


Highways and Transport Portfolio - Summary

Performance Summary

1. The Portfolio has a number of performance highlights to report this quarter:
 - Following a period of significant rainfall and flooding on the highway network in November, we had a prolonged cold period in January. During this time, we had to undertake frequent gritting, often more than once per night to deal with changing weather conditions. The impact of winter weather sustained elevated ground water levels, and the preceding long hot summer has resulted in a very high number of safety defects on the network.
 - Live Labs 2 – ‘Greenprint’ a joint innovation project with South Gloucester Council has been awarded provisional funding, subject to final Outline Business Case. The partnership will pioneer a replicable, circular economy approach for harnessing green estate biomass for power, alternative fuels, and asphalt additive to achieve a model for green estate management that pays for itself and more.
 - Bus patronage is recovering however there is a split between paid for (fares) and free (older persons bus pass) usage with the latter remaining around 20% below pre-pandemic levels. Further work to complement the ‘BusIt’ campaign, launched to attract older people with free bus passes to return or start to use buses again, is being considered.
 - Active Travel England have agreed £0.237m to support our capacity and capability to deliver active travel across the county. We are currently agreeing with them how these funds will be spent.
 - A further £2.96m fund has been awarded to support the roll-out of on street electric vehicle charge points. Resident engagement on Phase 2 sites will commence in late May.
 - The Highway, Transport and Planning Delivery Programme for 2022/23 has been completed. Over 530 schemes were delivered valuing £54.5m. The Programme details planned schemes on our roads and footways, including bridges, traffic signals, highway improvements, road safety, public rights of way, drainage improvements and intelligent transport systems.
 - Construction works on the A259 (Littlehampton) to widen approximately 2km of the existing single carriageway to a dual carriageway are continuing to progress well with works programmed to complete in April 2024.
 - A284 Lyminster Bypass (North) construction works to provide a new carriageway and shared footway/cycleway facility is progressing to programme. As part of these works a new viaduct will be constructed over Black Ditch and its associated flood plain to ensure no increase in flood risk.

Our Council Performance Measures

2. The following section provides updates of the performance KPIs agreed in Our Council Plan and the action taking place, comprising a wider performance view, with KPI measures comparing performance over the last three periods - this may be quarterly, annually or other time periods (depending on how regularly data is released); however, each measure will explain the reporting period.

Highways and Transport		2022/23 Target	Performance Over The Last 3 Periods			DoT
17	Measure: Length of new cycle infrastructure across the County (CC) Reporting Frequency: Quarterly, Accumulative 	30km by 2025 = 7.5km per year	Sep-22	Dec-22	Mar-23	↗
			G	G	G	
			19.3km	19.4km	21.7km	
Performance Analysis: Mar-23: The following cycling schemes were completed during Q4 22/23 providing an annual total of 5.42km for 2022-23. <ul style="list-style-type: none"> A24 Findon Valley to Findon – 0.96km A259 Littlehampton to Angmering (Angmering section) – 1.4km Total delivered during Q4 = 2.36km We remain ahead of target overall with 21.73km of infrastructure being delivered in the first two years vs a target of 15.00km.						
Actions: We continue to work towards our 2025 target (30km over a 4-year period) with the provision of a high-quality cycling.						
18	Measure: Percentage length of A and B roads that require maintenance Reporting Frequency: Annually (October)	14.0%	2020/21	2021/22	2022/23	↘
			A	A	R	
			14.7%	15.6%	15.8%	
Performance Analysis: Mar 23: The annual National Road Condition data shows the following results: <ul style="list-style-type: none"> 69.1% Good condition and no planned maintenance 15.1% Fair condition, requiring maintenance soon 15.8% Poor condition and in need of maintenance The current Corporate KPI target for this measure is for an annual reduction of 0.5% in these roads requiring maintenance. The combined percentage of the A & B road network in West Sussex that requires maintenance has been slowly rising since 2014.						
Actions: The capital investment is the funding source which delivers proactive maintenance, directly contributing to condition scoring. It is this where we have seen increase in investment over the last 2-3 years. Unfortunately, with the cycle of condition survey, this is a lagging indicator. This year sees a £19m investment in our carriageways, all of which should help to improving on our target						
19	Measure: Highway defects repaired within required time scale Reporting Frequency: Quarterly. Reported 1 month in arrears.	96.0%	Sep-22	Dec-22	Feb-23	↘
			G	G	A	
			99.6%	96.8%	93.1%	
Performance Analysis: Mar-23: Performance against this measure has been much improved compared to the results in 21/22 where we were struggling to see results above 80%. The improvement has come about largely due to a change in how the service is delivered by our contractor that is more performance oriented.						
Actions: The service continues to closely monitor contract performance.						

