West Sussex Transport Plan 2022-36
2024 Annual Monitoring Report

west sussex county council

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1. Introduction

1.1 This is the Annual Monitoring Report (AMR) 2024 of the West Sussex Transport Plan (WSTP). The WSTP was approved in April 2022 and this is the third 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 2023. Where specified by the measure or indicator, data is provided for the financial year from 1 April 2023 to 31 March 2024.

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 (2023 unless specified)	Intended direction of travel	Performance against intended direction of travel
Infrastructure Schemes	76 schemes excluding bus infrastructure schemes (2023/24) 385 schemes including bus infrastructure schemes (2023/24)	N/A	N/A
Length of new cycle Infrastructure	10.51km (2023/24)	Additional 7.5km per year	On track
Funding Grants Received	In 2023/24, the County Council spent £64,445,000 of capital funding on highways and transport schemes, £50,963,000 of revenue funding on highways and transport service delivery and £31,303,294 on school transport.	N/A	N/A
New or improved public transport services provided	Various amendments including the extension of and increased frequency of train services. Extra bus journeys and the extension of bus services in addition to the introduction of new bus services, including new Digital Demand Responsive (DDRT) Services	N/A	N/A
Total electric vehicle charging devices (rapid)	524 (129)	Increase	On track
Road network requiring planned maintenance soon	Principal – 6% Non-principal – 6% Unclassified – 14% Footways – 4% (2023/24)	Decrease	Principal – not on track (no change) Non-principal – not on track (no change) Unclassified – not on track (increase) Footways – on track (decrease)

Measure/Indicator	Output/Outcome (2023 unless specified)	Intended direction of travel	Performance against intended direction of travel
Maintenance condition of other aspects	Average percentage of streetlights on – 99.53% Percentage of structures in good or very good condition – 49% Signalised junctions percentage in good condition – 93% Pedestrian crossings percentage in good condition – 75% (2023/24)	Increase	Streetlights – not on track Structures – not on track Signalised junctions – on track Pedestrian crossings – on track
Projects that include consultations that involve hard to reach groups (consultations supported by stakeholder mapping)	19 projects	Increase	On track
Traffic volumes (assessed against an index set in 2019 at 100)	Peak hour cordons: Bognor Regis - 102 Chichester - 97 Crawley - 85 Horsham - 78 Worthing - 89 24-hour cordons: Crawley - 81 Horsham - 95 Billingshurst - 90 Hampshire - 98 South Downs - 91 Bognor Regis - 94 Chichester - 94 Worthing - 103 Arundel – 108 Northwest - 80	Static (taking into account development and population growth)	A mixture of on track and not on track. In 2023, the peak hour cordon index was above the pre-pandemic baseline (2019) at the Bognor Regis cordon. The Bognor Regis cordon index is not on track but the other peak hour indices are on track. In 2023, the 24-hour cordon index was above the pre-pandemic baseline (2019) at the Worthing and Arundel cordons. The Worthing and Arundel cordon indices are not on track but the other 24-hour indices are on track.
Traffic congestion (seconds per vehicle per mile)	33.7	Improve	Not on track - In 2023, 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

Measure/Indicator	Output/Outcome (2023 unless specified)	Intended direction of travel	Performance against intended direction of travel
Public transport trips	Bus trips 19.5m (2023) Train entries/exits 43.9m (2022/23)	Continual increases following COVID-19 pandemic restrictions easing	Bus – on track Train – on track
Cycle trips (assessed against an index set in 2022 at 100)	5-day index: Worthing - 96 Chichester - 103 Crawley - 96 Shoreham - 113 Bognor Regis - 90 Littlehampton - 114 Horsham - 102 Hassocks - 109 7-day index: Worthing - 95 Chichester - 103 Crawley - 97 Shoreham - 113 Bognor Regis - 89 Littlehampton - 115 Horsham - 100 Hassocks - 115	Increase	A mixture of on track and not on track. The 5-day index data shows an increase at 5 out of 8 site locations. 5 locations on track. The 7-day index data shows an increase at 4 out of 8 site locations (Horsham remained equal). 4 locations on track.
Sustainable transport mode share to Gatwick Airport (bus, coach or rail)	Passengers – 43.9% (35.6mpa in 2023) Staff - 23% (2023)	Increase	Passengers – on track Staff – not on track
Collision statistics (Persons Killed or Seriously Injured per billion vehicle miles travelled)	124 (2023)	112 (2020) 107 (2021) 103 (2022) 99 (2023) 95 (2024)	Not on track
Bus punctuality	80% (2023/24)	Increase	Not on track

Measure/Indicator	Output/Outcome (2023 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: 23 µg/m3 (2023) 30 µg/m3 (2019) A270 Old Shoreham Road, Southwick: 24 µg/m3 (2023) 31 µg/m3 (2019) A286 St Pancras, Chichester: 36 µg/m3 (2023) 42 µg/m3 (2019) A272 Rumbold's Hill, Midhurst: 28 µg/m3 (2023) 40 µg/m3 (2019) St Marys Drive, Hazelwick, Crawley: 39 µg/m3 (2023) 48 µg/m3 (2019) A272 High Street, Cowfold: 29 µg/m3 (2023) 36 µg/m3 (2019) A283 High Street/Manley's Hill, Storrington: 37 µg/m3 (2023) 48 µg/m3 (2019) A273/B2116 Stonepound Crossroads, Hassocks: 28 µg/m3 (2023) 39 µg/m3 (2019) A27/A24 Grove Lodge Roundabout, Worthing: 41 µg/m3 (2023) 57 µg/m3 (2019)	Decrease	All AQMAs are on track
Highways and transport public satisfaction survey levels (out of 100 where 100 is very satisfied and 0 is very dissatisfied)	Overall satisfaction – 37 Local bus services – 58 Pavements and footpaths – 48 Cycle routes and facilities – 47 Rights of Way – 54	Improved satisfaction levels	Overall satisfaction – not on track Local bus services – on track Pavements and footpaths – on track Cycle routes and facilities – on track Rights of Way – not on track

Measure/Indicator	Output/Outcome (2023 unless specified)	Intended direction of travel	Performance against intended direction of travel
Total electric vehicle/ultra-low emission vehicles licensed in West Sussex	14,442	Increase	On track
Carbon emissions from major transport schemes	Not yet fully reported. In 2023, the A259 Littlehampton to Angmering scheme opened to traffic. The scheme was forecast to reduce CO2 emissions from road users by 1995 tonnes between 2019 (before the scheme) and 2024 (after the scheme). However, this does not include the carbon impacts of construction, materials or ongoing maintenance.	Decrease	Will be reported when data becomes available
Transport contributions to carbon emissions in West Sussex	New baseline set as 2021 data 1257 ktCO2e from motorways, A roads and minor roads across West Sussex (2022)	Decrease	Not on track
Public health (NHS obesity data from National Child Measurement Programme)	18.6% (2022/23 school year)	Decrease	On track
Physical activity (Sport England Active Lives Adult Survey)	66.6% (Nov 22 - Nov 23)	Increase	On track
Gross Value Added (GVA), employment and unemployment rates from Office for National Statistics	GVA West Sussex (South West) (2022): 12,923 GVA West Sussex (North East) (2022): 13,802 GVA data from 2023 due to be released May 2025 Employment rate aged 16-64 (2023): 77.5% Unemployment rate aged 16-64 (2023): 3.3%	Mix	GVA (West Sussex) – On track (both South West and North East have increased) Employment rate – Not on track (decrease) Unemployment rate – Not on track (increase)
Annual commercial floorspace as a measure of new employment floorspace	70,235 sq. metres	Countywide net increase	On track

Measure/Indicator	Output/Outcome (2023 unless specified)	Intended direction of travel	Performance against intended direction of travel
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)	413 days	Decrease	Not on track
Biodiversity on major schemes	Not yet fully reported. The Littlehampton town centre public realm scheme included planting but the biodiversity impact was not fully assessed.	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 2023/24 in comparison to previous data.

3.3 Table 2 shows infrastructure schemes completed. To avoid double counting, schemes have been categorised by their main theme, so schemes that address multiple issues or modes of transport will only be counted once and the number of schemes completed will not fully reflect the number of schemes delivered to address particular issues or modes of transport.

3.4 The number of bus infrastructure schemes completed in 23/24 is so high because of additional Department for Transport (DfT) funding to support delivery of the Bus Service Improvement Plan (BSIP).

Table 2: Infrastructure schemes completed

Infrastructure scheme type	Number of schemes completed during 2021/22	Number of schemes completed during 2022/23	Number of schemes completed during 2023/24[1]
On-street parking schemes	1	0	0
School safety schemes	12	13	15
Footway/pedestrian schemes	8	29	24
Bus infrastructure schemes	14	20	309[2]
Cycle infrastructure schemes	11	10	6
Traffic calming schemes	4	0	2
New controlled crossing schemes	5	3	1
Speed limit schemes	1	2	1
Public rights of way schemes	1	0	11
Road safety schemes	2	6	10
New road/road widening	Not counted	1	1
Junction improvements	Not counted	1	1
Public realm improvements	Not counted	2	4

[1] Source: WSCC

[2] Some sites will have had bus stop improvements and RTPI installations counted as separate schemes at the same site.

Cycle Infrastructure

3.5 The cycle infrastructure measure is the length of new cycle infrastructure provided in West Sussex in 2023/24. 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 provided by the County Council, Local Planning Authorities, developers or other third parties such as National Highways.

3.6 In 2023/24, 10.51km[3] of new cycle infrastructure was constructed which is 3.01km more than the WSTP target (7.5km). This is on track this year.

