

Cabinet Member Responses

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

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

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	<ul style="list-style-type: none">• There needs to be more treatment of parking for cyclists, as it is not mentioned in the Strategy.• The Council's Climate Change and Clean Air decisions need to be referred to and addressed.• The capital and revenue costs associated with delivery of the strategy need to be better set out.• A report is needed on the timing and delivery of future road space audits (RSAs).• There needs to be adequate resources for effective enforcement. The Committee welcomes the fact that systems to enable reporting from district and borough councils on Civil Parking Enforcement are in place. It would be helpful if views of the public can also be gathered, to improve enforcement.• Consultation responses from district and borough councils need to be included in the Strategy.• Controlled Parking Zones being now being dependent on RSA process (hence the need for a paper on RSA timing and delivery).	
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	<ul style="list-style-type: none"> • It was reassured to hear that the issue of verge/footway parking is being addressed as a high priority. • Moving traffic violations are a particular priority around school safety zones, and need to be looked at in more detail. • Parking in new developments needs to be looked at again as the planning system does not appear to be robust enough. It was reassured that Matt Davey will look at our current guidance. • The importance of the EV Strategy and Climate Change Strategy - the need for charging infrastructure is paramount. • It recognised the need to give guidance to communities about what they are able to do about verge parking, such as planters, and better communicate it to communities. • There is a need to better communicate to communities about the responsibilities of car ownership, including responsible parking. 	
<p>Reallocating Road Space in Response to COVID-19</p>	<p>Tranche 1</p> <ul style="list-style-type: none"> • Expressed disappointment at some of the routes chosen but recognised the very tight 	<p>The Cabinet Member recognises that the timescales required by the Department for Transport meant that consultation had to be extremely limited. Each scheme was developed in conjunction with and supported by the district and borough councils.</p>

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

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