Highways and Transport		2022/23 Target	Performance Over The Last 3 Periods			DoT
41	Measure: Killed and seriously injured casualties per billion vehicle miles Reporting Frequency: Annually (September)	103	2019	2020	2021	↗
			N/A	R	A	
			121	127 (2020 Target: 112)	118 (2021 Target: 107)	
Performance Analysis: Mar-23: The latest available data is for 2021 was previously reported in Q2 PRR and shows results of 118 per billion miles travelled, a 15% drop on 2020. This is an annual measure and results from the Department of Transport for 2022 will not be available until Autumn 2023.						
In the meantime, we can report the following supplementary data: <ul style="list-style-type: none"> The KSI outturn for 2021 was 469, this is down 7% on 2020. There were 543 KSIs between 1 Jan 2022 and 31 Dec 2022, this is provisional because the data is being validated. This is a 16% increase on 2021 and up 5% up on the latest 5-year average. School Zig Zag project - We have identified six schools to participate in a trial project to help demonstrate the importance of the zig zags and that they should not be parked on. The first school, Bersted Green, participated before Easter and more are planned leading up to the summer holidays. Analysis detail will be made available in due course 						
Actions: Our on-going road safety engineering schemes, education, training, and publicity include: <ul style="list-style-type: none"> Our partnership with The Sussex Safer Roads Partnership, promoting a wide range of behavioural change programmes. Provision of Bikeability training to about 9000 year 6 pupils. Approximately 35,000 offenders undertaking driver training courses each year. Our Road Safety Facebook page, which allows us to engage with the community on road safety issues, run educational campaigns and generates discussion and dialogue between road users. 13 locations were treated last year as part of an annual local safety programme that looks to make road improvements to areas that have historically higher number of road traffic accidents. Measures ranged from signing improvements, resurfacing with high skid resistant materials, to altering junction layouts. Four schemes have been delivered this year and a further 34 are at feasibility or detailed design stage. 						

Finance Summary

Portfolio In Year Pressures and Mitigations

Pressures	(£m)	Mitigations and Underspending	(£m)	Year end budget variation (£m)
Covid-19 pandemic forecast expenditure – National Concessionary Fares and final 2021/22 pandemic related costs	£0.541m	Use of non-ringfenced Covid-19 grant.	(£0.541m)	
Street Lighting PFI – Increase in energy prices less one-off backdated energy rebate	£3.377m	Reduced uptake in National Concessionary Fares	(£2.037m)	
Traffic Signals - Energy prices	£0.140m	Additional Income - Highways Street Works	(£0.563m)	
Highway Maintenance - Inflation and weather events	£0.935m	Additional Income - Road Safety Training and Local Transport Improvements	(£0.247m)	
In house Transport Provision - Increased demand and cost	£0.779m	Additional Income - Highways Agreement (Adoption of Roads)	(£0.592m)	
		Ash Dieback slippage	(£0.186m)	
		Highways Service – Staffing vacancies	(£0.128m)	
		Other minor variations	(£0.223m)	
Highways & Transport Portfolio - Total	£5.772m		(£4.517m)	£1.255m