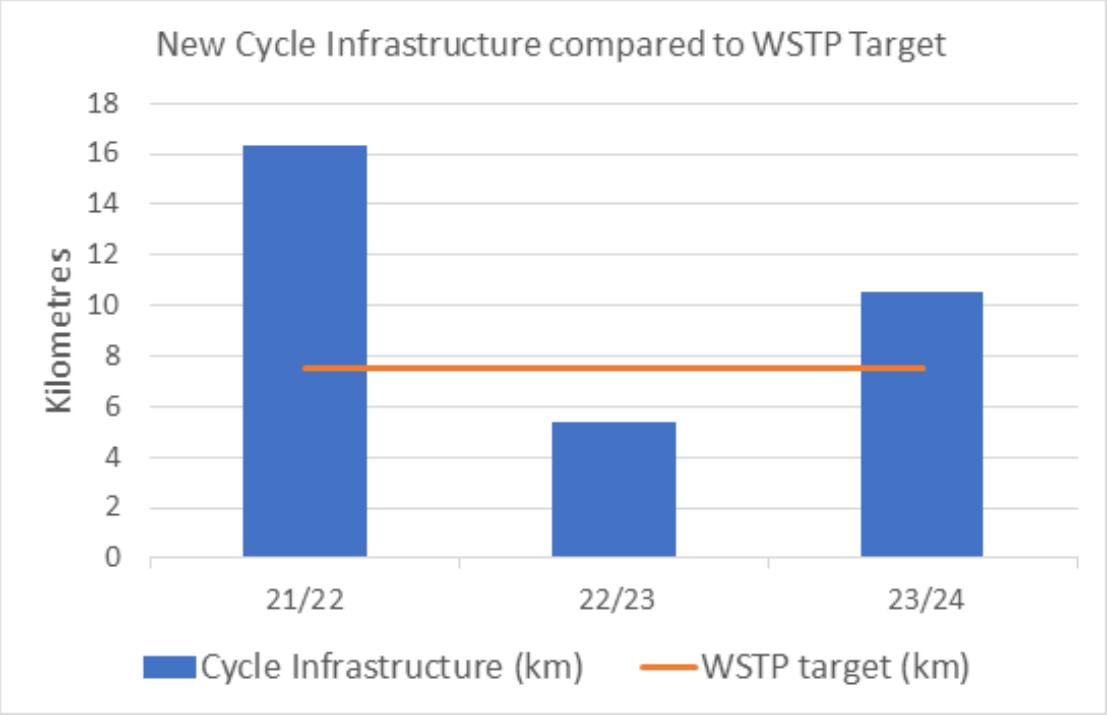
3.7 Table 3 shows the length of new cycle infrastructure and the WSTP target.

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
10.51	7.5	2023/24

3.8 Graph 1 shows the length of new cycle infrastructure compared to WSTP target levels. The length of new cycle infrastructure exceeded WSTP target levels in 2023-24.

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



3.9 As part of the County Council's COVID-19 Reset Plan, the County Council adopted an additional target to provide 30km of new cycle infrastructure over the 4-year period from April 2021 to March 2025. The 4-year target

[3] Source: WSCC

was achieved and exceeded a year early, with 32.24km of new infrastructure being delivered by April 2024.

3.10 Following feedback from stakeholders, the corporate target was reviewed and changed to a target that reflects levels of walking and cycling in the County, and enables regional and national benchmarking, rather than reporting the length of infrastructure provided. As detailed in the West Sussex Active Travel Strategy, from April 2024, the proportion of adults who walk or cycle for any purpose at least once a week, will be monitored. The target is for West Sussex to be equal to, or better, than the South East region and England averages.

3.11 Table 4 shows the percentage of adults who walk or cycle for any purpose at least once a week[4].

Table 4: Percentage of adults who walk or cycle at least once a week

Region	2022	2023
West Sussex	74.3%	74.2%
South East	74.1%	74.0%
England	70.6%	70.9%

Funding

3.12 For the financial year 2023/24, the County Council spent £64,445,000 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.

3.13 For the financial year 2023/24, the County Council spent £50,963,000 of revenue funding on highways and transport service delivery (i.e. staff, public transport subsidy, concessionary fares, highway maintenance and street-lighting) and £31,303,294 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. This is shown in Table 5 below.

Table 5: 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
£64,445,000	£50,963,000	£31,303,294	2023/24

Shared Transport Provision

3.14 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

[4] Source: DfT-walking-and-cycling-statistics-table-CW0301.

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.

3.15 There were two separate rail timetable change periods in 2023, in May and December. Rail patronage and service levels stabilised in 2023 following the impacts of the COVID-19 pandemic on rail patronage as well as rail staff availability in recent years.

3.16 There were a small number of amended, new or improved West Sussex rail services in 2023 and these are shown in Table 6[5].

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

Main amended, new or improved West Sussex rail services	Area	Start Date
Extension of Thameslink Sunday hourly service connectivity between Horsham, Crawley and London Blackfriars, Farringdon, St Pancras International and towards Bedford.	Horsham, Crawley and Brighton Main Line	May 2023
Increased AM and PM peak time services between Brighton and West Worthing from two to four trains per hour	West Coastway	May 2023
Additional weekday morning service to provide 30-minute frequency each way until midday between London Victoria and East Grinstead; Additional late evening service to provide 30-minute frequency from London Victoria and East Grinstead between 21:50 and 23:22; and Reductions in service frequency from half hourly to hourly before 10:00 and after 20:00 on Sundays	East Grinstead Line	May 2023
Additional morning extended service from Bedford operating to East Grinstead also providing an additional 09:14 service between East Grinstead and London Bridge	East Grinstead Line	December 2023
Increased frequency of stops at Hassocks station in Thameslink Brighton to Cambridge service in the AM and PM peaks from 2 to 4 stops per hour.	Brighton Main Line	December 2023

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

Bus Service Provision

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

Table 7: Main amended, new or improved West Sussex bus services

Main amended, new or improved West Sussex bus services	Date of change
12 Littlehampton – Rustington: route extended to East Preston (Compass)	May 2023
270 East Grinstead - Brighton: extra evening journeys on Mondays to Saturdays (Metrobus)	June 2023
291 East Grinstead – Tunbridge Wells: extra evening journeys on Mondays to Saturdays (Metrobus)	June 2023
500 Chichester – Littlehampton: new daily service introduced (Stagecoach)	July 2023
99 Flex: Petworth – Chichester: new Digital Demand Responsive (DDRT) Service introduced (Compass)	July 2023
98 Flex: New DDRT service covering northern Chichester district introduced (CT Sussex)	July 2023
96 Flex: New DDRT service covering north western Chichester district introduced (CT Sussex)	December 2023

Electric Vehicle Charging

3.18 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.

3.19 As of 1st January 2024, the number of electric vehicle charging points were as shown in Table 8[7]. This measure is on track.

Table 8: Electric vehicle charging points in West Sussex

West Sussex	As of 1st Jan 22	As of 1st Jan 23	As of 1st Jan 24
Total devices	231	311	524
Total devices per 100,000 population	26.6	35.1	59.2
Rapid devices	53	59	129
Rapid devices per 100,000 population	6.1	6.7	14.6

3.20 Please note that the data from January 2024 onwards (inclusive), categorises 'rapid devices' as those whose fastest connector is rated at 50kW or above. In previous years, this was categorised as 25kW or

[6] Source: WSCC and individual bus companies

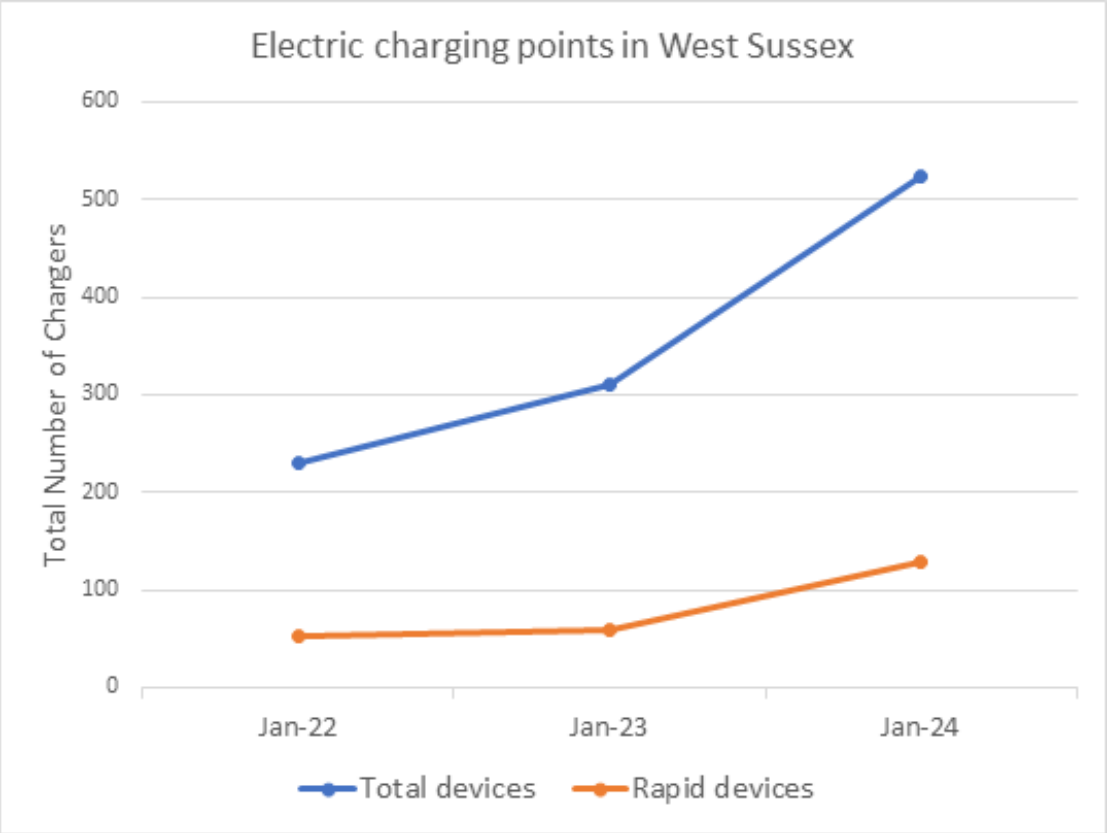
[7] Source: DfT Electric Vehicle Charging Device data - Electric vehicle public charging infrastructure statistics: April 2024 - GOV.UK (www.gov.uk).

above. 'Total devices' represent publicly available charging devices at all speeds. A device can have a number of connectors of varying speeds.

