West Sussex Transport Plan 2022-36
2023 Annual Monitoring Report

west sussex county council

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1. Introduction

1.1 This is the Annual Monitoring Report (AMR) 2023 of the West Sussex Transport Plan (WSTP). The WSTP was approved in April 2022 and this is the second AMR.

1.2 An AMR will be produced annually. This is in addition to a review of the WSTP which will be carried out every five years, or when there have been major changes in policy or other external factors.

1.3 The AMR also includes an updated five-year Action Plan (in Appendix A) setting out the short-term actions that the County Council intends to take, working with its strategic partners, to deliver the WSTP.

1.4 Unless specified, data is provided for the calendar year 2022. Where specified by the measure or indicator, data is provided for the financial year from 1 April 2022 to 31 March 2023.

1.5 The AMR includes a summary table of output measures (i.e. outputs that are being produced) and outcome indicators (i.e. outcomes that are results). This is followed by some explanation of the monitoring methodology and information source, performance in the monitoring year and any other relevant information on each measure and indicator.

1.6 In some cases, where the data during the COVID-19 pandemic significantly disrupted the general trend or where the data is particularly susceptible to year-on-year fluctuations, a three-year average has been taken to smooth out these effects. Where this is the case, it is specified.

1.7 In general, due to the unusual impacts of the COVID-19 pandemic on travel behaviour in 2020 and 2021, data collected in these years will be excluded from monitoring long-term trends. Where possible and for the purposes of comparison, historical data (i.e. 2019) has been included alongside the data for the monitoring year as it was unaffected by the impacts of the COVID-19 pandemic.

2. Summary Table

Table 1: Summary Table

Measure/Indicator	Output/Outcome (2022 unless specified)	Intended direction of travel	Performance against intended direction of travel
Infrastructure Schemes	87 schemes (2022/23)	N/A	N/A
Length of new cycle Infrastructure	5.42km (2022/23)	Additional 7.5km per year	Not on track
Funding Grants Received	In 2022/23, the County Council spent £61,716,000 of capital funding on highways and transport schemes, £39,720,000 of revenue funding on highways and transport service delivery and £25,238,010 on school transport.	N/A	N/A
New or improved public transport services provided	Various amendments including a greater focus on train services to London and less focus on the coastway services at the beginning of 2022, then returning more to normal services at the end of 2022. Some bus services were withdrawn and others reinstated during 2022.	N/A	N/A
Total electric vehicle charging devices (rapid)	311 (59)	Increase	On track
Road network requiring planned maintenance soon	Principal – 6% Non-principal – 6% Unclassified – 10% Footways – 5% (2022/23)	Decrease	Principal – not on track (no change) Non-principal – not on track (no change) Unclassified – not on track (increase) Footways – not on track (increase)

Measure/Indicator	Output/Outcome (2022 unless specified)	Intended direction of travel	Performance against intended direction of travel
Maintenance condition of other aspects	Average percentage of streetlights on – 99.62% Percentage of structures in good or very good condition – 52%[1] Signalised junctions percentage in good condition – 85% Pedestrian crossings percentage in good condition – 65% (2022/23)	Increase	Streetlights – on track Structures – this number will be compared next year to the new 2022 baseline Signalised junctions – on track Pedestrian crossings – on track
Projects that include consultations that involve hard to reach groups (consultations supported by stakeholder mapping)	16 projects	Increase	On track
Traffic volumes (assessed against an index set in 2019 at 100)	Peak hour cordons: Bognor Regis - 104 Chichester - 92 Crawley - 84 Horsham - 80 Worthing - 90 24-hour cordons: Crawley - 77 Horsham - 89 Billingshurst - 86 Hampshire - 94 South Downs - 89 Bognor Regis - 99 Chichester - 95 Worthing - 100 Arundel – 106 Northwest - 68	Static (taking into account development and population growth)	A mixture of on track and not on track. In 2022, the peak hour cordon index had increased from the year before at all five cordons. It was above the pre-pandemic baseline (2019) at the Bognor Regis cordon. In 2022, the 24-hour cordon index had increased from the year before at all cordons except for the North-west. It was equal to or above the pre-pandemic baseline (2019) at the Worthing and Arundel cordons.
Traffic congestion (seconds per vehicle per mile)	33.1	Improve	Not on track - In 2022, average delay on local "A" roads in West Sussex was higher than the baseline which was taken as the 3-year rolling average excluding 2020 and 2021

[1] This is a new method of measurement replacing the SSCPI indicator

Measure/Indicator	Output/Outcome (2022 unless specified)	Intended direction of travel	Performance against intended direction of travel
Public transport trips	Bus trips 15.6m Train entries/exits 28.8m (2021/22) This is the same as the statistic reported in the 2022 AMR because the AMR publishing date has been brought forward and is now before the release date of the new data	Continual increases following COVID-19 pandemic restrictions easing	Bus – on track Train – on track
Cycle trips	After a review of all the monitoring sites, the baseline has been set as the year 2022 and future reporting will be compared to an index figure of 100 at all monitoring site locations	Increase	Will be compared next year to the 2022 baseline (which is now the newly set index year 100)
Sustainable transport mode share to Gatwick Airport (bus, coach or rail)	Passengers – 43.7% (28.8mpa in 2022) Staff - 23% (2023)	Increase	Passengers – not on track Staff – not on track
Collision statistics (Persons Killed or Seriously Injured per billion vehicle miles travelled)	129 (2022) There is a disparity between the outcome (as it is in calendar years) and the intended direction of travel (which are in financial years). This is to be reviewed as part of the Road Safety Framework review.	112 (Road Safety Framework Baseline Number) 107 (2021/22) 103 (2022/23) 99 (2023/24) 95 (2024/25)	Not on track
Bus punctuality	84% (2022/23)	Increase	Not on track (2022/23 performance was 1% lower than the baseline)

Measure/Indicator	Output/Outcome (2022 unless specified)	Intended direction of travel	Performance against intended direction of travel
Pollution levels in Air Quality Management Areas (AQMAs) (nitrogen dioxide single monitoring points) 2019 levels are included as the baseline because 2020 and 2021 were significantly impacted by the COVID-19 pandemic	A259 High Street, Shoreham: 24 µg/m^3 (2022) 30 µg/m^3 (2019) A270 Old Shoreham Road, Southwick: 25 µg/m^3 (2022) 31 µg/m^3 (2019) A286 St Pancras, Chichester: 36 µg/m^3 (2022) 42 µg/m^3 (2019) A272 Rumbold's Hill, Midhurst: 32 µg/m^3 (2022)[2] 40 µg/m^3 (2019) St Marys Drive, Hazelwick, Crawley: 42 µg/m^3 (2022) 48 µg/m^3 (2019) A272 High Street, Cowfold: 32 µg/m^3 (2022) 36 µg/m^3 (2019) A283 High Street/Manley's Hill, Storrington: 38 µg/m^3 (2022) 48 µg/m^3 (2019) A273/B2116 Stonepound Crossroads, Hassocks: 31 µg/m^3 (2022) 39 µg/m^3 (2019) A27/A24 Grove Lodge Roundabout, Worthing: 45 µg/m^3 (2022) 57 µg/m^3 (2019)	Decrease	All AQMAs are on track

[2] Corrected from last year's report.

Measure/Indicator	Output/Outcome (2022 unless specified)	Intended direction of travel	Performance against intended direction of travel
Highways and transport public satisfaction survey levels (out of 100 where 100 is very satisfied and 0 is very dissatisfied)	Overall – 44 Local bus services – 56 Pavements and footpaths – 47 Cycle routes and facilities – 45 Rights of Way – 55	Improved satisfaction levels	Overall – not on track Local bus services – not on track Pavements and footpaths – not on track Cycle routes and facilities – not on track Rights of Way – not on track
Total electric vehicle/ultra-low emission vehicles licensed in West Sussex	10,080	Increase	On track
Carbon emissions from major transport schemes	Unknown (one major scheme was completed in 2022 but carbon impact assessment was not mandated at that time)	Decrease	Will be reported when data becomes available
Transport contributions to carbon emissions in West Sussex	New baseline set as 2021 data (this data was released July 2023) 1221 ktCO2e from motorways, A roads and minor roads across West Sussex	Decrease	Will be reported next year using 2021 data as a baseline
Public health (NHS obesity data from National Child Measurement Programme)	18.9% (2021/22 school year) This is the same as the statistic reported in the 2022 AMR because the AMR publishing date has been brought forward and is now before the release date of the new data	Decrease	Will be reported next year using 2021/22 data as a baseline
Physical activity (Sport England Active Lives Adult Survey)	64.9% (Nov 21 - Nov 22)	Increase	Not on track

Measure/Indicator	Output/Outcome (2022 unless specified)	Intended direction of travel	Performance against intended direction of travel
Gross Value Added (GVA), employment and unemployment rates from Office for National Statistics	GVA West Sussex (South West) (2021): 11,303 GVA West Sussex (North East) (2021): 11,993 GVA data from 2022 due to be released May 2024 Employment rate aged 16-64 (2022): 79.4% Unemployment rate aged 16-64 (2022): 2.2%	Mix	All indicators on track GVA (West Sussex) – both South West and North East have increased Employment – increase Unemployment – decrease
Annual commercial floorspace as a measure of new employment floorspace	+24,453 sq. metres	Countywide net increase	On track
Number of Noise Important Areas in West Sussex (which are the sole or partial responsibility of the County Council as the local highway authority)	204	Decrease	Not on track
Number of incidences of road flooding (total number of road closure days)	18 days	Decrease	Will be reported next year using this year as a baseline
Biodiversity on major schemes	Unknown (one major scheme was completed in 2022 but the biodiversity impact assessment was not mandated at that time)	At least 10% increase	Not yet measured

3. Measures and Indicators

3.1 In this section of the report, each measure and indicator is reported separately with additional information relevant to that particular measure or indicator.

Measures

Infrastructure Schemes

3.2 The infrastructure schemes measure is a description of the number of infrastructure schemes completed during 2022/23 in comparison to previous data.

3.3 Table 2 shows infrastructure schemes completed. Please note that some of the 2021/22 data has been updated from last year's report (due to a calculation error). To avoid double counting, schemes have been classed as their main theme.

Table 2: Infrastructure schemes completed

Infrastructure scheme type	Number of schemes completed during 2021/22	Number of schemes completed during 2022/23[3]
On-street parking schemes	1	0
School safety schemes	12	13
Footway/pedestrian schemes	8	29
Bus infrastructure schemes	14	20
Cycle infrastructure schemes	11	10
Traffic calming schemes	4	0
New controlled crossing schemes	5	3
Speed limit schemes	1	2
Public rights of way schemes	1	0
Road safety schemes	2	6
New road/road widening (new category)	-	1
Junction improvements (new category)	-	1
Public realm improvements (new category)	-	2

Cycle Infrastructure

3.4 The cycle infrastructure measure is the length of new cycle infrastructure provided in West Sussex in 2022/23. New infrastructure includes new facilities and also major upgrades to existing facilities such as installing all-weather surfacing on existing public rights of way, which, previously, were unusable in the winter months. New infrastructure could be

[3] Source: WSCC

provided by the County Council, Local Planning Authorities, developers or other third parties such as National Highways.

3.5 In 2022/23, 5.42km of new cycle infrastructure was constructed which is 2.08km less than the WSTP target (7.5km). This is not on track this year. The main reasons for this year's target not being achieved were over-running schemes and delayed start dates due to lack of road space availability.

3.6 As part of the County Council's COVID-19 Reset Plan, the County Council has adopted an additional target to provide 30km of new cycle infrastructure over the 4-year period from April 2021 to March 2025. The County Council is also on track to achieve this target[4]. So far, 21.73km has been delivered to date against a target of 15km over two years.