Significant Financial Issues and Risks Arising

3. There are no significant issues to raise this quarter.

Financial Narrative on the Portfolio's Position

4. The 2022/23 financial outturn position for the Highways and Transport Portfolio is an overspend of £1.255m. this is a reduction of £0.345m when compared to the £1.6m overspent forecast in December. The main movements during the quarter relate to underspending on the Ash Dieback project and an increase in income received.
5. The **Street Lighting PFI** has overspent by £3.377m in 2022/23. The surge in demand for electricity following the recovery from the Covid-19 pandemic combined with the significant impact to energy markets from the war in Ukraine has led to a substantial increase in electricity prices during 2022/23.
6. Purchasing through the LASER consortium and assistance from the government's non-domestic Energy Bill Relief Scheme mitigated the worst of the market extremes, however, prices increased by around 90% compared to last year. This led to the overspending of £3.337m against the budget, after allowing for a £0.400m one-off reconciliation credit received relating to the Winter 2021/22 period.
7. The inflationary pressure experienced in 2022/23 has been addressed within the 2023/24 budget, however, the outlook remains uncertain and will be affected by a combination of factors including the cessation of the Energy Bill Relief Scheme, changes to wholesale prices and LASER's purchasing strategy.
8. The electricity cost pressure has also affected the **traffic signals** budget, leading to an overspending of £0.140m. This is a reduction of £0.160m since the previous estimate in December, reflecting the latest consumption and billing information.
9. A combination of inflationary pressure and the extreme weather events experienced over the last year have led to an overspending of £0.935m on the **Highway Maintenance** budget which is an increase of £0.535m since the previous December 2022 forecast. The impact of the weather events in particular has led to a significant number of issues on the network and costs have increased as additional resource has been deployed to tackle this during the final quarter.
10. Widespread flooding resulted in the need for additional jetting capacity to clear/investigate issues and winter gritting operations were increased, particularly in January where gritters often had to be sent out more than once per night. A significant number of incidents on the network have also increased expenditure on emergency works and the related traffic management measures.
11. The **In-house Transport Provision Service**, which provides internally operated home to school transport and social care transport services, experienced a combination of increased demand and inflationary pressure on

running costs during 2022/23. The increase in demand related to home to school transport, where additional routes have been taken on in cases where external suppliers have not been able to provide at viable rates.

12. The outturn overspending position of £0.779m represents an increase of £0.279m since December, as the impact of transport arrangements for the new academic year has worked through. Provision has been made within the 2023/24 budget to address the increased service level and inflationary cost pressure. The budget will be kept under close review during 2023/24.
13. The **National Concessionary Fares Scheme** has underspent by £2.037m. Following consideration of Department for Transport (DfT) guidance, bus operators were reimbursed based on pre-pandemic patronage (adjusted for bus reduced service mileages) during 2022/23.
14. Uptake has recovered more slowly than anticipated and remains at around 60-70% of pre-pandemic levels. The approach adopted provides support to the sector to allow further time for patronage to recover, running alongside WSCC's "Bus It" campaign to attract pass holders back to using local buses.
15. The outturn position includes an underspending of £1.537m due to reduced bus service mileages. This represents a reduction of £0.237m since December and is based upon revised estimates received during the final quarter of 2022/23. Final mileages will be confirmed following reconciliation with operators during the first quarter of 2023/24.
16. Income from **highways street works charges** to utility and telecommunication providers remained strong throughout 2022/23 and exceeded the budgeted level by £0.562m.
17. Income from **local transport improvements and road safety** exceeded budgeted levels by £0.247m this year. This reflects increased levels of development-related bus stop relocations and income from road safety training.
18. **Highway Agreement income** relating to the adoption of roads, has exceeded the budgeted level by £0.592m in 2022/23. This reflects increased levels of development-related bus stop relocations and income from road safety training and represents an increase of £0.097m since the previous estimate in December
19. The **Ash Dieback** budget underspent by £0.186m. This underspending has arisen at year-end due to the slippage of planned tree works into 2023/24.