3.21 Department for Transport (DfT) charging device data represents devices reported as operational at midnight, 1 January 2024.

3.22 Graph 2, 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.

Graph 2: Electric vehicle charging points in West Sussex



3.23 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.

3.24 Charging device speed categories changed in October 2023. The new categories are 3 kilowatts (kW) up to 8kW, 8kW to 49kW, 50kW to 149kW and 150kW and above. The Office for Zero Emission Vehicles (OZEV) are working with industry on naming conventions for these new categories. Due to this change in speed categories, please interpret the data with caution.

Carriageway Condition

3.25 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.

3.26 Table 9 below shows the results relating to the condition of the highway network for West Sussex[8] in comparison to previous data. The proportion of the network that needs repairing soon has not changed for the principal and non-principal road network. However, the proportion of the unclassified road network that requires planned maintenance soon has increased since 2022/23. The proportion of the footway network that requires planned maintenance soon has decreased since 2022/24. Overall, this measure is not on track because although the condition of footways has improved slightly, the condition of the principal and non-principal road network has not changed and the condition of the unclassified road network has deteriorated.

Table 9: Maintenance condition of the highway network

Measure	2021/22	2022/23	2023/24
The percentage of principal road network requiring planned maintenance soon	6%	6%	6%
The percentage of non-principal road network requiring planned maintenance soon	6%	6%	6%
The percentage of unclassified road network requiring planned maintenance soon	8%	10%	14%
The percentage of footway network requiring planned maintenance soon	4%	5%	4%

3.27 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

3.28 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 proportion of streetlights that are working and the proportion of traffic signals that are in good or very good condition (split into signal-controlled crossings and junctions)[9].

3.29 Table 10 below shows the percentage of structures in good or very good condition.

Table 10: Percentage of structures in good or very good condition

Percentage of structures in good or very good condition	Year
52%	2022/23
49%	2023/24

[8] Source: WSCC

[9] Source: WSCC

3.30 In addition to the data in the above table, the Structures Stock Condition Performance Indicator (SSCPI) for 2023/24 was 87. Please note that the SSCPI is a complex measurement that allocates weightings to various criteria. It has been decided it would be better to report yearly trends 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.

3.31 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.

3.32 Table 11 below shows the average percentage of streetlights that are working properly. The percentage has slightly decreased since 2022/23 so this measure is not on track.

Table 11: Average percentage of streetlights that are working properly

Average percentage of streetlights on	Year
99.53%	2021/22
99.62%	2022/23
99.53%	2023/24

3.33 Table 12 below shows the proportion of traffic signals in good condition. Good condition is defined as any signal-controlled 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 12: Traffic signals in good condition

Signal controlled junctions in good condition	Signal-controlled crossings in good condition	Year
77%	58%	2021/22
85%	65%	2022/23
93%	75%	2023/24

Consultation

3.34 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'.

3.35 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.

3.36 In 2023, there were 19 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

3.37 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.

3.38 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).

3.39 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.

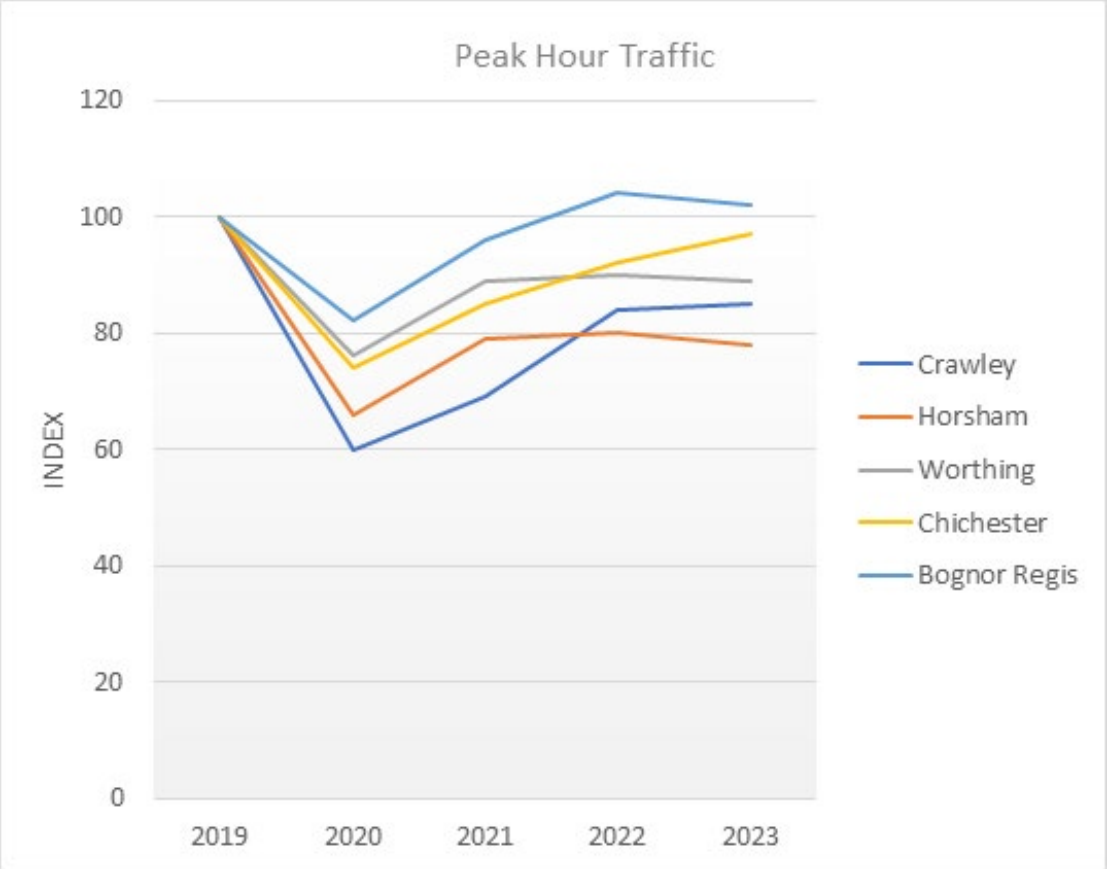
3.40 Table 13 below shows the daily average (based on 5-day week) peak hour traffic at the five urban area cordons assessed against an index of 100 set in 2019.

Table 13: Countywide daily average (based on 5-day week) peak hour traffic

Cordon	2019 index (baseline)	2020 index	2021 index	2022 index	2023 index
Crawley	100	60	69	84	85
Horsham	100	66	79	80	78
Worthing	100	76	89	90	89
Chichester	100	74	85	92	97
Bognor Regis	100	82	96	104	102

3.41 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



3.42 This AMR shows traffic data from January to December 2023[10]. The desired trend for this data is for it to remain static because this would show that the effects of economic development and population growth on traffic flows has been mitigated at these locations.

3.43 In 2023, the peak hour traffic index was above the baseline (2019) at the Bognor Regis cordon so traffic flows at the Bognor Regis cordon are not on track. Peak hour traffic flows at the Crawley, Horsham, Worthing and Chichester cordons are on track.

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

[10] Source: WSCC

Table 14: AADT (24-hour two way) traffic indices

Screenline or Cordon	2019 index (baseline)	2020 index	2021 index	2022 index	2023 index
Crawley	100	68	68	77	81
Horsham	100	75	81	89	95
Billingshurst	100	75	80	86	90
Hampshire	100	71	86	94	98
South Downs	100	77	79	89	91
Bognor Regis	100	76	91	99	94
Chichester	100	73	82	95	94
Worthing	100	84	87	100	103
Arundel	100	79	100	106	108
North-west	100	74	70	68	80

3.47 In 2023, the 24-hour two-way traffic index was above the pre-pandemic baseline (2019) at both the Worthing and Arundel cordons so are not on track. 24-hour two-way traffic flows at the Crawley, Horsham, Billingshurst, Hampshire, South Downs, Bognor Regis, Chichester and north-west cordons are on track.

Congestion

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

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

3.50 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.

3.51 Table 15 below shows average delay on local A roads[11], in seconds per vehicle mile. Data marked with an asterisk has been revised by DfT.