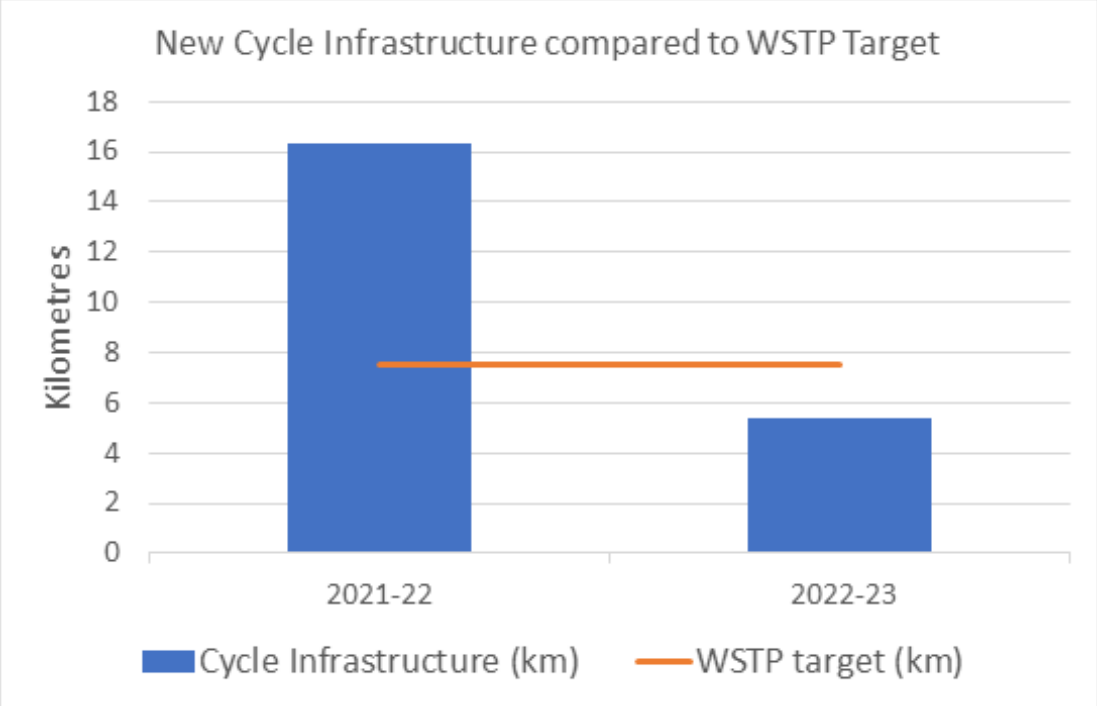
3.7 Table 3 shows the length of new cycle infrastructure and the WSTP target.

Table 3: Length of new cycle infrastructure and WSTP target

Length of new infrastructure (km)	WSTP target (km)	Year
16.31	7.5	2021/22
5.42	7.5	2022/23

3.8 Graph 1 shows the length of new cycle infrastructure compared to WSTP target levels. New cycle infrastructure exceeded WSTP target levels in 2021-22 but did not meet them in 2022-23.

Graph 1: Length of new cycle infrastructure and WSTP target levels



[4] Source: WSCC Annual Report 2021-22.

Funding

3.9 For the financial year 2022/23, the County Council spent £61,716,000 of capital funding on highways and transport schemes (i.e. schemes in the highways and transport capital portfolio and related schemes in other portfolios). This was funded from corporate borrowing, Government grants and developer contributions.

3.10 For the financial year 2022/23, the County Council spent £39,720,000 of revenue funding on highways and transport service delivery (i.e. staff, public transport subsidy, concessionary fares, highway maintenance and street-lighting) and £25,238,010 on school transport (i.e. mainstream transport, SEND transport, post 16 transport, transport management and school crossing patrols). This was funded from council tax receipts, Government grants and income from fees and charges.

Table 4: Funding per year

Highways and transport capital funding	Highways and transport revenue funding	School transport funding	Year
£60,921,000	£37,044,000	£20,826,000	2021/22
£61,716,000	£39,720,000	£25,238,010	2022/23

Shared Transport Provision

3.11 The shared transport measure is a description of the key interventions to provide new or improved public transport services (i.e. train, bus or other shared transport services) in West Sussex. New or improved public transport could include entirely new services or increasing the frequency of existing services and major extensions (i.e. hours of operation or routes) or rerouting of services. This may also include services that start or end outside West Sussex and services supported or provided by the County Council or other third parties such as developers and Airports.

3.12 There were four separate rail timetable change periods in 2022, as rail services were adjusted to address the ongoing impacts of the COVID-19 pandemic on rail patronage as well as rail staff availability and training backlogs, including staffing impacts from sickness/isolation issues. Service levels were particularly impacted during the first period of the year with rail industry timetable changes implemented to address reliability issues from staff availability related service cancellations.

3.13 The impact of changes in travel behaviour brought about by the COVID-19 pandemic, in particular the increase in working from home which has significantly reduced commuting by rail, meant that rail services remained adjusted from pre-pandemic service levels during 2022[5].

3.14 Table 5 shows the main amended, new or improved West Sussex rail services[6].

[5] Source: WSCC

[6] Source: Govia Thameslink Railway timetable change stakeholder email updates

Table 5: Main amended, new or improved West Sussex rail services

Main amended, new or improved West Sussex rail services	Area	Start Date
Increase in direct weekday services to/from London Victoria at peak times, with peak services focused on London Victoria as opposed to London Bridge, but some reductions in off-peak service frequency	Arun Valley, West Coastway, Brighton Main and East Grinstead Lines	February 2022
Fewer Brighton – Portsmouth/Southampton weekday services operating west of Chichester; fewer weekday shuttle services between Hove and Brighton; and local weekday West Worthing-Brighton services not run	West Coastway Line	February 2022
Reinstatement of/additional peak time weekday Thameslink London Bridge/Bedford services to/from Littlehampton, East Grinstead and Three Bridges	West Coastway, Brighton Main and East Grinstead Lines	May 2022
Brighton – Portsmouth/Southampton weekday services reinstated west of Chichester, but Saturday West Worthing-Brighton services not run	West Coastway Line	May 2022
Hourly Hove-Brighton shuttle service reintroduced	West Coastway Line	September 2022
Additional evening service from London Victoria to East Grinstead	East Grinstead Line	September 2022
Additional peak time weekday Thameslink services London Bridge/Bedford services to/from East Grinstead	East Grinstead Line	December 2022
Extension of Bedford-London Bridge-Gatwick via Redhill services to Three Bridges, and improved journey times for Brighton-London Bridge/Bedford/Cambridge services	Brighton Main Line	December 2022

3.15 Some of the changes in the early part of 2022 listed in Table 5 were needed in order to manage the ongoing impacts of the COVID-19 pandemic on staffing levels and a backlog of training, and offer trains with the capacity to carry most people possible at the busiest times with a focus on those travelling in and out of London.

Bus Service Provision

3.16 Table 6 shows the main amended, new or improved West Sussex bus services[7].

[7] Source: WSCC and individual bus companies

Table 6: Main amended, new or improved West Sussex bus services

Main amended, new or improved West Sussex bus services	Date of change
Portsmouth City Coaches withdrew services 28A (Southbourne to Horndean) and 641 (Southbourne to Waterlooville)	August 2022
Stagecoach Southdowns withdrew service 68 (North Bersted to Pagham Sefter Farm)	September 2022
Sussex Coaches withdrew service 523 (Burgess Hill to Warden Park School)	September 2022
Southdown PSV reinstated services 646 (East Grinstead to Oxted) and 324 (Copthorne to Reigate)	September 2022

In addition, in March 2022, Sussex Coaches formally withdrew services 17 (Horsham to Brighton), 521 (Henfield to Burgess Hill St Pauls College), 651 (Horsham school service: Broadbridge Heath to Horsham Schools), N8 (Horsham to Brighton) and STPL (St Pauls College to Haywards Heath). These services had already been suspended during the COVID-19 pandemic.

Electric Vehicle Charging

3.17 The electric vehicle charging measure is the total number of electric vehicle charging points across West Sussex. This could include public charging points on-street, public off-street car parks or in places such as private hospitals that can be used by visitors to the hospital, but possibly not available to non-visitors.

3.18 As of 1st January 2023, the number of electric vehicle charging points were as shown in Table 7[8]. This measure is on track.

Table 7: Electric vehicle charging points in West Sussex

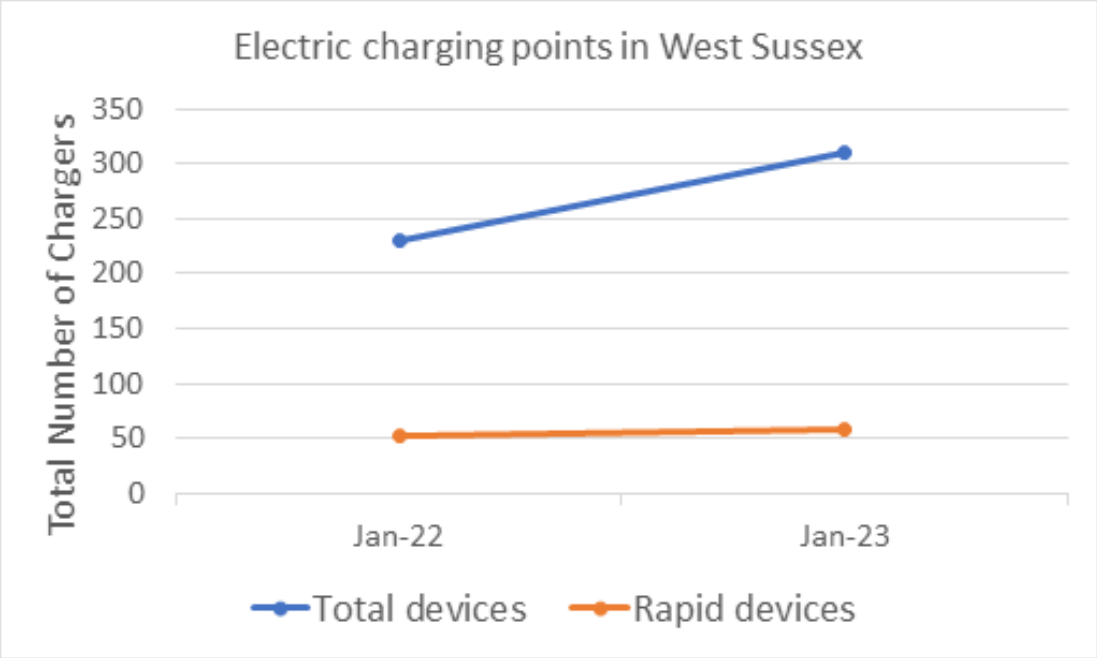
West Sussex	As of 1 January 2022	As of 1 January 2023
Total devices	231	311
Total devices per 100,000 population	26.6	35.1
Rapid devices	53	59
Rapid devices per 100,000 population	6.1	6.7

3.19 Department for Transport (DfT) charging device data represents devices reported as operational at midnight, 1 January 2023.

3.20 The graph below shows how the number of electric vehicle charging points has grown over time. The total number of chargers has grown more rapidly than the number of rapid chargers, but both have increased over time. This measure is on track.

[8] Source: DfT Electric Vehicle Charging Device data - Electric vehicle charging device statistics: April 2023 - GOV.UK (www.gov.uk)

Graph 2: Electric vehicle charging points in West Sussex



3.21 A charging device may have several connectors of varying speeds, however, not all can charge more than one vehicle at the same time. It is not possible to identify whether individual devices have this capability. 'total devices' represent publicly available charging devices at all speeds. 'rapid devices' are those whose fastest connector is rated at 25kW or above. A device can have a number of connectors of varying speeds.

3.22 The most recent population figures by Local Authority are sourced from the Office for National Statistics Population estimates for mid-year 2021. For quarters from July 2020 to April 2021, the population figures were sourced from 2019 estimates. The Local Authority administrative geographies are used from April 2021.

Carriageway Condition

3.23 The highway condition measure is a measure of the condition of the highway network (which includes roads and footpaths), assessed through surveys across the County. Principal (motorway or A class road), non-principal (B and C class roads) and unclassified roads and footway condition are measured. The measure is the proportion of the network that needs repairing as soon as practically possible within budget constraints, so normally within 12 months.

3.24 Table 8 below shows the results relating to the condition of the highway network for West Sussex[9] in comparison to previous data. The percentages have not decreased over time. This measure is not on track.

[9] Source: WSCC

Table 8: Maintenance condition of the highway network

Measure	2021/22	2022/23
The percentage of principal road network requiring planned maintenance soon	6%	6%
The percentage of non-principal road network requiring planned maintenance soon	6%	6%
The percentage of unclassified road network requiring planned maintenance soon	8%	10%
The percentage of footway network requiring planned maintenance soon	4%	5%

3.25 Principal, non-principal and unclassified roads are monitored over 2 years, so 50% of the network is surveyed each year. Footways are monitored over 4 years, so 25% of the network is surveyed each year.

Non-carriageway Asset Condition

3.26 The non-carriageway asset condition measure is the maintenance condition of other non-carriageway assets (including structures and street lighting). The measures included in this report are the condition of bridges, the percentage of streetlights on and the percentage of traffic signals in good condition (split into pedestrian crossings and signalised junctions)[10].