In-year Revenue Grant Update

20. Since the creation of the 2022/23 Budget, a number of new grants have been awarded. Details of new grants are added to quarterly Performance and Resources Reports throughout the year.
21. These additional funds have/will be utilised in accordance with the grant determination.

New In-Year Grant - Name and Details	(£)
Bus Service Improvement Plan (BSIP) Grant - The first grant instalment of a multi-year programme. The BSIP was submitted to the DfT and revenue grant funding of £5.4m for the period 2022-25 has been secured	£959,400
Active Travel Capability Fund Grant - Funding was awarded in March 2023 following a successful bid to Active Travel England.	£237,700
Local Transport Fund Grant – Additional funding allocated in year from the Department for Transport.	£463,000
Local Electric Vehicle Infrastructure (LEVI) Capability Fund Grant 2022/23 - The County Council received £112,500 of grant from the Department for Transport in March 2023 to provide capacity for the planning and delivery of EV charge points across the county. This grant will be utilised by the Highways and Transport Portfolio in 2023/24. *Accounted for within Environment and Climate Change Portfolio.	£112,500

Proposed Carry Forward Requests

22. A number of carry forward requests have been processed during the closure of the accounts, including the following item within the Highways and Transport Portfolio:

2022/23 Carry Forward Requests	Amount
Bus Service Improvement Plan (BSIP) 2022/23 Grant – The first grant instalment of £959,400 in a multi-year programme was received at the end of February 2023. The BSIP was submitted to the DfT and revenue grant funding of £5.4m for the period 2022-25 has been secured. It is expected that this will deliver: <ul style="list-style-type: none"> • Reduced Bus Fares for Young People • Support to Bus Services • Marketing to promote the use of bus services • Passenger Information at Bus Stops 	£959,400
Active Travel Capability Fund Grant 2022/23 - Grant of £237,700 was awarded in March 2023 following a successful bid to Active Travel England. The funding is to be used over the next 12 months to deliver the following: <ul style="list-style-type: none"> • Development of Local Cycling and Walking Infrastructure Plans (LCWIP), including network development and value for money assessment • A 'School Streets' trial including monitoring and evaluation in partnership with Sustrans. • Public engagement on Chichester LCWIP concept design 	£237,700
Local Electric Vehicle Infrastructure (LEVI) Capability Fund Grant 2022/23 - The County Council received £112,500 of grant from the Department for Transport in March 2023 to provide capacity for the planning and delivery of EV charge points across the county. This grant will be utilised by the Highways and Transport Portfolio in 2023/24. *Accounted for within Environment and Climate Change Portfolio.	£112,500

23. The following carry forward balance from 2021/22 which is currently within reserves also remains available use in 2023/24.

2021/22 Carry Forward Available In 2023/24	Amount
<p>Supported Bus Services Grant – Grant was received from the DfT to pilot and implement improvements to supported bus services, however, it has not been possible to do this because of the Covid-19-pandemic.</p> <p>It is requested that any unspent balance on the Supported Bus Services Grant is carried forward into 2023/24 and 2024/25 to enable investment in rural bus services that are struggling as a consequence of the pandemic. This is in line with the terms of the grant and will also compliment the County Council’s Bus Services Improvement Plan (BSIP). The BSIP funding awarded for 2023-25 fell short of the County Council’s original bid in this respect and services in need of support to improve frequency over the two-year period have been identified.</p>	£369,700
<p>Local Transport Authority Bus Capacity Grant – Grant was received to support the development of the Bus Service Improvement Plan (BSIP) and provide capacity for the implementation of an Enhanced Partnership approach to working with bus operators in 2022/23.</p>	£116,500

24. It should be noted that all carry forward balances have specific plans in place and can demonstrate the need of funding over and above set budgets. Any carry forward balance which remains unspent at the end of 2023/24, unless specifically agreed otherwise, will be withdrawn from the carry forward reserve and made available to assist the overall financial position.