Table 15: Average delay on local 'A' roads (seconds per vehicle per mile)

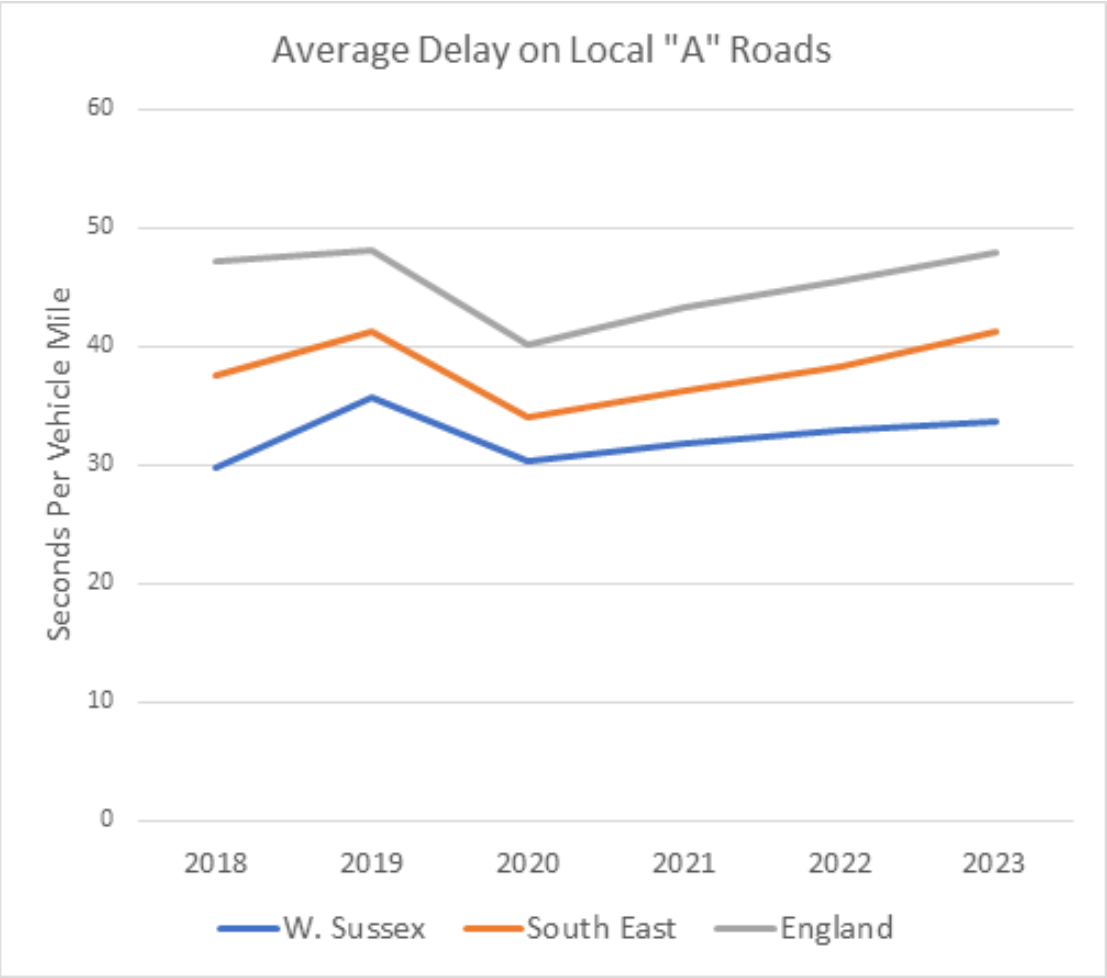
Area	2018	2019	2020	2021	2022	2023	3-yr avg. excl. 2020 and 2021
West Sussex	29.8	35.7*	30.3*	31.8*	33.0*	33.7	32.8
South East	37.6	41.2*	34.1*	36.2*	38.4*	41.2	39.1
England	47.3	48.2*	40.2*	43.4*	45.5	47.9	47.0

[11] 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.

3.52 In 2023, 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.

3.53 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 over time.

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



Shared Transport Patronage

3.54 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.

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

3.56 A three-year average excluding 2020 and 2021 (for buses) and excluding 2019/20 and 2020/21 (for trains) will be used to monitor performance to smooth out the effects of year-on-year variations and the COVID-19 pandemic.

3.57 Table 16 below shows bus trips in millions[12]. Data marked with an asterisk has been revised by DfT.

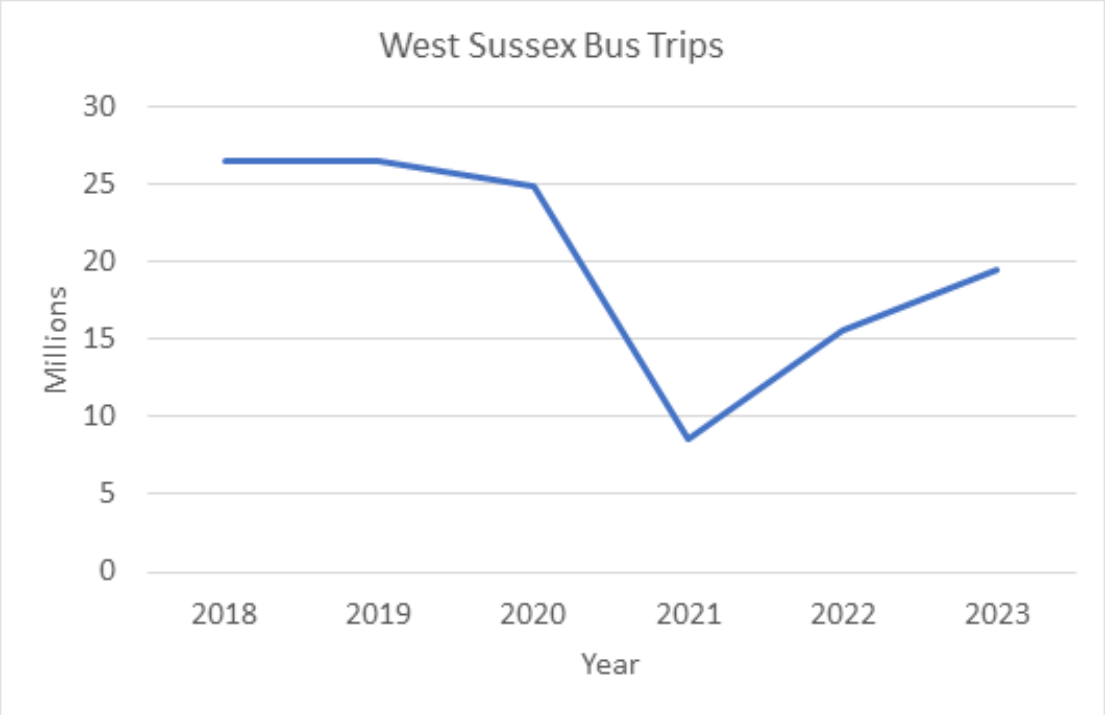
Table 16: Bus trips (millions)

Area	2018	2019	2020	2021	2022	2023	3-yr avg. excl. 2020 and 2021
West Sussex	26.5	26.5	24.8	8.6	15.6	19.5	22.9
South East	349.0*	347.9*	333.5*	112.9*	220.3*	272.1	305.7
England	4346.8*	4310.7*	4072.6*	1580.0*	2835.3*	3383.2	3830.9

3.58 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.

3.59 Graph 5 below shows West Sussex bus trips (millions) over time. The number of bus trips has not yet recovered to pre-pandemic levels.

Graph 5: West Sussex bus trips (millions)



3.60 Table 17 below shows train station entries and exits in millions[13].

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

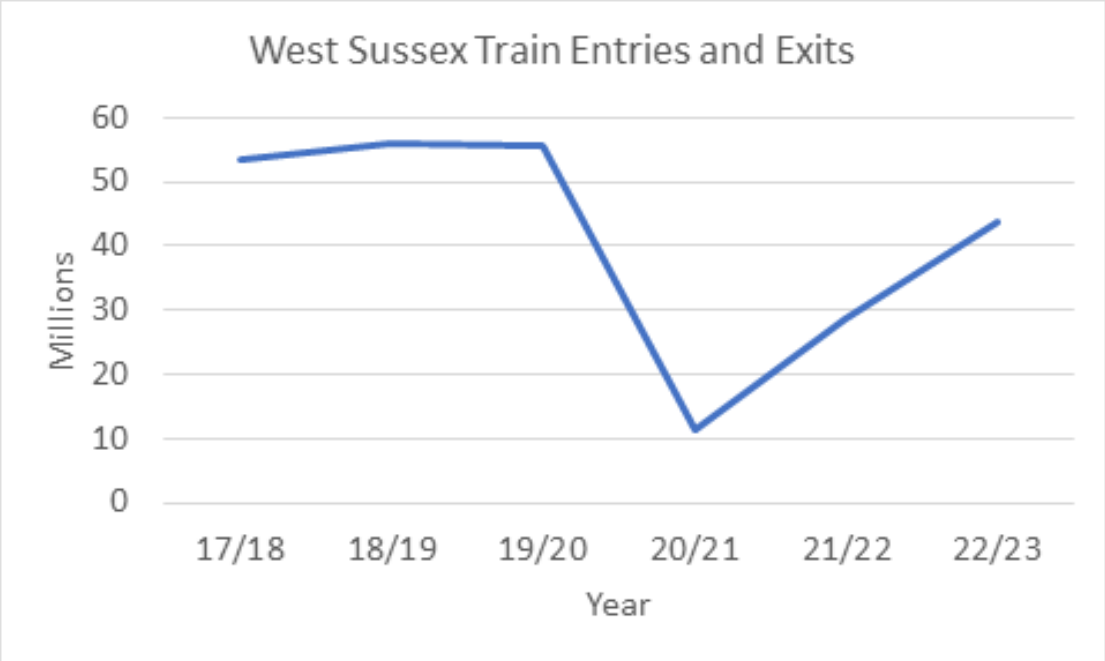
[13] Source (trains): ORR train data table.