3.27 Table 9 below shows the percentage of structures in good or very good condition in 2022/23.

Table 9: Percentage of structures in good or very good condition

Percentage of structures in good or very good condition	Year
52%	2022/23

3.28 In addition to the data in the above table, the Structures Stock Condition Performance Indicator (SSCPI) for 2022/23 was 89.

3.29 Please note that in the 2022 AMR, the SSCPI was reported as a percentage which was an error. The SSCPI is a complex measurement that allocates weightings to various criteria. It has been decided it would be better to report on the percentage of bridges in good and very good condition instead of the SSCPI. This decision was made because the condition of structures can be more easily understood as a percentage, without needing the knowledge of the formula involved in the SSCPI calculation.

3.30 Bridge condition scores are determined through the inspection regime. All structures are inspected on a 22-month basis, assessing every element of the structure that can be easily visually inspected. Every third inspection is a 'Principal Inspection' which is a close-up inspection of every element of the structure.

[10] Source: WSCC

3.31 Table 10 below shows the average percentage of streetlights on. This is calculated as the percentage of streetlights working properly. The percentage has increased over time. This measure is on track.

Table 10: Average percentage of streetlights on

Average percentage of streetlights on	Year
99.53%	2021/22
99.62%	2022/23

3.32 Table 11 below shows the percentage of traffic signals in good condition. Good condition is defined as any signalised junction or crossing that has been installed within the past 10 years, is in full working order and has minimal wear identified at the most recent annual inspection. The percentages have increased over time. This measure is on track.

Table 11: Traffic signals percentage in good condition

Signalised junctions percentage in good condition	Pedestrian crossings percentage in good condition	Year
77%	58%	2021/22
85%	65%	2022/23

Consultation

3.33 The consultation measure is the percentage of consultations that were supported by stakeholder mapping and/or have included 'hard to reach' groups in their consultation exercise. 'Hard to reach' is now often termed 'hard to hear' or 'poorly served'.

3.34 All project consultations that go through the WSCC Research Governance and Consultation Quality Assurance process are compliant with the equality and diversity requirement. These consultations will have looked at targeting equality and diversity groups which possess one or more of the legally defined protected characteristics as part of the public consultation process.

3.35 In 2022, there were 16 projects that went through the WSCC Research Governance and Consultation Quality Assurance process. Alignment with the future direction of travel stated in the WSTP, is reported in this AMR as an increase using 2021 as the baseline of 15 projects. This is on track.

Indicators

Road Traffic

3.36 The road traffic indicator is based on the number of vehicles entering selected urban areas and cordons recorded through automatic traffic counters. The data covers two different time periods; one dataset is the weekday average peak hour and the other is the annual average daily traffic.

3.37 Peak hour traffic is monitored using the automatic traffic counters at Bognor Regis, Chichester, Crawley, Horsham and Worthing where there is an established network of counters. The indicator is the average number

of vehicles travelling inbound (i.e. one-way) during an average hour in the morning peak (07:00 to 10:00).

3.38 This data is intended to give an impression of year-on-year trends in inbound traffic flows to five of the major towns in West Sussex. The data should not be used as a measure of the total volume of traffic travelling in and around the towns or to compare traffic flow between towns due to the varying number of monitoring sites.

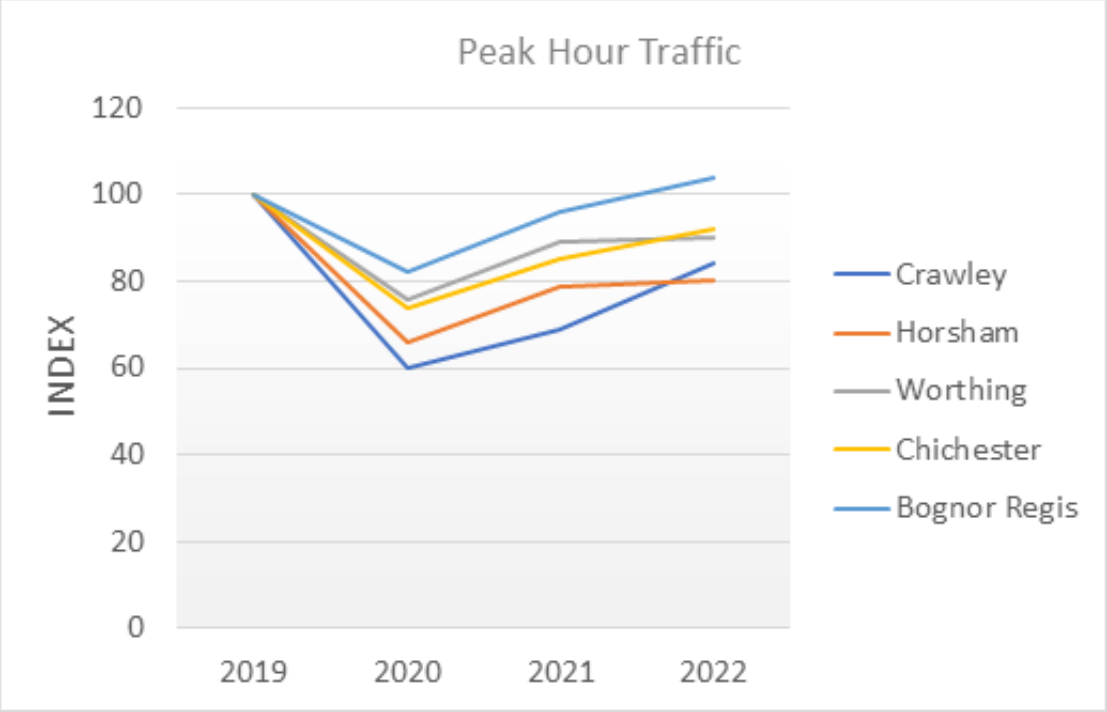
3.39 Table 12 below shows the daily average (based on 5-day week) peak hour traffic at the five urban area cordons assessed against an index of 100 set in 2019.

Table 12: Countywide daily average (based on 5-day week) peak hour traffic

Cordon	2019 index (baseline)	2020 index	2021 index	2022 index
Crawley	100	60	69	84
Horsham	100	66	79	80
Worthing	100	76	89	90
Chichester	100	74	85	92
Bognor Regis	100	82	96	104

3.40 Graph 3 below shows the trend over time of the daily average (based on 5-day week) peak hour traffic at the five urban area cordons assessed against an index of 100 set in 2019.

Graph 3: Countywide daily average (based on 5-day week) peak hour traffic



3.41 This AMR shows traffic data from January to December 2022[11]. The desired trend for this data is for it to remain static because this would

[11] Source: WSCC

show that the effects of economic development and population growth on traffic flows has been mitigated at these locations.

3.42 In 2022, the peak hour traffic index had increased from the year before at all five cordons. It was above the baseline (2019) at the Bognor Regis cordon. This indicator is not on track with regards to the Bognor Regis cordon. Indicators at the other cordons are on track (discounting 2020 and 2021 because of the effects of travel restrictions during the COVID-19 pandemic).

3.43 In 2021, there were major road network improvements taking place, such as the A259 Littlehampton Corridor Improvement and A284 Lyminster Bypass which involve temporary traffic management measures. Although these schemes do not directly affect the urban area cordons, they are likely to have affected the distribution of traffic on the remainder of the road network, including nearby cordons.

3.44 Additional countywide cordon data is also collated with the intention of giving an impression of long-term year-on-year trends in traffic levels across West Sussex. The data should not be used as a measure of the total volume of traffic across the County due to the small number of monitoring sites.

3.45 The data is based on the total AADT (Annual Average Daily Totals - 24-hour two-way) from 44 strategic sites around the County. The sites are divided into 10 screenlines/cordons (Crawley cordon, Horsham screenline, Billingshurst screenline, Hampshire screenline, South Downs cordon, Bognor Regis cordon, Chichester cordon, Worthing cordon, North-west screenline and Arundel cordon).

3.46 Table 13 below shows the annual average daily two-way traffic at each screenline or cordon assessed against an index of 100 set in 2019.

3.47 Please note that in the 2022 AMR report, "Arundel" and "North-west" cordons were mistakenly reported with each other's statistics.

Table 13: AADT (24-hour two way) traffic indices

Screenline or Cordon	2019 index (baseline)	2020 index	2021 index	2022 index
Crawley	100	68	68	77
Horsham	100	75	81	89
Billingshurst	100	75	80	86
Hampshire	100	71	86	94
South Downs	100	77	79	89
Bognor Regis	100	76	91	99
Chichester	100	73	82	95
Worthing	100	84	87	100
Arundel	100	79	100	106
North-west	100	74	70	68

3.48 In 2022, the 24-hour two-way traffic index had increased from the year before at all cordons with the exception of the North-west cordon. It was

above or equal to the pre-pandemic baseline (2019) at both the Worthing and Arundel cordons. This indicator is not on track with regards to the Worthing and Arundel cordons. Indicators at the other cordons are on track (discounting 2020 and 2021 because of the effects of pandemic measures).

Congestion

3.49 The congestion indicator is measured using the average delay on local A-class roads in West Sussex based on DfT journey time data.

3.50 An improvement (lessening) in average delay is the desired trend over time.

3.51 A rolling three-year average excluding 2020 and 2021 will be used to monitor performance to smooth out the effects of year-on-year variations and the COVID-19 pandemic.

3.52 Table 14 below shows average delay on local A roads[12], in seconds per vehicle mile.

Table 14: Average delay on local 'A' roads (seconds per vehicle per mile)

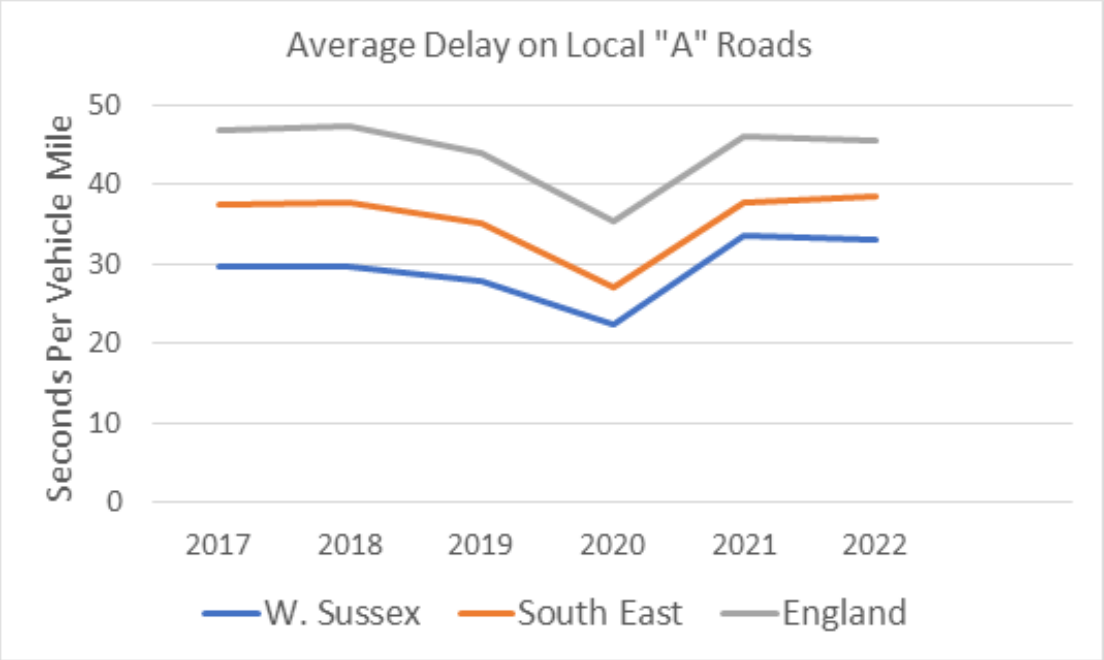
Area	2017	2018	2019	2020	2021	2022	3-year average excluding 2020 and 2021
W. Sussex	29.8	29.8	27.9	22.3	33.6	33.1	29.2
South East	37.5	37.6	35.1	27.0	37.7	38.5	36.7
England	46.9	47.3	44.0	35.3	46.1	45.5	46.1

3.53 In 2022, average delay on local "A" roads in West Sussex was higher than the baseline which was taken as the 3-year rolling average excluding 2020 and 2021. This indicator is not on track.

3.54 Graph 4 below shows average delay on local A roads, in seconds per vehicle mile. The average delay for local A roads in West Sussex has increased more (relative to pre-pandemic levels) than in the South East and England.