Covid-19 Expenditure Update

25. Within the Highways and Transport Portfolio, the cost to fund £0.5m of bus operator reimbursements, following recently revised Department for Transport (DfT) guidance which detailed bus operators should continue to be reimbursed on pre-pandemic patronage (adjusted for reduced service mileages) has been made to the non-ringfenced Covid-19 grant, alongside the £0.040m of final invoices relating to 2021/22 Covid-19 highways expenditure.

Savings Delivery Update

26. The portfolio has a number of savings outstanding from previous financial years. Details of these savings are included in the table below:

Saving Activity	Savings to be Delivered in 2022/23 £000	March 2023		Narrative	2023/24
On street parking	376	376	G	Pandemic related pay and display income loss has continued at a reduced level during 2021/22 and 2022/23. The impact of this can be mitigated in the short term through use of the On Street Parking Reserve, however, the position will continue to be monitored as post pandemic parking behaviours settle.	A
Charge for monitoring travel plans	50	50	G		G

Savings Key:**R** Significant Risk**A** At Risk**G** Delivered/
Mitigated In Year**B** Delivered On An
Ongoing Basis

Capital Programme

Performance Summary - Capital

27. There are 23 schemes within the portfolio. 19 of the schemes in delivery are rated green, indicating that the project is reporting to plan. Two are rated as amber, indicating that there is an issue but that it can be dealt with by the project delivery team and two schemes are reporting as red, indicating that there is a significant issue requiring corrective action. An update on the progress of the schemes are detailed in the table below:

Scheme	RAG Status at Mar 2022	Reason	Latest RAG Status	Updated Position
A29 Re-alignment, Arun, Phase 1	RED	Cost pressure due to funding requirement	RED	Options being considered.
A259 Bognor to Littlehampton Corridor Enhancement, Arun Corridor Enhancement	AMBER	Cost Pressure due to inflation and other factors	AMBER	Options being considered
A259 Corridor Capacity Enhancement, Arun	GREEN	There are budget pressures relating to delay and changes to the design.	GREEN	Budget now allocated to recognise business as usual aspect of the scheme
Active Travel Fund	GREEN	Three schemes due to be delivered in 2022/23 are to be slipped into 2023/24	GREEN	2023/24 works programme now agreed
A2300 Corridor Capacity Enhancement, Burgess Hill	GREEN	Project completion expected in 2024	GREEN	Not applicable
A284 Lyminster Bypass, Arun	GREEN	Project completion expected in 2024	GREEN	Not applicable
Bus Service Improvement Programme	RED	Programme milestones and deliverables to be agreed	RED	Programme Board to review
Carriageways	GREEN	On-going block of works	GREEN	Not applicable
Community Highways Schemes	GREEN	On-going block of works	GREEN	Not applicable
Crawley Real Time Passenger Information	GREEN	Practical completion achieved	GREEN	Not applicable
Footway Improvements	GREEN	On-going block of works	GREEN	Not applicable