Table 17: Train station entries and exits (millions)

Area	17/18	18/19	19/20	20/21	21/22	22/23	3-year avg. exc. 19/20 & 20/21
West Sussex	53.3	55.9	55.7	11.2	28.8	43.9	46.0

3.61 Graph 6 below shows train station entries and exits (millions) over time. The number of train entries and exits has not yet recovered to pre-pandemic levels.

Graph 6: West Sussex train station entries and exits (millions)



3.62 The bus indicator is on track as it is higher than the previous year and the train indicator is on track as it is higher than the previous year.

Cycling

3.63 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 at the counter sites.

3.64 A review of all the monitoring sites was undertaken to improve accuracy. Some historic sites were no longer in use and some new sites were added. Following the review, the baseline year was set as January to December 2022 (index=100)[14].

3.65 Table 18 below shows the number of cycle trips at counter sites indices. The number of cycle trips at the Chichester, Shoreham, Littlehampton and Hassocks sites are all on track with the desired trend. The number of cycle trips at the Worthing, Crawley and Bognor Regis sites are not on track with the desired trend. The number of cycle trips at the Horsham

[14] Source: WSCC

site is on track over the 5-day period but not on track with the desired trend over the 7-day period.

Table 18: Number of cycle trips at counter sites indices

Location	2022 5-Day Index	2023 5-Day Index	2022 7-Day Index	2023 7-Day Index
Worthing cycle sites	100	96	100	95
Chichester cycle sites	100	103	100	103
Crawley cycle sites	100	96	100	97
Shoreham cycle sites	100	113	100	113
Bognor Regis cycle sites	100	90	100	89
Littlehampton cycle site	100	114	100	115
Horsham cycle site	100	102	100	100
Hassocks cycle site	100	109	100	115

Access to Gatwick Airport

3.66 The access to Gatwick Airport indicators are the sustainable transport mode shares for passengers and staff. Sustainable transport is considered to include rail, bus and coach travel.

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

3.68 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.

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

3.70 Table 19 below shows the passenger sustainable transport mode share to Gatwick Airport[15].

Table 19: Passenger sustainable transport mode share to Gatwick Airport

Mode/Passengers	2017	2018	2019	2022	2023
Bus/coach	5.5%	5.5%	6.1%	3.2%	5.2%
Rail	36.9%	39.9%	41.3%[16]	40.5%	38.7%
Total	42.4%	45.4%	47.4%[16]	43.7%	43.9%
Passengers (millions)	41.2	41.6	40.8	28.8	35.6

3.71 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

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

[16] Adjusted since the 2022 AMR.

is on track because the proportion of passengers using sustainable transport modes has increased since 2022.

3.72 Table 20 below shows the staff sustainable transport mode share to Gatwick Airport[17]. This indicator is not on track.

Table 20: Staff sustainable transport mode share to Gatwick Airport

Mode	2016 Baseline	2023
Bus/coach	16%	10%
Rail	12%	13%
Active travel	2%[18]	2%
Total (excl. active)	28%	23%

Road Safety

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

3.74 Based on traffic and collision data for 2023, the West Sussex KSI per billion vehicle miles travelled (KSI pbvm) remains above the 2023 Collision Statistics Indicator target of 99. This indicator is not on track.

3.75 Table 21 below shows KSIs per billion vehicle miles travelled[19].

Table 21: KSIs per billion vehicle miles travelled

KSI Measure	2020	2021	2022	2023	2024
WSTP direction of travel	112	107	103	99	95
Actual	139	118	129	124	Will be updated when available

3.76 There is a disparity between the AMR and the WSTP due to an error in the WSTP which presented data in financial years that should have been reported in calendar year periods.

3.77 The corporate target is to reduce the number of people killed or seriously injured to 75 KSI pbvm by 2030 compared to a baseline of 112 KSI pbvm (an average of the 2015-2019 adjusted KSI data published for 2019 by the DfT).

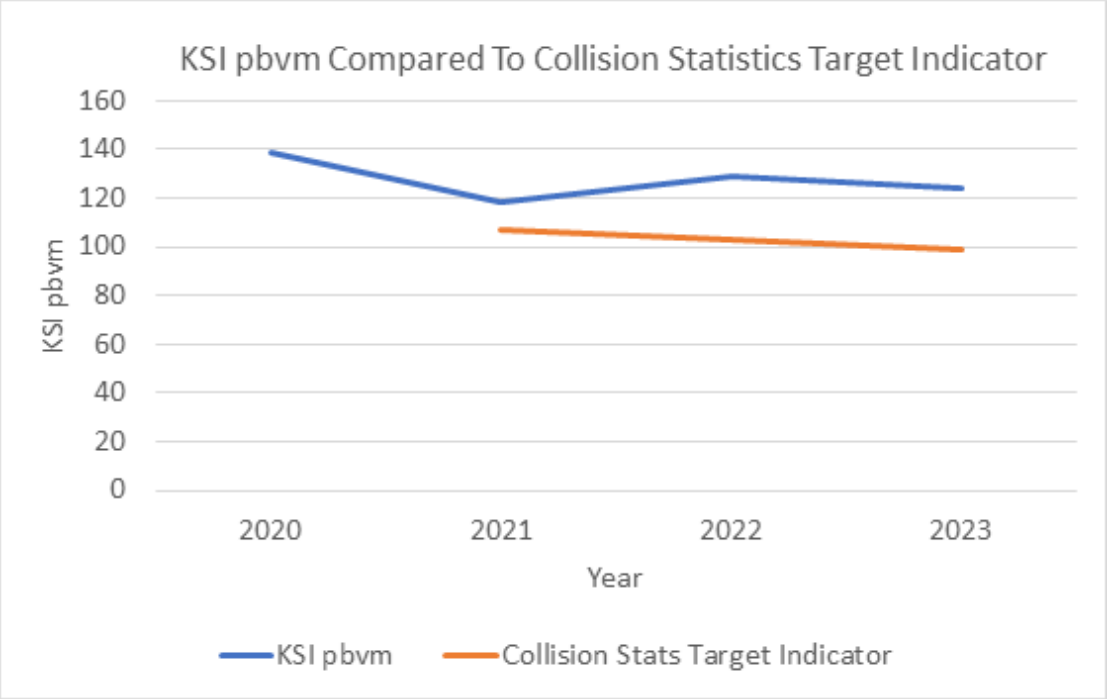
3.78 Graph 7 below shows KSIs per billion vehicle miles travelled in comparison to the Collision Statistics Target Indicator. The KSIs pbvm are exceeding the Collision Statistics Target Indicators.

[17] Source: WSCC

[18] Statistic has been altered since AMR 2023

[19] Source: WSCC

Graph 7: KSIs per billion vehicle miles travelled comparison



Shared Transport Reliability

3.79 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.

3.80 The desired trend is to have an increase in the reliability percentage. This indicator is not on track.

3.81 Table 22 below shows bus punctuality as a percentage[20].

Table 22: Shared transport punctuality

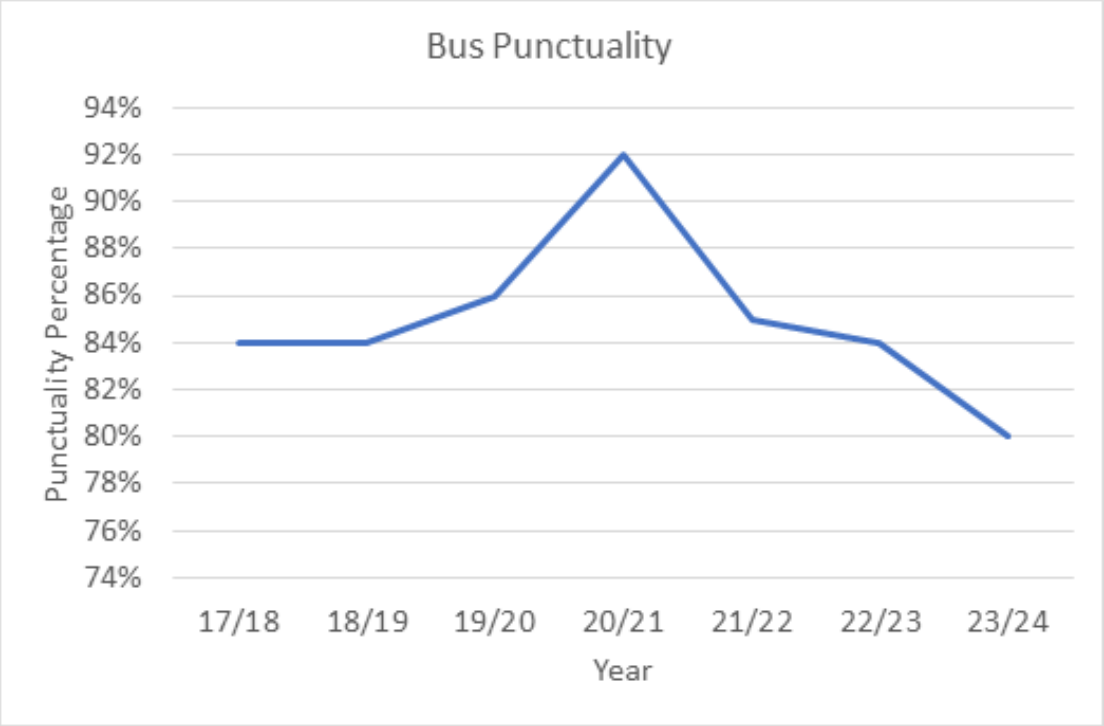
Transport Mode	18/19	19/20	20/21	21/22	22/23	23/24
Bus	84%	86%	92%	85%	84%	80%

3.82 The punctually figure for 2023/24 is 80% (percentage of bus services running on-time, to nearest whole number). Historic data is shown as a basis for comparison.