[12] Source for 2021 onwards data: DfT Road Congestion Statistics Table. Source for 2016–2020 data: DfT Monthly and 12 month rolling average delay compared to free flow on local 'A' roads in England Table CGN0502.

Graph 4: Average delay on local 'A' roads (seconds per vehicle per mile)



Shared transport patronage

3.55 The shared transport patronage indicator is the number of public transport trips including the number of bus journeys and rail station entries/exits based on Department for Transport returns and Office of Road and Rail data, across the County.

3.56 The desired trend is to have an increase in trips by bus and train.

3.57 A three-year average excluding 2019/20 and 2020/21 will be used to monitor performance to smooth out the effects of year-on-year variations and the COVID-19 pandemic.

3.58 The data in both tables below only reports up to 2021/22 which is the same as the 2022 AMR. This is because the AMR publishing date has been brought forward and is now before the release date of the new data.

3.59 Table 15 below shows bus trips in millions[13].

Table 15: Bus trips (millions)

Area	16/17	17/18	18/19	19/20	20/21	21/22	3-year avg. exc. 19/20 and 20/21
West Sussex	27.1	26.5	26.5	24.8	8.6	15.6	26.7
South East	355.4	349.1	347.8	333.8	109.3	220.4	350.8
England	4438.7	4348.1	4306.1	4072.7	1574.5	2839.2	4364.3

[13] Source (buses): DfT bus data table.

3.60 There is a slight variation between the DfT data on bus trips and the data in the WSTP evidence base for the years 2019 and prior. This is due to using slightly different data collection methods.

3.61 Table 16 below shows train station entries and exits in millions[14].

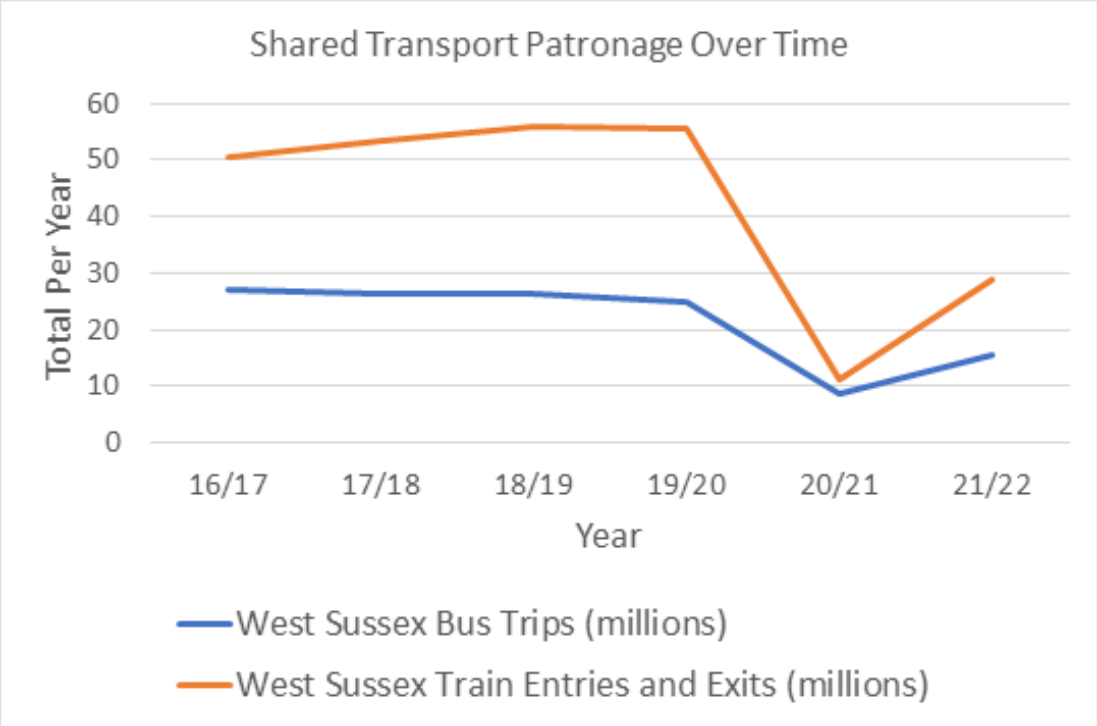
Table 16: Train station entries and exits (millions)

Area	16/17	17/18	18/19	19/20	20/21	21/22	3-year avg. exc. 19/20 and 20/21
West Sussex	50.5	53.3	55.9	55.7	11.2	28.8	53.2

3.62 Graph 5 below shows train station entries and exits and bus trips (millions) over time. Both bus trips and train entries and exits decreased drastically during the COVID-19 pandemic but train patronage fell more steeply and is recovering more quickly than bus patronage.

3.63 The bus indicator is on track (almost double the previous year but not yet near the pre-COVID-19 mean average of 2016/17, 2017/18 & 2018/19) and the train indicator is on track (more than double the previous year but not yet near the pre-COVID-19 mean average of 2016/17, 2017/18 & 2018/19).

Graph 5: Train station entries and exits compared to bus trips (millions)



Cycling

3.64 The cycling indicator is the number of cycle trips assessed through permanent counter sites around the County. The desired trend is to have an increase in the number of cyclists crossing the counter sites.

[14] Source (trains): ORR train data table.

3.65 A review of all the monitoring sites has been undertaken to improve accuracy in future reporting. Some historic sites are no longer in use and some new sites have been added. These changes have been taken into account in the review to make sure that the data is as accurate as possible[15].

3.66 The baseline year has been set as January to December 2022 (index=100). Due to the indexing of the data, each site will be showing as 100 for this year's report.

Table 17: Number of cycle trips at counter sites indices

Location	2022 5-Day Index	2022 7-Day Index
Worthing cycle sites	100	100
Chichester cycle sites	100	100
Crawley cycle sites	100	100
Shoreham cycle sites	100	100
Bognor Regis cycle sites	100	100
Littlehampton cycle site	100	100
Horsham cycle site	100	100
Hassocks cycle site	100	100

Access to Gatwick Airport

3.67 The access to Gatwick Airport indicators are the sustainable transport mode shares for passengers and staff. This includes rail, bus and coach travel.

3.68 The passenger sustainable transport mode share is determined based on passenger surveys by the Civil Aviation Authority.

3.69 For staff sustainable transport mode share this is determined based on the staff travel survey by Gatwick Airport Ltd. The staff travel survey is not produced on an annual basis, so the results will be updated in this monitoring report as and when they are produced.

3.70 The desired trend is an increase in sustainable transport mode share for passengers and staff.

3.71 Alignment with the future direction of travel stated in the WSTP, will be reported using 2019 data as a baseline for passengers and 2016 as the baseline for staff travel.

3.72 Table 18 below shows the passenger sustainable transport mode share to Gatwick Airport[16].

[15] Source: WSCC

[16] Source: UK Civil Aviation Authority Survey Reports: Annual Departing Passenger Survey Reports.

Table 18: Passenger sustainable transport mode share to Gatwick Airport

Mode/Passengers	2017	2018	2019 (Baseline)	2022
Bus/coach	5.5%	5.5%	6.1%	3.2%
Rail	36.9%	39.9%	41.3%[17]	40.5%
Total	42.4%	45.4%	47.4%[17]	43.7%
Passengers (millions)	41.2	41.6	40.8	28.8

3.73 2019 data is being used as a baseline because surveys did not take place in 2020 and 2021 due to the impacts of pandemic measures on overseas travel and airport operations. Data from 2017 and 2018 is shown to illustrate trends prior to 2019. This indicator is not on track.

3.74 Table 19 below shows the staff sustainable transport mode share to Gatwick Airport[18]. This indicator is not on track.

Table 19: Staff sustainable transport mode share to Gatwick Airport

Mode	2016 Baseline	2023
Bus/coach	16%	10%
Rail	12%	13%
Active travel	3%	2%
Total	28%	23%

Road Safety

3.75 The road safety indicator is a measure of the number of KSI (Killed or Seriously Injured) casualties per billion vehicle miles travelled.

3.76 Despite reductions in KSIs in 2020 and 2021, along with reduced traffic flows as a result of the COVID-19 pandemic, the 2022 outturn of KSIs has increased. Based on traffic data from the DfT for 2022, the West Sussex KSI per billion vehicle miles travelled (KSI pbvm) therefore remains above the 2022 Collision Statistics Indicator target of 103. This indicator is not on track.

3.77 Table 20 below shows KSIs per billion vehicle miles travelled[19].

Table 20: KSIs per billion vehicle miles travelled

KSI Measure	2020	2021	2022	Road Safety Framework Baseline Number
KSIs per billion vehicle miles travelled	139	118	129	112

3.78 The data is set against a corporate baseline and targets. There is a disparity between figures quoted as the data covers calendar year periods but the corporate targets are set for financial years. This is to be reviewed as part of the Road Safety Framework review.

[17] Adjusted since the 2022 AMR

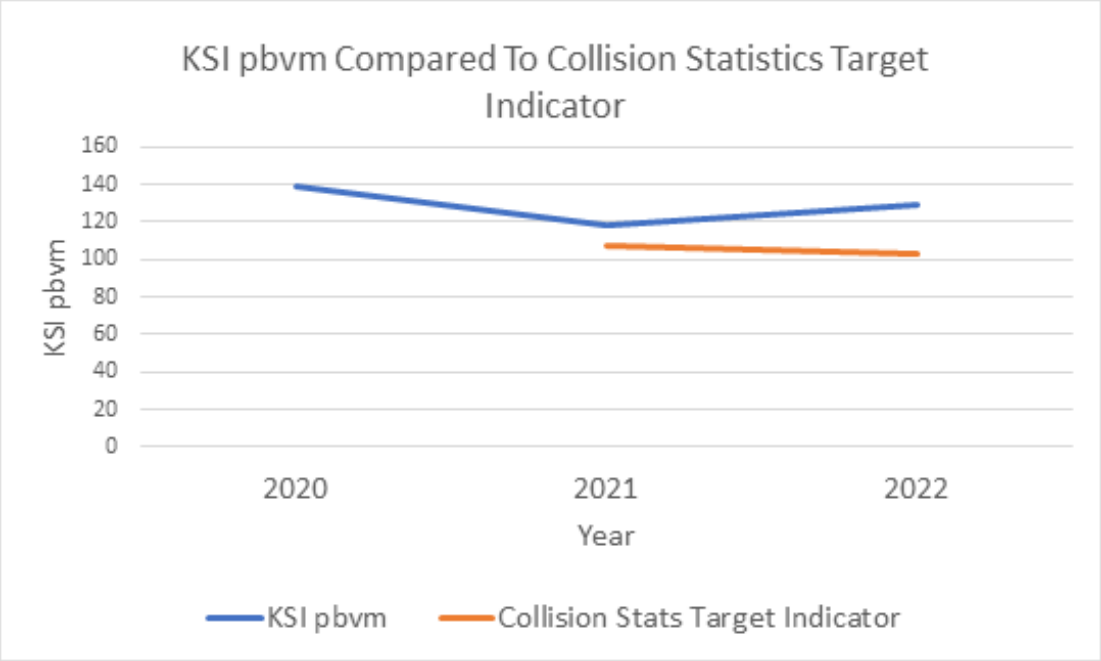
[18] Source: WSCC

[19] Source: WSCC

3.79 The target is to reduce the baseline of 112 KSI pbvm (an average of the 2015-2019 adjusted KSI data published for 2019 by the DfT) to 75 KSI pbvm by 2030.

3.80 Graph 6 below shows KSIs per billion vehicle miles travelled in comparison to the Collision Statistics Target Indicator. The KSIs pbvm are exceeding the Collision Statistics Target Indicators.

Graph 6: KSIs per billion vehicle miles travelled comparison



3.81 Proposals to continue to address a reduction in KSIs include a programme of road safety engineering schemes, educational activities and behavioural change initiatives. The Road Safety Framework is also currently under review and may include consideration of future performance targets.

Shared Transport Reliability

3.82 The shared transport reliability indicator is bus punctuality as assessed by measuring the percentage of bus services, with real-time systems, on-time at timing points.

3.83 Alignment with the future direction of travel stated in the WSTP, is being reported in this AMR using the 2021/22 data as a baseline. This indicator is not on track (1% under the baseline).

