

<b>Decision By</b>	Nick Smales, Director of Economy, Planning and Place
<b>Date added to Forward Plan</b>	6 March 2018
<b>Decision Month</b>	May 2018

Agenda Item 10

<b>Consultation</b>	For Cabinet Member decision – PropCo Panel July 2017 and Performance and Finance Select Committee Business Planning Group – August 2017
<b>Background Documents</b>	Approach to Strategic Estate Planning and Investment: Selective Acquisition and Development (PropCo Policy)
<b>Background Documents from</b>	<a href="http://www.westsussex.gov.uk">www.westsussex.gov.uk</a>
<b>Author</b>	Peter Maskell – 0330 22 26288
<b>Contact</b>	Rosemary Pugh - 0330 22 22548