3.83 Graph 8 below shows bus punctuality as a percentage over time. Bus punctuality improved during the COVID-19 pandemic but has declined in 2023/24 and is now lower than before the COVID-19 Pandemic.

[20] Source: WSCC

Graph 8: Shared transport punctuality



Air Quality

3.84 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.

3.85 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.

3.86 Table 23 below shows pollution levels at each AQMA in West Sussex[21].

Table 23: Air quality (nitrogen dioxide µg/m^3)

Location	2019 (Baseline)	2020	2021	2022	2023
A259 High Street, Shoreham	30	24	25	24	23
A270 Old Shoreham Road, Southwick	31	26	26	25	24
A286 St Pancras, Chichester	**42**	33	38	36	36[22]
A272 Rumbold's Hill, Midhurst	**40**	34	36	32[22]	28[22]
St Marys Drive, Hazelwick-Three Bridges, Crawley	**48**	39	**42**	**42**	39
A272 High Street, Cowfold	36	30	31	32	29

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

[22] These figures have not had a distance correction applied as the concentration rounds to 36 or below.

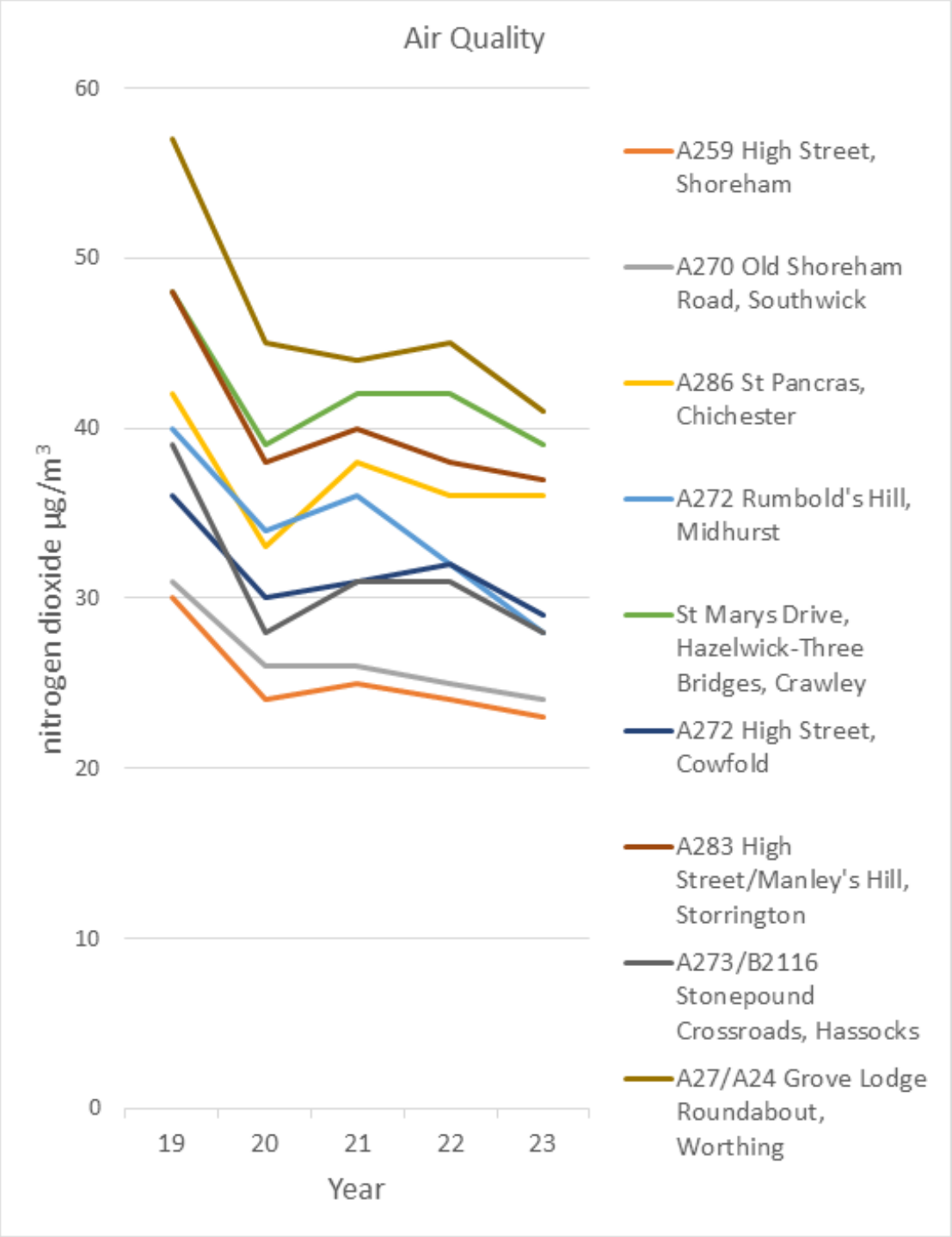
Location	2019 (Baseline)	2020	2021	2022	2023
A283 High Street/Manley's Hill, Storrington	**48**	38	**40**	38	37
A273/B2116 Stonepound Crossroads, Hassocks	39	28	31	31	28
A27/A24 Grove Lodge Roundabout, Worthing	**57**	**45**	**44**	**45**	**41**

3.87 The data reported in Table 23 is the highest recorded Nitrogen Dioxide (µg/m^3) monitoring tube data for the reporting year for each individual declared AQMA within West Sussex[23]. In 2023 the air quality annual mean standard of 40µg/m^3 was exceeded at A27/A24 Grove Lodge, Worthing and was below the standard at all other AQMAs. Exceedances of the annual mean standard of 40µg/m^3 are indicated in **bold**.

3.88 Graph 9 below shows pollution levels at each AQMA in West Sussex. 2023 nitrogen dioxide µg/m^3 levels remain below the 2019 levels (the baseline). This indicator is on track at all AQMAs.

[23] The data is bias corrected and distance corrected to the associated building façade receptor where necessary, except for sites in Adur and Worthing where only non-distance corrected data is shown in the table due to a full history of distance corrected data being unavailable. In addition, numbers at 36 or below in the Chichester District have not had a distance correction applied.

Graph 9: Air quality (nitrogen dioxide µg/m3)



3.89 Two AQMAs were revoked in Adur on 19th December 2023 due to long-term monitoring showing that air quality was comfortably within required standards. One was "High Street, Shoreham" and the other was "Old Shoreham Road, Southwick". Pollution in these former AQMAs will not be reported in future AMRs.

3.90 Due to a fire at The Angel Hotel in Midhurst, there was no traffic through the town between mid-March and early June 2023, so the concentration of NO_2 for the year is likely to be lower than expected due to the associated road closure.

Public Satisfaction

3.91 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.

3.92 Table 24 below shows public satisfaction scores[24] for selected KBIs.

Table 24: Highways and transport public satisfaction scores

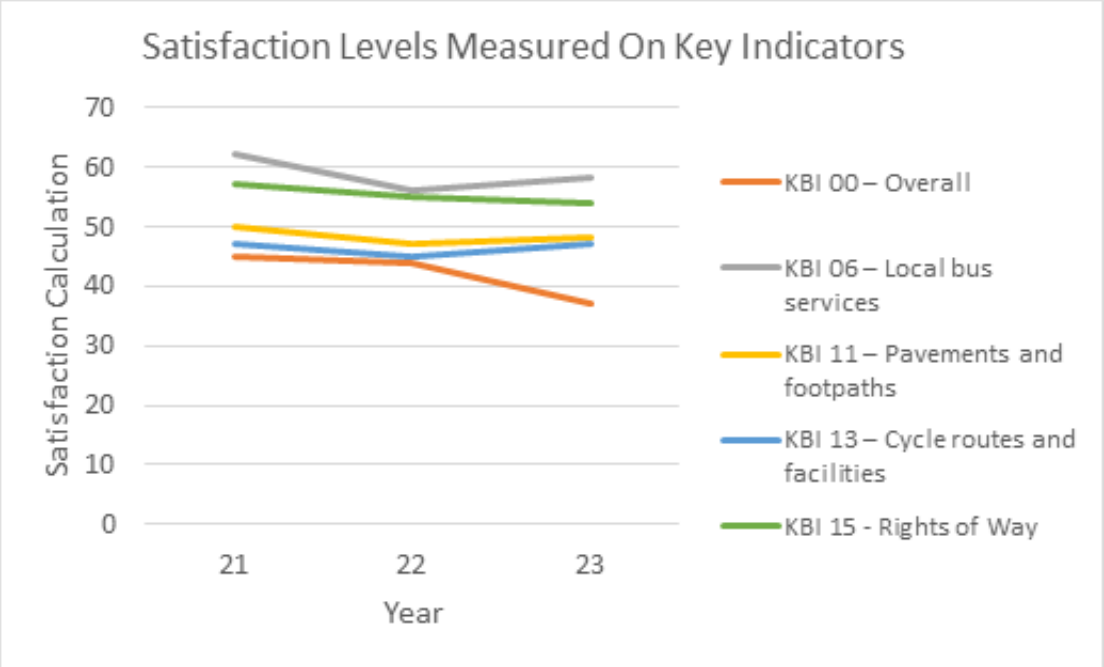
Key Benchmarking Indicator	2021	2022	2023
KBI 00 – Overall highways and transport satisfaction	45	44	37
KBI 06 – Local bus services	62	56	58
KBI 11 – Pavements and footpaths	50	47	48
KBI 13 – Cycle routes and facilities	47	45	47
KBI 15 - Rights of Way	57	55	54

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

3.94 Graph 10 below shows highways and transport public satisfaction scores. The "overall" and "rights of way" indicators have declined over time and public satisfaction scores are not on track. The "local bus services", "pavements and footpaths" and "cycle routes and facilities" indicators have increased since 2022, so public satisfaction scores with these aspects of the service are on track.