3.84 Table 21 below shows bus punctuality as a percentage[20].

Table 21: Shared transport punctuality

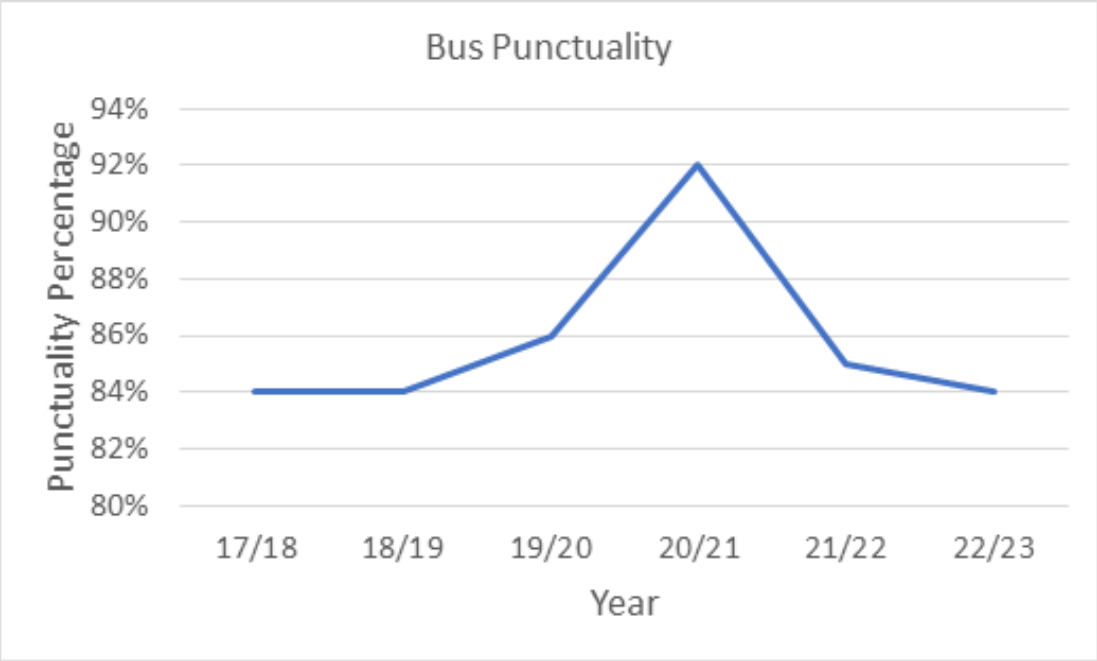
Transport Mode	17/18	18/19	19/20	20/21	21/22	22/23
Bus	84%	84%	86%	92%	85%	84%

[20] Source: WSCC

3.85 The punctuality figure for 2022/23 is 84% (percentage of bus services running on-time, to nearest whole number). Historic data is shown as a basis for comparison.

3.86 Graph 7 below shows bus punctuality as a percentage over time. The punctuality is consistent with the exception of years that were affected during the COVID-19 pandemic when bus punctuality increased significantly.

Graph 7: Shared transport punctuality



Air Quality

3.87 The air quality indicators are pollution levels in Air Quality Management Areas (AQMAs) as assessed by District and Borough Councils through measurement of the pollutants within AQMAs.

3.88 The pollution levels in AQMAs indicator alignment with the future direction of travel stated in the WSTP, is reported in this AMR using 2019 data as a baseline. This is because 2020 and 2021 were significantly impacted by changes in travel behaviour during the COVID-19 pandemic.

3.89 Table 22 below shows pollution levels at each AQMA in West Sussex[21].

Table 22: Air quality (nitrogen dioxide µg/m³)

Location	2019 (Baseline)	2020	2021	2022
A259 High Street, Shoreham	30	24	25	24
A270 Old Shoreham Road, Southwick	31	26	26	25
A286 St Pancras, Chichester	**42**	33	38	36

[21] Source: District and Borough Councils Air Quality Annual Status Reports.

Location	2019 (Baseline)	2020	2021	2022
A272 Rumbold's Hill, Midhurst	**40**	34 [22]	36[22]	32 [23]
St Marys Drive, Hazelwick-Three Bridges, Crawley	**48**	39	**42**	**42**
A272 High Street, Cowfold	36[22]	30[22]	31[22]	32
A283 High Street/Manley's Hill, Storrington	**48**	38	**40**	38
A273/B2116 Stonepound Crossroads, Hassocks	39	28	31	31
A27/A24 Grove Lodge Roundabout, Worthing	**57**	**45**	**44**	**45**

3.90 The data reported in Table 18 is the highest recorded Nitrogen Dioxide (µg/m^3) monitoring tube data for the reporting year for each individual declared AQMA within West Sussex[24]. Data at or exceeding the air quality annual mean standard of 40µg/m^3 is highlighted in **bold**.

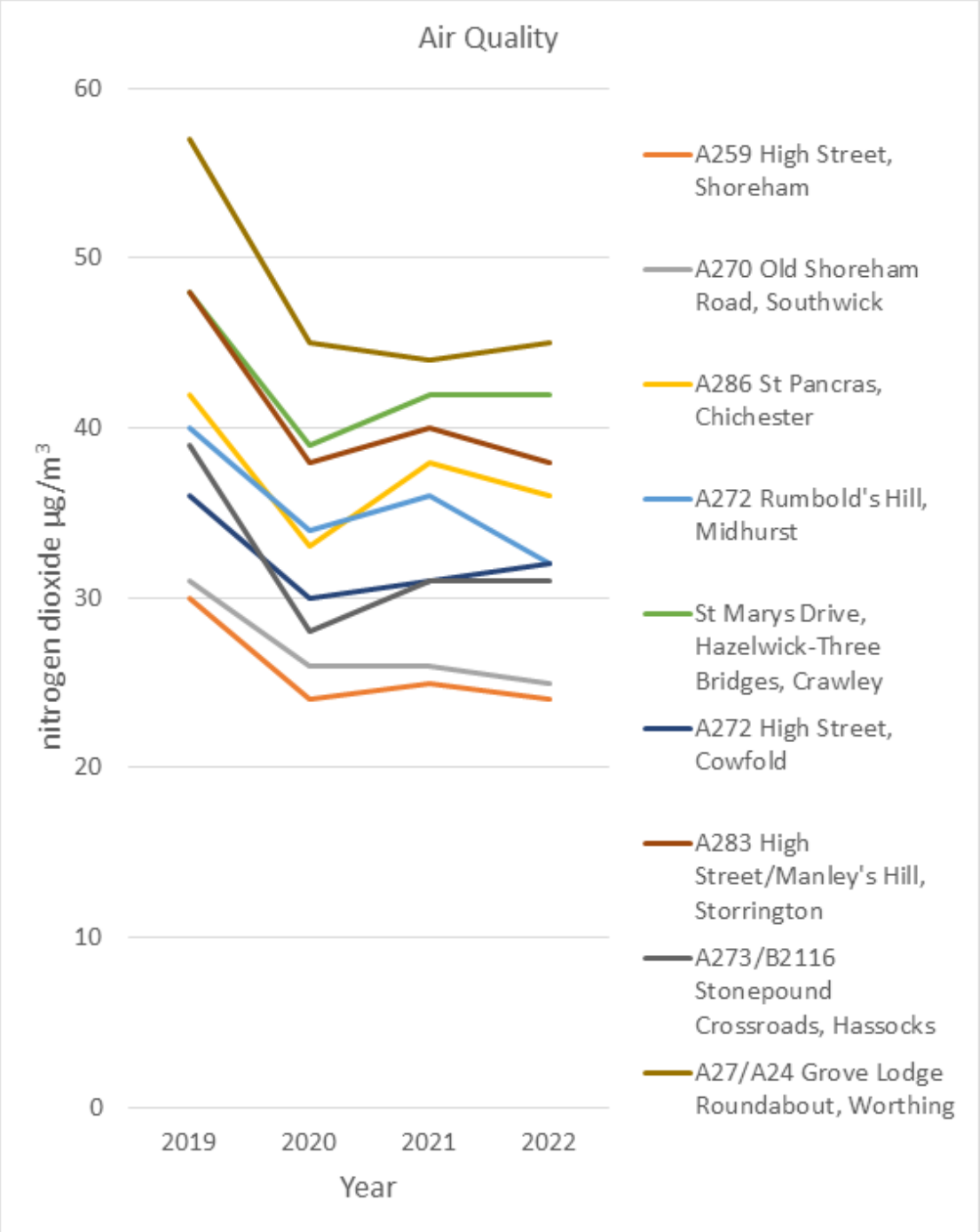
3.91 Graph 8 below shows pollution levels at each AQMA in West Sussex. 2022 nitrogen dioxide µg/m^3 levels remain below the 2019 levels which are shown as a baseline. This indicator is on track at all AQMAs.

[22] This figure has been updated because of an error.

[23] The figures for Rumbolds Hill have not had a distance correction applied this year as the concentration is below 36.

[24] The data is bias corrected and distance corrected to the associated building façade receptor where necessary, except for sites in Adur and Worthing (or numbers marked with **) where only non-distance corrected data is shown in the table due to a full history of distance corrected data being unavailable.

Graph 8: Air quality (nitrogen dioxide µg/m³)



3.92 Two AQMAs were revoked in Chichester in January 2022 due to long-term monitoring showing that air quality was comfortably within required standards. One was "Stockbridge", which was at the junction of the A27 and A286 and the other was "Orchard Street". Pollution in these former AQMAs is not being reported.

Public satisfaction

3.93 The public satisfaction indicators are assessed from the results of the National Highways and Transport Network Public Satisfaction Survey. Key benchmarking indicators (KBIs) are collected through the survey and the

scores are presented out of 100 as 'average satisfaction scores' (where 100 is very satisfied and 0 is very dissatisfied.

3.94 Table 23 below shows highways and transport public satisfaction levels[25].

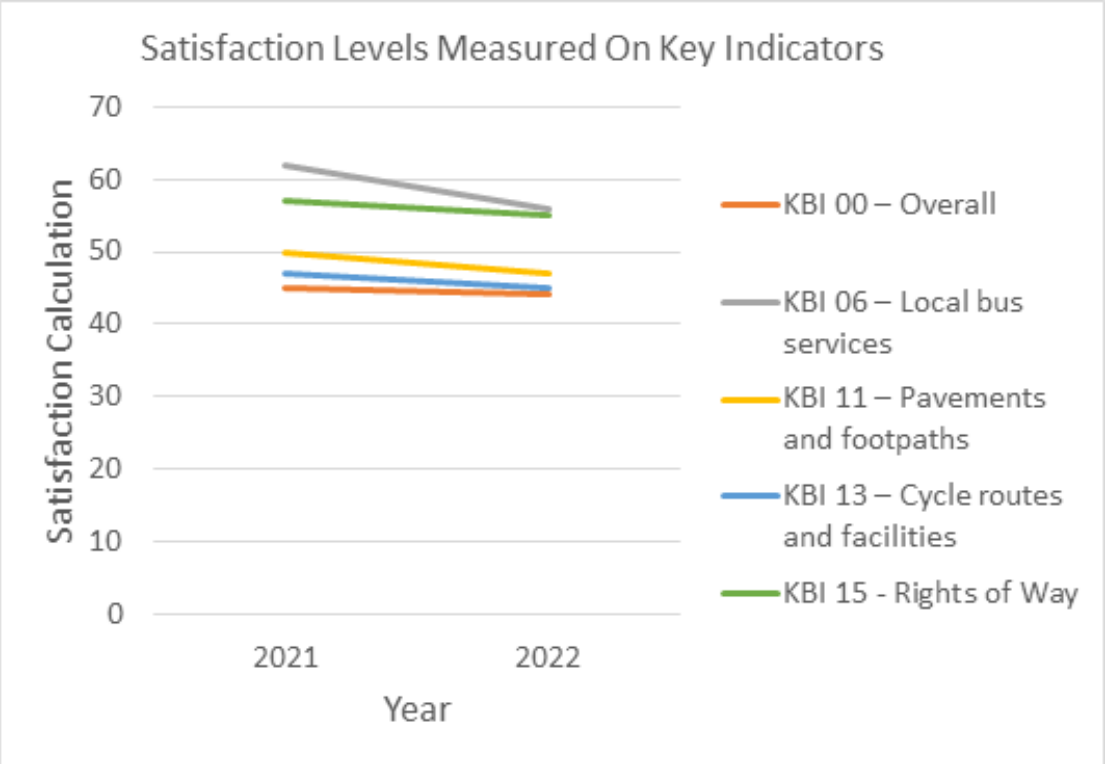
Table 23: Highways and transport public satisfaction levels

Key Benchmarking Indicator	2021	2022
KBI 00 – Overall	45	44
KBI 06 – Local bus services	62	56
KBI 11 – Pavements and footpaths	50	47
KBI 13 – Cycle routes and facilities	47	45
KBI 15 - Rights of Way	57	55

3.95 The KBIs reported on in this monitoring report are overall highways and transport condition, local bus services, pavements and footpaths, cycle routes and facilities, and PRoW (Public Rights of Way).