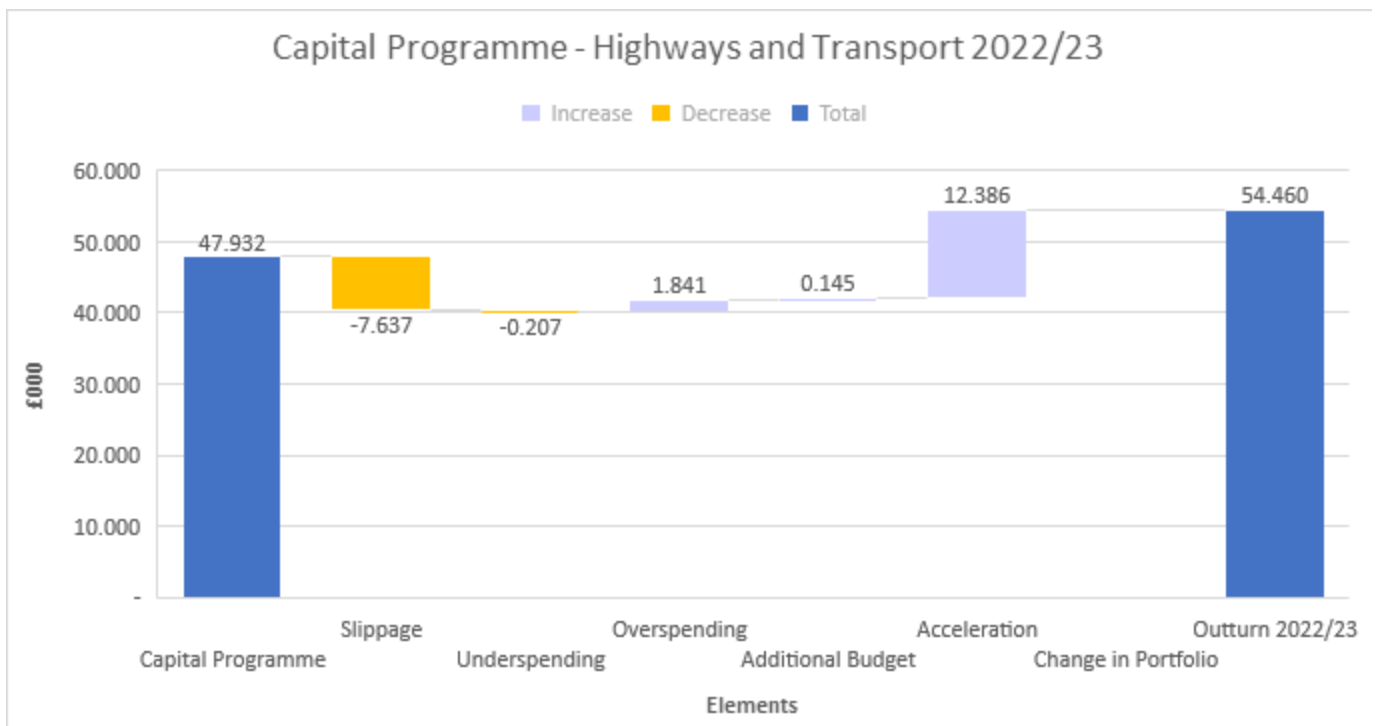
Scheme	RAG Status at Mar 2022	Reason	Latest RAG Status	Updated Position
Haywards Heath – South Road Town Centre Study	GREEN	Preliminary design completed January 2023	GREEN	Not applicable
Highways Operation	GREEN	On-going block of works	GREEN	Not applicable
Intelligent Transport Systems	GREEN	On-going block of works	GREEN	Not applicable
LED Streetlight Conversion	AMBER	Deed of variation has not yet been agreed	AMBER	A It is hoped the Deed of Variation will be signed off by all parties shortly
Local Transport Improvement Programme	GREEN	On-going block of works	GREEN	Not Applicable
On-Street Pay & Display	GREEN	Works in Worthing and East Grinstead Machines have been completed.	GREEN	Not Applicable
Public Right of Way	GREEN	On-going block of works	GREEN	Not Applicable
Road Safety	GREEN	On-going block of works	GREEN	Not Applicable
Signals	GREEN	On-going block of works	GREEN	Not Applicable
Staff Capitalisation - Highways	GREEN	Not Applicable	GREEN	Not Applicable
Structures	GREEN	On-going block of works	GREEN	Not Applicable
West of Horsham	GREEN	Majority of works completed	GREEN	Not Applicable

Finance Summary - Capital

28. The capital programme; as approved by County Council in February 2022, agreed a programme totalling £49.790m for 2022/23. Budget of £1.858m originally profiled to spend in 2022/23 was accelerated into 2021/22, revising the capital programme to £47.932m.

29. During the year, the Highways and Transport Portfolio spent £54.460m on its capital programme, an increase of £5.352m when compared to the profiled spend reported in December 2022. Investment in the year focussed around the Annual Highways Works Programme which maintains the roads alongside major highway projects including the A284 Lyminster Bypass, re-alignment of the A29

between Bognor and Westergate and corridor improvements on the A259 reflecting the importance of improving our road network infrastructure.