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

Graph 10: Highways and transport public satisfaction scores



3.95 It should be noted that this data is taken from a relatively small sample group of approximately 900-1000 responses each year[25].

Electric Vehicle/Ultra-Low Emission Vehicles

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

3.97 Table 25 and Graph 11 below shows total numbers of ultra-low emission (including electric) vehicles in West Sussex[26]. The number of ultra-low emission vehicles in increasing over time so this indicator is on track. Data marked with an asterisk has been revised by the DfT.

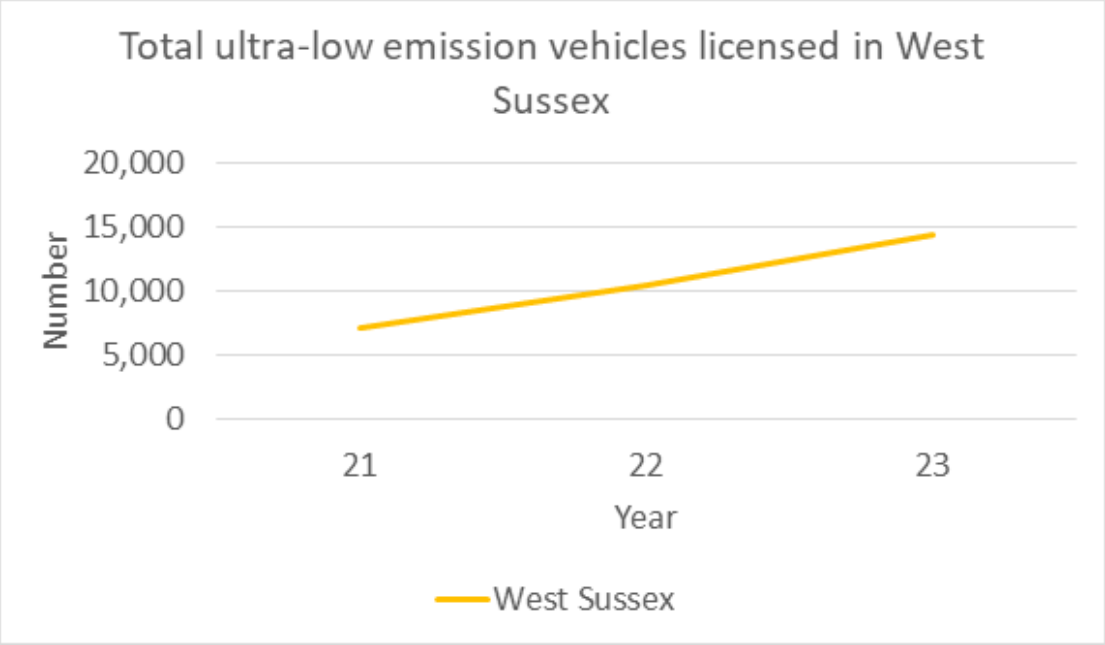
Table 25: Total ultra-low emission vehicles (including electric) licensed

Region	2021	2022	2023
England	692,948*	1,030,897*	1,451,506
South East	165,657*	246,773*	345,404
West Sussex	7,105*	10,384*	14,442

[25] 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.

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

Graph 11: Total ultra-low emission vehicles licensed in West Sussex



Carbon

3.98 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.

3.99 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.

3.100 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.

3.101 Partial carbon calculations have already been calculated for the A259 Littlehampton – Angmering scheme. The calculation was not a whole life cycle carbon assessment. The assessment only related to emissions from road users, so it did not include carbon impacts of construction, including embedded carbon in materials, or ongoing maintenance activities. The A259 Littlehampton – Angmering scheme achieved a reduction of 1995 tonnes of CO_2 between 2019 (before the scheme) and 2024 (forecast numbers after the scheme). This was more than the target reduction of 513 tonnes of CO_2. This reduction was not all due to the scheme and restrictions due to the pandemic would have played a very large part as well.

3.102 The transport sector contribution to carbon emissions in West Sussex for motorways, A-roads and minor roads are shown in Table 26 and Graph 12 below[27]. 2022 transport carbon emissions are lower than in 2019 but higher than the 2021 baseline for A roads and motorways with the

[27] Source: Greenhouse gas emissions national statistics 2005 to 2022.

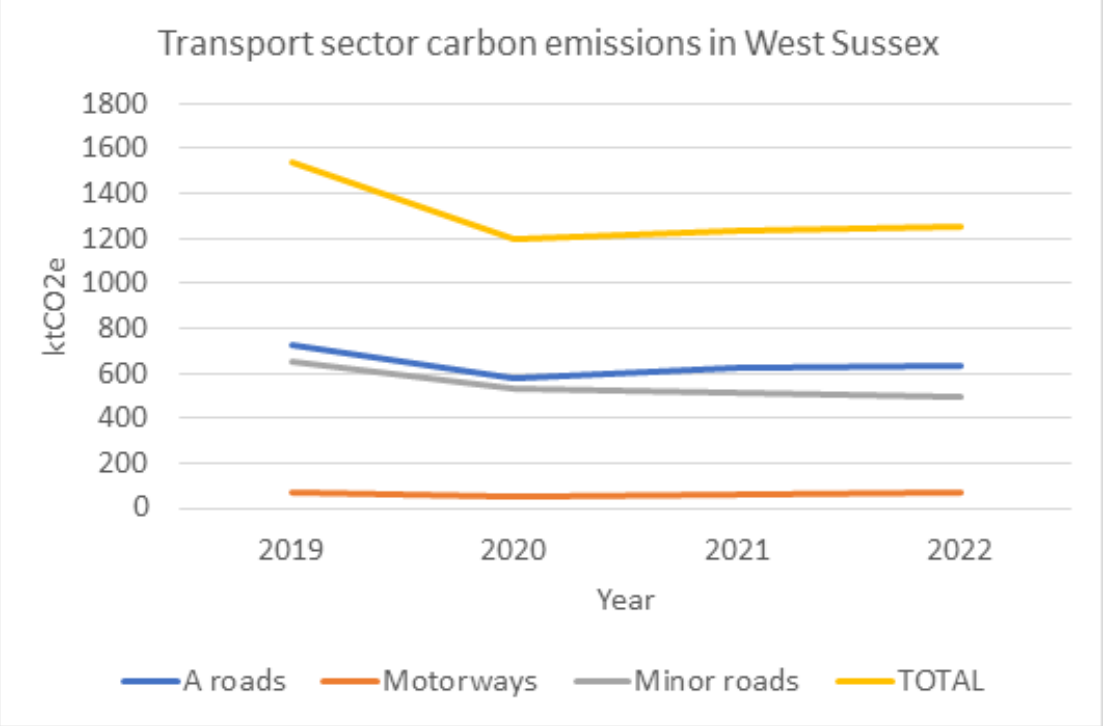
exception of minor roads. Data marked with an asterisk has been revised by the DfT.

Table 26: Transport sector contribution to carbon emissions in West Sussex (measured in ktCO2e)

Road Type	2019 (ktCO2e)	2020 (ktCO2e)	2021 (ktCO2e) baseline	2022 (ktCO2e)
A roads	730*	579*	623*	630
Motorways	69*	52*	64*	67
Minor roads	650*	530*	516*	491
TOTAL	**1537***	**1199***	**1238***	**1257**

3.103 There is a time lag on the release of this data. The 2021 data was released in July 2023 and will be used as the baseline to compare future performance against. As transport sector carbon emissions increased in 2022, this indicator is not on track.

Graph 12: Transport sector contribution to carbon emissions in West Sussex (measured in ktCO2e)



Public Health

3.104 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).