3.96 Graph 9 below shows highways and transport public satisfaction levels. All indicators shown have gone down over time. This is not on track.

Graph 9: Highways and transport public satisfaction levels



3.97 It should be noted that this data is taken from a relatively small sample group of approximately 900-1000 responses each year[26].

[25] Source: National Highways and Transport Network Public Satisfaction Survey and The NHT Network | Transport Survey | CQC | Performance Management

[26] There is understood to be an approximate +-3 point margin of error associated with the results for the whole sample at the county wide level.

Electric vehicle/ultra-low emission vehicles

3.98 The electric vehicle/ultra-low emission vehicles indicator is the total number of vehicles licensed in West Sussex based on DfT statistics.

3.99 Table 24 below shows total numbers of ultra-low emission vehicles[27].

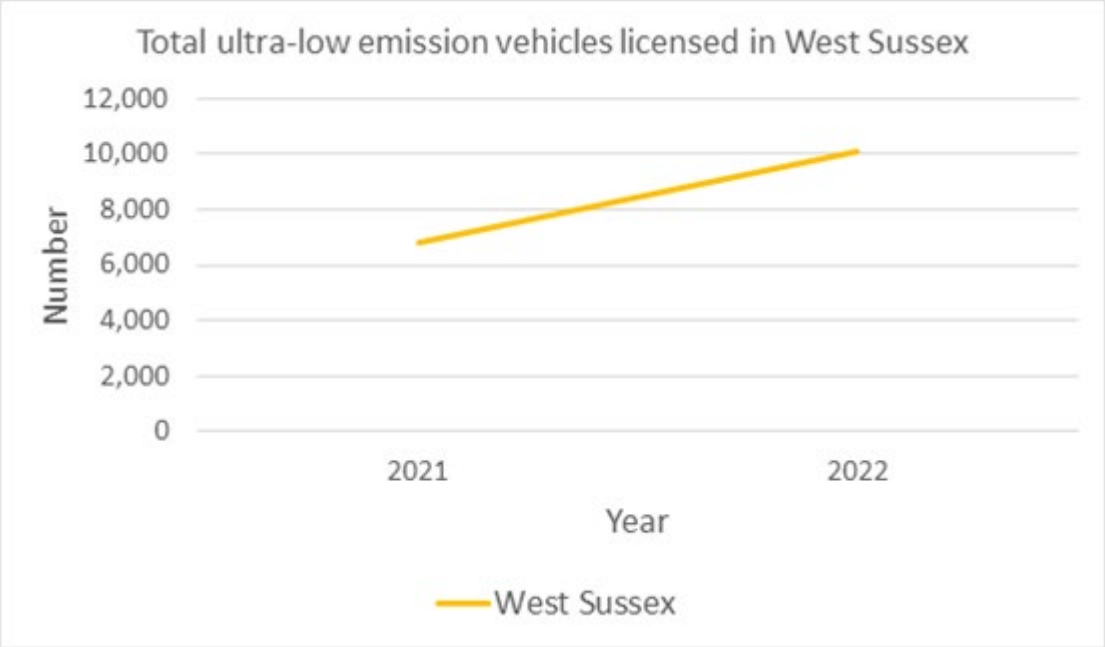
Table 24: Total ultra-low emission vehicles (including electric) licensed

Region	2021	2022
England	671,888	1,000,470
South East	162,571	242,912
West Sussex	6,813	10,080

3.100 Please note that there was a calculation error in the data for 2021 in the 2022 AMR. The 2021 data above has now been corrected.

3.101 Graph 10 below shows total numbers of ultra-low emission vehicles (including electric) licensed in West Sussex. The number increases over time. This indicator is on track.

Graph 10: Total ultra-low emission vehicles licensed in West Sussex



Carbon

3.102 The WSTP indicates that the County Council will report on carbon using two main indicators; the carbon impacts of major transport schemes; and the transport sector contribution to carbon emissions in West Sussex.

3.103 The desired trend for the carbon impact from major transport schemes and the transport sector contributions to carbon emissions in West Sussex is a decrease.

[27] Source: Numbers of ultra-low emission vehicles.

3.104 The carbon impact of major transport schemes and the transport sector contribution to carbon emissions in West Sussex will be reported in future years after guidelines are released from the Department for Transport on how to calculate these indicators on a consistent basis.

3.105 There was one major transport scheme completed in 2022/23 which was the A2300 corridor scheme. When plans for the scheme were being developed in the late 2010s there was no requirement for a scheme-specific carbon emission assessment to be carried out so none was undertaken. In future AMRs, the carbon emission impact of major schemes will be reported for more recently developed schemes.

3.106 With regards to transport sector contributions to carbon emissions in West Sussex, table 25 below shows the emissions for the West Sussex area[28].

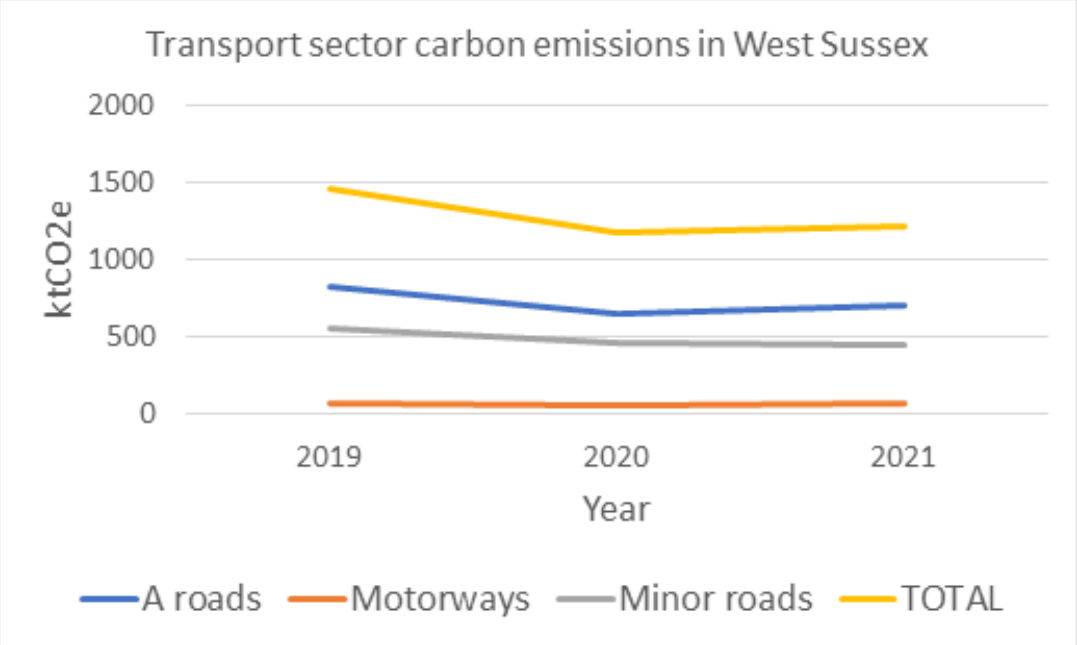
Table 25: Transport sector contribution to carbon emissions in West Sussex (measured in ktCO2e)

Road Type	2019 (ktCO2e)	2020 (ktCO2e)	2021 (ktCO2e)
A roads	824	653	706
Motorways	74	56	69
Minor roads	553	459	446
TOTAL	**1451**	**1168**	**1221**

3.107 2021 data was released in July 2023 and this will be used as the baseline to compare 2022 data against, in the 2024 AMR.

3.108 Graph 11 below shows the historic carbon emissions for the West Sussex area. 2020 and 2021 levels are lower than 2019.

Graph 11: Transport sector contribution to carbon emissions in West Sussex (measured in ktCO2e)



[28] Source: Greenhouse gas emissions national statistics 2005 to 2021.

Public Health

3.109 The public health indicator is assessed through data from the NHS obesity data from the National Child Measurement Programme. The data shows the percentage of year 6 children (age 10 to 11 years) measured as being obese in West Sussex. The data is given per academic year (September to July).

3.110 Alignment with the future direction of travel stated in the WSTP will be reported in the 2024 AMR using 2021/22 data as a baseline. The data in the table below only reports up to 2021/22 which is the same as last year's AMR. This is because the AMR publishing date has been brought forward and is now before the release date of the new obesity data.

3.111 Table 26 below shows the historic percentages of obesity within the year 6 population[29].

Table 26: Prevalence of obesity per school year 6

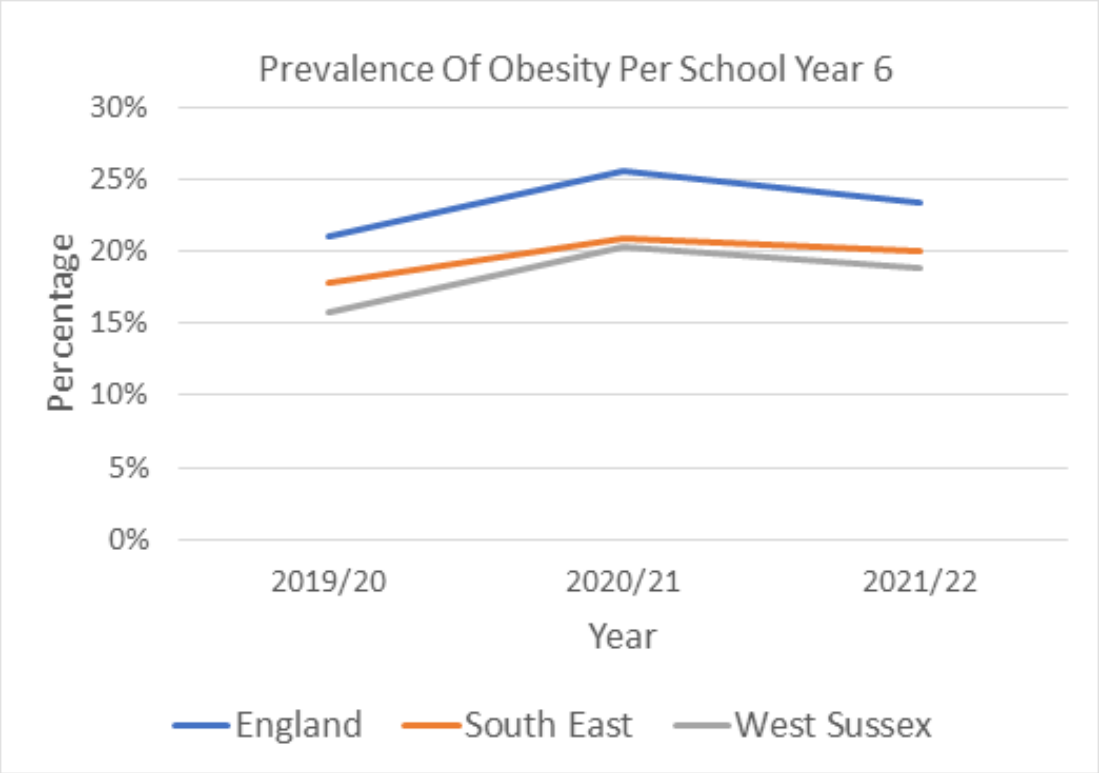
Region	2019/20	2020/21	2021/22
England	21.0%	25.5%	23.4%
South East	17.8%	20.9%	20.0%
West Sussex	15.7%	20.3%	18.9%

3.112 A reduction in the percentage of children measured as being obese, year on year, would be the desired trend. Historic data is shown because of the impact of measures implemented during the COVID-19 pandemic on the prevalence of obesity.

3.113 Graph 12 below shows the percentages of obesity within the year 6 population over time. During covid, rates of obesity increased faster in West Sussex than the South East, but they also decreased faster afterwards. In the 2024 AMR, it will be reported whether or not this indicator is on track.

[29] Source: National Child Measurement Programme, England, 2021/22 school year - NHS Digital (Table 3a_6_UTLA)

Graph 12: Prevalence of obesity per school year 6



Physical Activity

3.114 The physical activity indicator is assessed through data from the Sport England Active Lives Adult[30] Survey.

3.115 The physical activity indicator alignment with the future direction of travel stated in the WSTP will be reported in this AMR using 2020/21 data as a baseline.