Key:

Capital Programme – The revised planned expenditure for 2022/23 as at 1st April 2022.
 Slippage – Funding which was planned to be spent in 2022/23 but has since been reprofiled into future years.
 Underspending – Unused funding following the completion of projects.
 Overspending – Projects that require further funding over and above the original approved budget.
 Additional Budget – Additional external funding that has entered the capital programme for the first time.
 Acceleration – Agreed funding which has been brought forward from future years.
 Outturn 2022/23 – Total capital programme expenditure as at 31st March 2023.

30. Details of the main movements since December are as follows:

- **Slippage: (-£7.637m). Movement since Q3 report: (-£1.748m).**
 - **A259 Corridor Capacity Enhancement, Arun – (-£1.161m) -** Scheme completion date has moved with completion now expected in April/May 2023; therefore, funding has been reprofiled into 2023/24.
 - **A2300 Corridor Capacity Enhancement, Burgess Hill – (-£0.281m) –** Funding has been reprofiled to reflect a revised forecast.
 - **Street Lighting LED – (-£0.189m) –** There are continued delays between all parties in the completion of the Deed of Variation, therefore funding has been reprofiled into future years.
 - **A29 Re-alignment, Arun, Phase 1 – (-£0.026m) -** Small amount of slippage as costs profiled were slightly different to actuals.
 - **Active Travel Fund – (-£0.090m) -** Small amount of slippage as costs profiled were slightly different to actuals.
- **Underspending: (-£0.207m). Movement since Q3 report: (-£0.207m).**

- **Shoreham Footbridge – (-£0.203m)** – This project completed a number of years ago. It has now been confirmed that no further payments are due, leading to the remaining budget being returned to the corporate capital improvements line in the programme.
- **Overspending: £1.841m. Movement since Q3 report: £0.000m.**
- **Additional Budget: £0.145m. Movement since Q3 report: £0.000m.**
- **Acceleration: £12.386m. Movement since Q3 report: £7.307m.**
 - **A284 Lyminster Bypass – £3.601m** – Works to the viaduct has been programmed earlier than first anticipated following the sign-off of vesting certificate; therefore, funding has been accelerated into 2022/23.
 - **Annual Works Programme - £3.619m** - Significant works have completed before year end mainly in carriageways that were originally expected to complete in April/May 2023.
 - **A259 Bognor to Littlehampton Corridor Enhancement - £0.072m** - Progress has been made on the outline business case, leading to acceleration of funding into 2022/23.

31. The latest Capital Programme Budget Monitor is reported in **Appendix 3** and full details of all individual schemes are set out in the [Budget Report](#) published in February 2022.

Grants Update - Capital

32. Since the approval of the Capital Programme in February 2022, a number of grants have been awarded. These are required to go through governance and will be added to the five-year Capital Programme. In recent months, the County Council has been notified of the following grant.

New Capital Grant Notification	Value (£)
Highways Maintenance and Pothole Repair Funding – Within the Spring Budget, the Government announced an additional £200 million for highways maintenance for the 2023/24 financial year. The County Council’s allocation has been confirmed as £3.046m.	£3,046,000
Local Electric Vehicle Infrastructure – Funding has been awarded in relation to the delivery of the Local Electric Vehicle Infrastructure (LEVI). This funding is to implement public electric vehicle infrastructure.	£1,786,000
On-street Residential Charge Points – Funding has been awarded for the purpose of installing on-street charge points for local residents wishing to charge their plug-in electric vehicles.	£2,875,000

Risk

33. There are no corporate risks assigned to this portfolio. Risks allocated to other portfolios are specified within the respective portfolio sections. Further detail on all risks can be found in **Appendix 4** - Corporate Risk Register Summary.
34. Full details of the latest Risk Register, including actions and mitigations can be found under the County Council's [Regulation, Audit and Accounts Committee Agenda](#) website.