3.116 Table 27 below shows sport and physical activity levels in people aged sixteen plus[31].

Table 27: Sport and physical activity levels (active 150+ minutes per week)

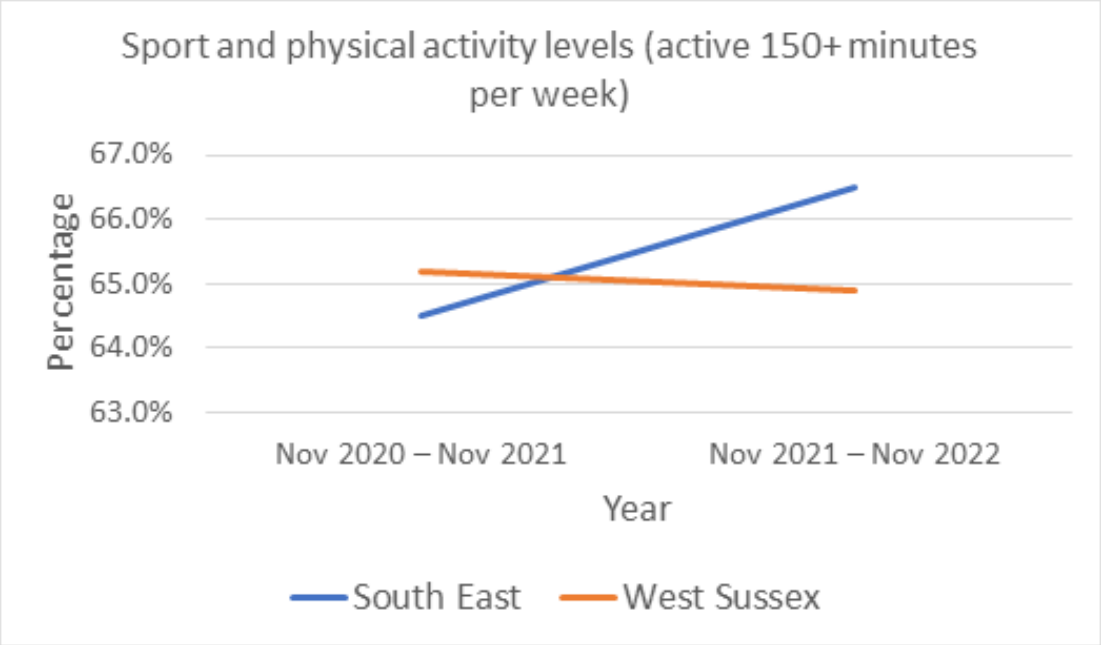
Region	Nov 2020 – Nov 2021	Nov 2021 – Nov 2022
South East	64.5%	66.5%
West Sussex	65.2%	64.9%

3.117 Graph 13 below shows sport and physical activity levels in people aged sixteen plus. Rates in the South East have increased but rates in West Sussex have decreased. This indicator is not on track.

[30] Aged 16+

[31] Source: Active Lives data tables | Sport England

Graph 13: Sport and physical activity levels (active 150+ minutes per week)



Economic Performance

3.118 The Economic Performance indicator will be assessed through the following sources. The measures are Gross Value Added (GVA) which is a measure of the value of goods and services produced, employment/unemployment rates and annual commercial floorspace (as a measure of new employment floorspace).

3.119 The economic performance indicator alignment with the future direction of travel stated in the WSTP is reported for the year of 2022, in this report, with the exception of the GVA data which has a time lag of one year. Historic data (2019 and 2020) is also shown in order to give context around the impact of COVID-19 measures on economic performance.

3.120 Table 28 below shows Gross Value Added (GVA)[32]. Please note that ONS data for 2019 and 2020 has been revised from the data supplied for those years in last year's ONS report. This indicator is on track.

Table 28: Gross value added (balanced) at current basic prices, pounds million

Region	2019	2020	2021
West Sussex (South West)	11,271	10,913	11,303
West Sussex (North East)	13,069	11,873	11,993
South East	296,182	285,273	301,524
England	1,720,794	1,643,368	1,760,438

3.121 Table 29 below shows employment rates[33] in the population aged 16-64.

[32] Source: Regional gross value added (balanced) per head and income components - Office for National Statistics (ons.gov.uk)

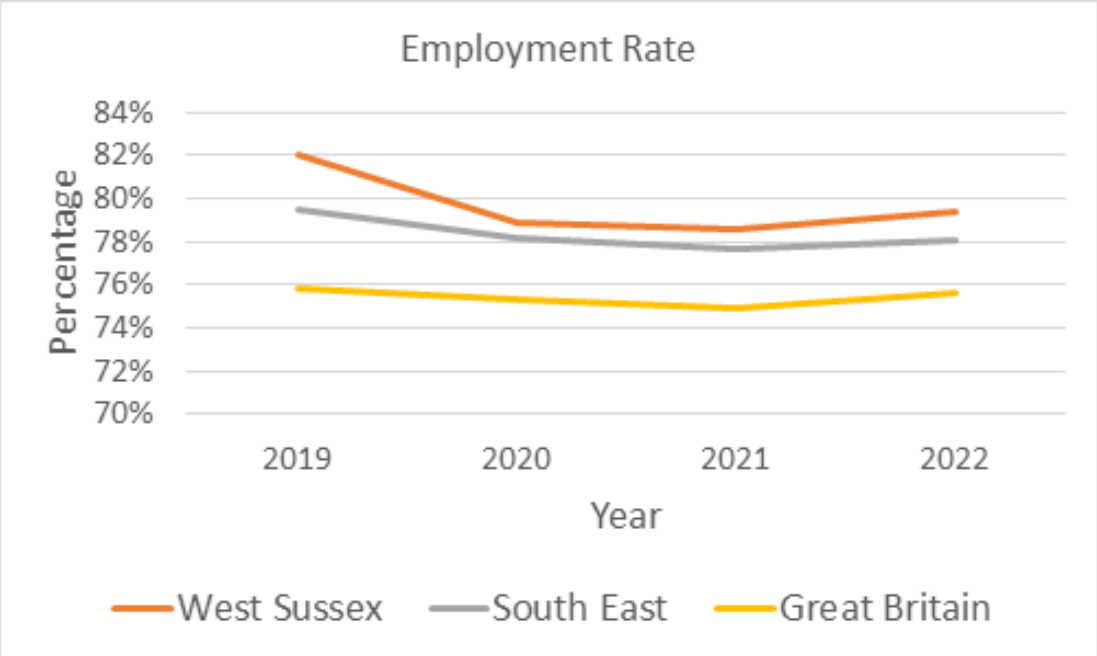
[33] Source: Source: Annual Population Survey/nomis - Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

Table 29: Employment rate

Region	2019	2020	2021	2022
West Sussex	82.0%	78.9%	78.6%	79.4%
South East	79.5%	78.2%	77.7%	78.1%
Great Britain	75.8%	75.3%	74.9%	75.6%

3.122 Graph 14 below shows employment rates in the population aged 16-64. West Sussex has a higher employment rate than the South East or Great Britain across all years. This indicator is on track.

Graph 14: Employment rate



3.123 Table 30 below shows unemployment rates[34] in the population aged 16-64.

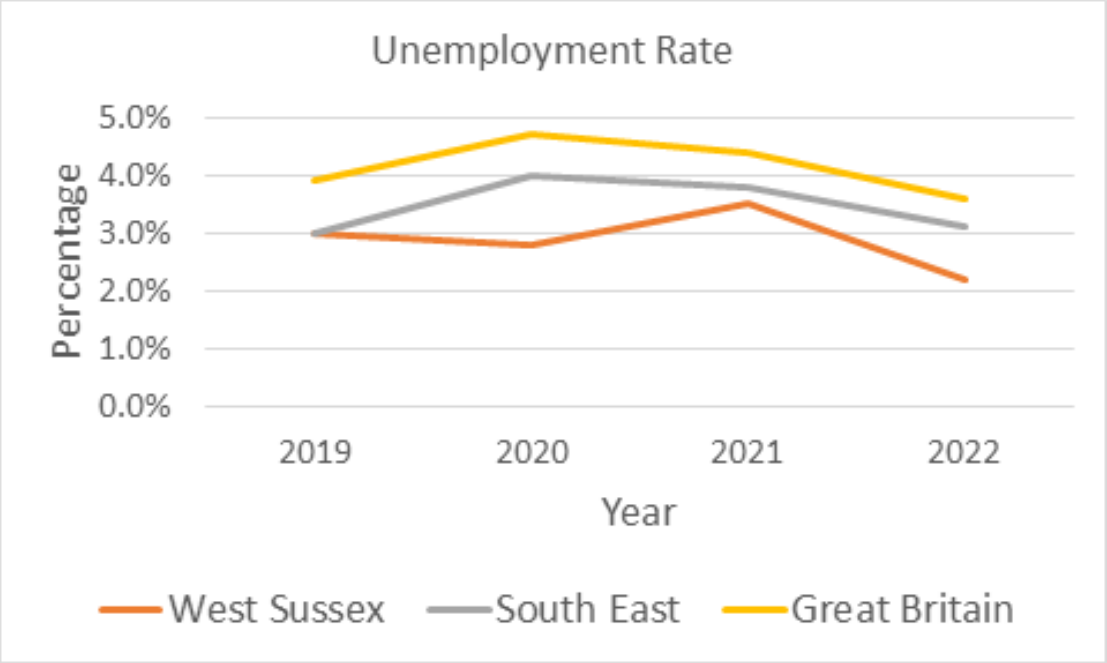
Table 30: Unemployment rate

Region	2019	2020	2021	2022
West Sussex	3.0%	2.8%	3.5%	2.2%
South East	3.0%	4.0%	3.8%	3.1%
Great Britain	3.9%	4.7%	4.4%	3.6%

3.124 Graph 15 below shows unemployment rates in the population over time. West Sussex has a lower unemployment rate than the South East or Great Britain across all years, except for 2019 where it is equal to the South East. This indicator is on track.

[34] Source: Source: Annual Population Survey/nomis - Labour Market Profile - Nomis - Official Census and Labour Market Statistics (nomisweb.co.uk)

Graph 15: Unemployment rate



3.125 Table 31 below shows net commercial completions in annual commercial floorspace, where net completions is total completions minus total losses, per financial year.

Table 31: Net commercial completions in annual commercial floorspace (sq. m.)

Use class	2018/19	2019/20	2020/21	2021/22
A1: Retailing	-11,132	14,814	-2,004	4,324
A2: Financial/Professional Services	296	292	189	322
B1: Mixed uses	10,936	1,961	11,372	2,325
B1a: Offices	10,755	-8,993	340	-16,348
B1b: Research & Development	0	0	0	112
B1c: Light Industry	6,570	3,122	11,551	1,672
B2: General Industry	14,645	6,329	16,278	308
B8: Storage & Distribution	61,642	28,248	28,944	17,656
C1: Hotel (number of rooms not area)	164	78	0	68
D2: Leisure	23,694	5,098	6,546	2,193
E(a): Retail (new use class category)	-	-	-	544
E(d): Indoor Sport (new use class category)	-	-	430	976
E (g) (i): Office (new use class category)	-	-	-	1,146
E (g) (iii): Industrial processes (new use class category)	-	-	-	0
E: Flexible / Mixed / Unknown (new use class category)	-	-	0	9,223

Use class	2018/19	2019/20	2020/21	2021/22
F2 (d): Indoor or outdoor swimming pools (new use class category)	-	-	-	0
Total (sqm only not including hotel rooms)	117,406	50,871	73,645	24,453

3.126 The desired trend would be a net increase in commercial floorspace across the County. Overall, in 2021/22, West Sussex gained 24,453 square metres of commercial floorspace. This compares to gains of 73,645 in 2020/21, 50,871 in 2019/20 and 117,406 in 2018/19. This is a net gain so this indicator is on track.

3.127 On 1st September 2020 the Use Class Order changed. So, the later monitoring data includes applications determined using the new use class order.

Local Environment

3.128 The Local Environment indicator will be assessed through three measures. The measures are Noise Important Areas, Biodiversity and Road Closures Due to Flooding.

Noise Important Areas in West Sussex

3.129 The baseline picture for Noise Important Areas (NIAs) in West Sussex is that there were 292 NIAs (identified through "Round 3" mapping by the Department for Environment Food & Rural Affairs in 2017). 23 of these are related to rail noise which are the responsibility of Network Rail, 65 of these have been identified in relation to the Strategic Road Network which are the responsibility of National Highways, and 204 of these are the sole or partial responsibility of the County Council as the local highway authority (mostly as sole responsibility).

3.130 These NIAs should be updated with a further round four of mapping in the future, but a date is not known at this point. The NIAs are mapped from a DEFRA led desktop exercise at a very high level, and there is not known to be a formal mechanism for revoking an NIA.

3.131 In future years, we will report on locations where we have delivered transport schemes (on routes which have NIAs) that are likely to have reduced noise levels after the implementation of the scheme – for example projects that have installed low noise road surfacing or new sustainable transport infrastructure which may have indirect noise benefits by reducing traffic volumes and traffic noise.

3.132 Table 32 below shows transport-related noise important areas and the areas of responsibility[35]. There is no decrease in the number of NIAs so this indicator is not on track.

[35] Source: Strategic Noise Mapping Round 3 2017 Noise Important Areas, Department for Environment Food & Rural Affairs (DEFRA).

Table 32: Noise Important Areas

Noise Important Areas Responsibility	2021	2022
Rail	23	23
Strategic Road Network (National Highways)	65	65
County Council as Local Highway Authority	204	204
Total	292	292

Road Closures Due to Flooding

3.133 Alignment with the future direction of travel stated in the WSTP for the road closures due to flooding indicator will be reported in future years and this year's data will be used as a baseline.

3.134 A new reporting system has been set up so that the data can now be collected.

3.135 Table 33 below shows the West Sussex carriageway flooding incidents between 1st January 2022 and 31st December 2022. A carriageway flooding incident is taken to mean a road has been completely closed (not partially closed) due to flooding for one whole day or more (9am or earlier until 4pm or later)[36]. Please note that this definition does not include road closures due to other types of extreme weather events and their impacts on the highway network (e.g. structural failure).

Table 33: Carriageway Flooding Incidents

Incident Name	No. of Consecutive Days Closed	Road Number	Type of Flooding
Lower Bognor Road (1100152), Lagness	9	B2166	Flooding and edge erosion
Pagham Road (1100197), Pagham	7	C44	Flooding and partial collapse to edge of carriageway
America Lane, Haywards Heath	1	D186	Carriageway flooding, adjacent stream burst its banks
Welden Way, Haywards Heath	1	D183	Carriageway flooding, adjacent stream burst its banks

3.136 In the first few years, the number of flooding incidents may increase (or vary) as reporting becomes established, but over the lifetime of the WSTP, the aim is for the number to decrease as resilience to climate change improves.

Biodiversity on Major Schemes

3.137 The biodiversity on major schemes indicator alignment with the future direction of travel stated in the WSTP will be to comply with (or exceed) the mandatory requirement.

[36] Source: WSCC

3.138 The mandatory requirement for 10% Biodiversity Net Gain (BNG) was originally planned to come into force in November 2023. This date has now been postponed until January 2024, awaiting guidance. Any BNG applied before then will be voluntary. 10% BNG only applies to major schemes which require planning permission.

3.139 The desired trend would be for each new relevant scheme to achieve a minimum BNG of 10%.

3.140 As part of the new A2300 corridor scheme, there was a programme of tree planting and also the planting of species that grow in water. The BNG was not measured for this scheme because it was before November 2023 and therefore the BNG impact assessment was not mandated at that time.

Appendix A: Action Plan 2024-29

Active Travel Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
LCWIP priority - Adur	WSCC	Adur DC	Funding, land	Various potential LCWIP priority schemes in Adur District in development New A283 toucan crossing complete
LCWIP priority - Arun	WSCC	Arun DC	Funding, land	Various potential LCWIP priority schemes in Arun District in development New River Road cycle lane complete (Littlehampton)
LCWIP priority - Chichester	WSCC	CDC	Funding, land	Various potential LCWIP priority schemes in Chichester District in development New A259 toucan crossing complete
LCWIP priority - Crawley	WSCC	CBC	Funding, land	Various potential LCWIP priority schemes in Crawley Borough in development Various schemes in delivery
LCWIP priority - Horsham	WSCC	HDC	Funding, land	Various potential LCWIP priority schemes in Horsham District in development
LCWIP priority – Mid Sussex	WSCC	MSDC	Funding, land	Burgess Hill growth programme – Various schemes in delivery
LCWIP priority – South Downs	WSCC	SDNPA	Funding, land	In development

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
LCWIP priority - Worthing	WSCC	WBC	Funding, land	Various potential LCWIP priority schemes in Worthing Borough in development
Active travel quick wins - Horsham	WSCC	HDC	Funding	Not yet commenced
Active travel quick wins - Mid Sussex	WSCC	MSDC	Funding	Not yet commenced
Active travel quick wins - South Downs	WSCC	SDNPA	Funding	Not yet commenced
Identify priority locations for new active travel crossings	WSCC	NR, LPAs	Funding, land, track possession	In development
Strategic Transport Investment Programme Oving Road cycle route	WSCC	CDC	Funding, land	In development

Multi-Modal Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Multi-modal A2300 corridor enhancement	WSCC	DfT, C2C LEP, MSDC, Homes England	Funding, land	Complete (as of Dec 2022)
Multi-modal A259 Littlehampton corridor enhancement	WSCC	C2C LEP, Arun DC	Funding, land	Monitoring
Multi-modal A284 Lyminster Bypass	WSCC	DfT, C2C LEP, TfSE, Arun DC	Funding, land	In delivery
Multi-modal A29 Realignment phase 1	WSCC	C2C LEP, Arun DC	Funding, land	In development
Multi-modal A29 Realignment phase 2	Developer	C2C LEP, WSCC, Arun DC	Funding, land	In development

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Multi-modal A259 Bognor Regis to Littlehampton corridor enhancement	WSCC	DfT, TfSE, Arun DC	Funding, land	In development
Multi-modal A259 Chichester to Bognor Regis corridor enhancement	WSCC	DfT, TfSE, CDC, Arun DC	Funding, land	In development
A285 Westhampnett Road improvements (including shared transport and active travel facilities)	WSCC	CDC	Funding	In development
A286 Chichester City ring road improvements (including active travel facilities)	WSCC	CDC	Funding	In development
Crawley Western Link Road	WSCC	CBC, Homes England, GAL	Funding	Not yet commenced
A2011 Hazelwick Junction (including shared transport and active travel facilities)	WSCC	CBC	Funding	In development
A2011 Tushmore Junction (improved shared transport and active travel facilities)	WSCC	CBC	Funding	In development

Rail Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Agree priorities for rail investment	WSCC	TfSE		In development
Gatwick Airport Station upgrade	NR	DfT, GAL	Funding	In delivery

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Lobby for replacement rolling stock, earlier morning and later services	WSCC	DfT, TOC		In development
Interchange facilities	WSCC	NR, TOC, LPAs	Funding	In development
Crawley Station upgrade	NR	CBC, WSCC	Funding	Monitoring
Three Bridges Station Interchange improvements	NR	WSCC, TOC, CBC	Funding	In development
Bus and rail interchange improvements - Horsham	WSCC	NR, TOC, HDC	Funding	In development
Burgess Hill Station improvements	NR	MSDC, WSCC	Funding	In delivery
Wivelsfield Station improvements	NR	MSDC, WSCC	Funding	In delivery
Interchange improvements - Worthing	WSCC	WBC, NR, GTR		In development
Reconfigured West Coastway service	NR	TOC, DfT, WSCC, LPAs	Funding	In development

Shared Transport Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Establish enhanced partnerships	WSCC	Bus operators		In delivery
Develop Bus Service Improvement Plans	WSCC	LPAs, Bus operators		Monitoring
Pilot dynamic demand transport services (inc. digital platform) in Chichester, Arun and South Downs	WSCC	Bus operators, CT operators	Funding	In development

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Flexible shared transport services - Horsham	WSCC	Bus operators, CT operators	Funding	In development
Flexible shared transport services - Mid Sussex	WSCC	Bus operators, CT operators	Funding	In development
Flexible shared transport services - South Downs National Park	WSCC	Bus operators, CT operators	Funding	In development
Access to local services - SDNP	WSCC	Bus operators, CT operators	Funding	Not yet commenced
Develop business case for service improvements	WSCC	Bus operators		In development
Partnership working to introduce zero emission vehicles	Bus operators	WSCC	Funding	Not yet commenced
Traffic signal upgrades (inc. bus priority)	WSCC	Bus operators	Funding	In development
Bus priority at signal controlled junctions - Crawley	WSCC	Bus operator	Funding	In development
Bus priority at signal controlled junctions - Horsham	WSCC	Bus operator	Funding	In development
Mobility hubs	WSCC	Bus operators, LPAs	Funding, planning	In development
Interchange improvements	WSCC	Bus operators, LPAs	Funding	In development
Ticketing and on-bus systems	Bus operators	WSCC	Funding	Not yet commenced

Access to Gatwick Airport Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Surface Access Strategy	GAL	NR, Bus operators, WSCC, Surrey CC, LPAs	Funding	In delivery

Highway Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
A27 Arundel Bypass	NH	DfT, WSCC, Arun DC, SDNPA		In development
A27 Chichester improvement	NH	DfT, WSCC, CDC, SDNPA, Chichester Harbour Conservancy		In development
A27 Worthing & Lancing improvement	NH	DfT, WSCC, WBC, ADC, SDNPA		In development
A2011 Crawley Ave/Balcombe Rd Link	WSCC	CBC	Funding	In development
Small scale 'tactical' highway improvements - Horsham	WSCC	HDC	Funding	Not yet commenced
Small scale 'tactical' highway improvements - Mid Sussex	WSCC	MSDC	Funding	Not yet commenced
Small scale 'tactical' highway improvements - SDNP	WSCC	SDNPA, LPA	Funding	Not yet commenced
Small scale 'tactical' highway improvements - Worthing	WSCC	WBC	Funding	Not yet commenced
Approved schemes review	WSCC			In development

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Procure electric vehicle charge point network	WSCC	LPAs, Network Provider		In delivery (15-year contract in place to install charge point network)
On-street EV charging - Adur (Shoreham)	WSCC	ADC		In development
On-street EV charging - Arun	WSCC	ADC		In development
On-street EV charging - Chichester	WSCC	CDC		In development
On-street EV charging - Crawley	WSCC	CBC		In development
On-street EV charging - Horsham	WSCC	HDC		In development
On-street EV charging - Mid Sussex	WSCC	MSDC		In development
On-street EV charging - SDNP	WSCC	LPA, SDNPA		In development
On-street EV charging - Worthing	WSCC	WBC		In development
Air quality action plan measures – Shoreham	WSCC	ADC	Funding	In delivery
Air quality action plan measures – Chichester	WSCC	CDC	Funding	In delivery
Air quality action plan measures – Midhurst	WSCC	CDC, SDNPA	Funding	In delivery
Air quality action plan measures – Crawley	WSCC	CBC	Funding	In delivery
Air quality action plan measures – Cowfold	WSCC	HDC	Funding	In delivery
Air quality action plan measures – Storrington	WSCC	HDC	Funding	In delivery

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Air quality action plan measures – Hassocks	WSCC	MSDC	Funding	In delivery
Air quality action plan measures – Worthing	NH	WBC, WSCC	Funding	In delivery
Noise Action Plans	WSCC	LPAs	Funding	In development

Behavioural Initiatives

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Rural speeding campaign	WSCC	SSRP	Funding, resource	Not yet commenced
Goods vehicle pilot	WSCC		Funding, resource	In development

Network Management Initiatives

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Establish lane rental scheme	WSCC	DfT	DfT approval	Complete
Amend Primary Route Network	WSCC	HCC	Consultation	In development
Update Lorry Route Network	WSCC			Complete
Establish Controlled Parking Zone programme	WSCC	LPAs		In delivery
Prepare Speed Management Plan / Road Safety Action Plan and review Speed Limit Policy	WSCC	SSRP		Speed Management Plan is now known as the Road Safety Action Plan - In development Speed Limit Policy – Adopted and now in the monitoring stage

Policy/Strategy Initiatives

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Review Walking & Cycling Strategy	WSCC	LPAs		In development
Review Bus Strategy/produce Bus Service Improvement Plan/Enhanced Partnerships plan	WSCC	Bus operators		In delivery and monitoring
Prepare Highway Technology Strategy	WSCC	NH, bus operators		In development
Review Road Safety Framework	WSCC	SSRP		In development
Speed limit policy	WSCC	SSRP		Monitoring
Review Transport Assessment guidance to developers	WSCC	LPAs		Not yet commenced
Develop Design Guide for developers	WSCC	LPAs		Not yet commenced

Monitoring

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2023)
Carbon monitoring system and target	WSCC	DfT	Release of DfT guidance	In development
Hard to reach groups consultation monitoring	WSCC			In delivery