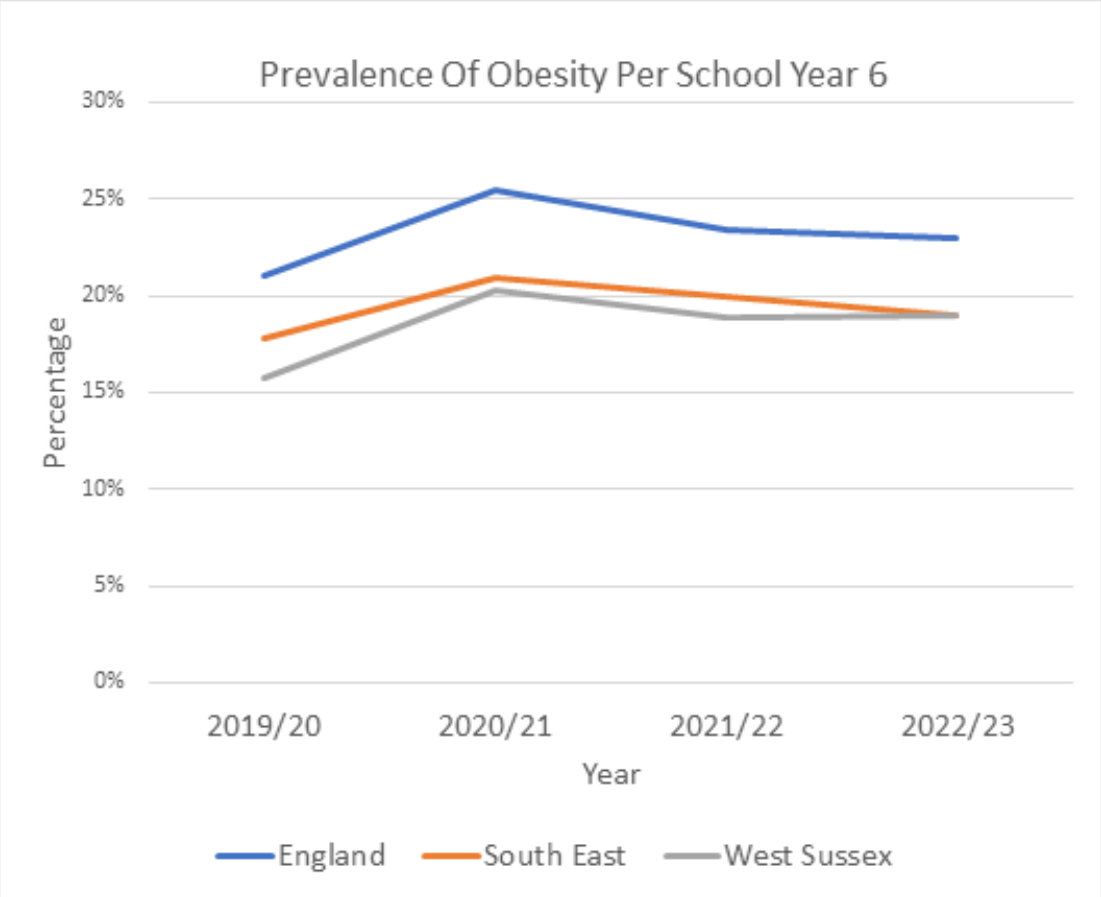
3.105 The desired trend stated in the WSTP is for the prevalence of obesity to decrease over time. This indicator is on track because the percentage for 2022/23 is lower than for 2021/22.

3.106 Table 27 and Graph 13 below show the historic prevalence of obesity within the year 6 population[28]. Historic data is shown because of the impact of measures implemented during the COVID-19 pandemic on the prevalence of obesity. During the COVID-19 pandemic, rates of obesity increased but they also decreased afterwards. This indicator is on track.

Table 27: Prevalence of obesity per school year 6

Region	2019/20	2020/21	2021/22	2022/23
England	21.0%	25.5%	23.4%	22.7%
South East	17.8%	20.9%	20.0%	19.4%
West Sussex	15.7%	20.3%	18.9%	18.6%

Graph 13: Prevalence of obesity per school year 6



Physical Activity

3.107 The physical activity indicator is assessed through data from the Sport England Active Lives Adult[29] Survey using 2020/21 data as a baseline. The WSTP aims to increase levels of physical activity.

[28] Source: National Child Measurement Programme, England, 2022/23 school year - NHS Digital (Table 3a_6_UTLA and Table 8_6)

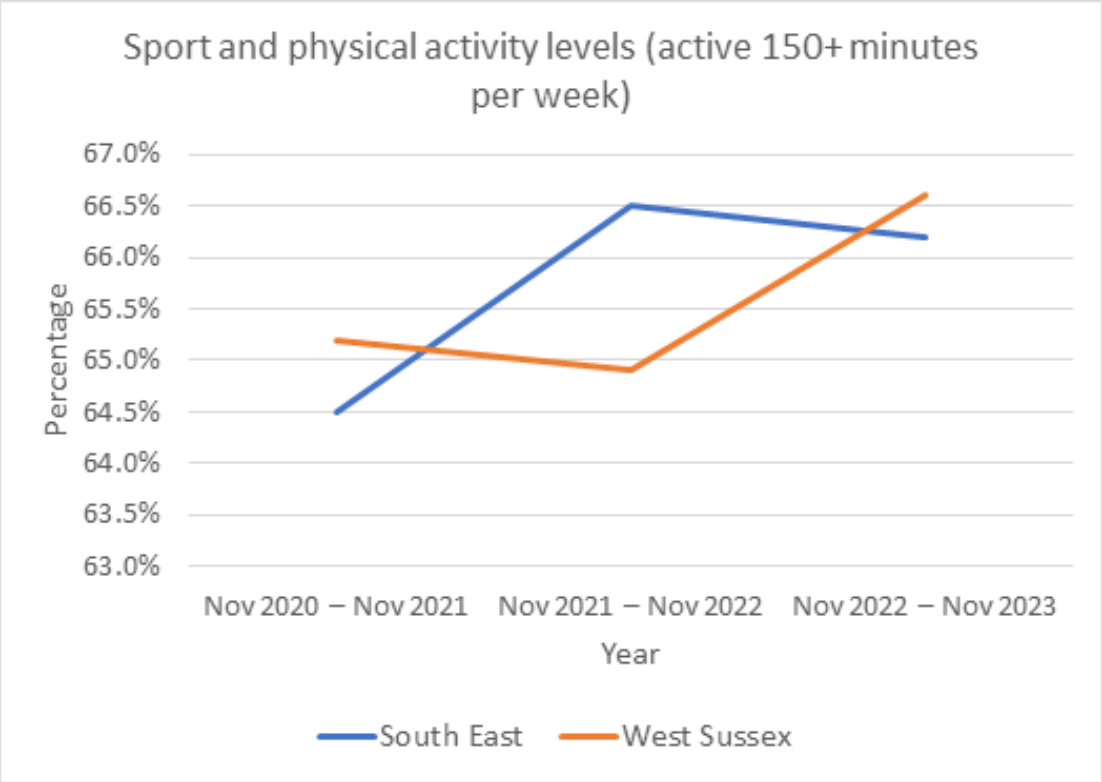
[29] Aged 16+

3.108 Table 28 and Graph 14 below show sport and physical activity levels in people aged sixteen plus[30]. As sport and physical activity levels in West Sussex increased in 2022/23, this indicator is on track.

Table 28: Sport and physical activity levels (active 150+ minutes per week)

Region	Nov 2020 – Nov 2021	Nov 2021 – Nov 2022	Nov 2022 – Nov 2023
South East	64.5%	66.5%	66.2%
West Sussex	65.2%	64.9%	66.6%

Graph 14: Sport and physical activity levels (active 150+ minutes per week)



Economic Performance

3.109 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 and unemployment rates and annual commercial floorspace (as a measure of new employment floorspace).

3.110 The GVA data 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.

3.111 Table 29 below shows Gross Value Added (GVA)[31]. Please note that the data for previous years has been slightly revised by the ONS and

[30] Source: Active Lives data tables | Sport England.

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

therefore the data in the table below is different to that shown in previous versions of the AMR. This indicator is on track.

Table 29: Gross value added (balanced) at current basic prices, pounds million

Region	2019	2020	2021	2022
West Sussex (South West)	11,155	10,924	11,649	12,923
West Sussex (North East)	12,983	11,577	12,437	13,802
South East	296,218	291,964	307,222	336,218
England	1,716,439	1,637,936	1,768,787	1,940,267

3.112 Table 30 below shows employment rates[32] in the population aged 16-64.

Table 30: Employment rate

Region	2019	2020	2021	2022	2023
West Sussex	82.0%	78.9%	78.6%	79.4%	77.5%
South East	79.5%	78.2%	77.7%	78.1%	79.3%
Great Britain	75.8%	75.3%	74.9%	75.6%	75.8%

3.113 Graph 15 below shows employment rates in the population aged 16-64. West Sussex has a lower employment rate than the South East for 2023 but still has a higher rate than Great Britain across all years. This indicator has declined from 2022 to 2023 so it is not on track.

Graph 15: Employment rate

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

3.114 Table 31 and Graph 16 below show unemployment rates[33] in the population aged 16-64. The West Sussex unemployment rate has increased between 2022 and 2023 so this indicator is not on track.

Table 31: Unemployment rate

Region	2019	2020	2021	2022	2023
West Sussex	3.0%	2.8%	3.5%	2.2%	3.3%
South East	3.0%	4.0%	3.8%	3.1%	2.9%
Great Britain	3.9%	4.7%	4.4%	3.6%	3.7%

Graph 16: Unemployment rate

3.115 Table 32 below shows net commercial completions in annual commercial floorspace, where net completions is total completions minus total losses, per financial year.

Table 32: Net commercial completions in annual commercial floorspace (sq. m.)

Use class	2018/19	2019/20	2020/21	2021/22	2022/23
A1: Retailing	-11,132	14,814	-2,004	4,324	4,913
A2: Financial/ Professional Services	296	292	189	322	0
B1: Mixed uses	10,936	1,961	11,372	2,325	3,269
B1a: Offices	10,755	-8,993	340	-16,348	2,257

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

Use class	2018/19	2019/20	2020/21	2021/22	2022/23
B1b: Research & Development	0	0	0	112	0
B1c: Light Industry	6,570	3,122	11,551	1,672	4,466
B2: General Industry	14,645	6,329	16,278	308	1,052
B8: Storage & Distribution	61,642	28,248	28,944	17,656	53,193
C1: Hotel (number of rooms not area)	164	78	0	68	0
D2: Leisure	23,694	5,098	6,546	2,193	-778
E(a): Retail	-	-	-	544	104
E(c)(i): Financial Services (new use class category)	-	-	-	-	0
E(d): Indoor Sport	-	-	430	976	0
E(g)(i): Office	-	-	-	1,146	0
E(g)(iii): Industrial processes	-	-	-	0	113
E: Flexible / Mixed / Unknown	-	-	0	9,223	1,436
F2(c): Outdoor Sport (new use class category)	-	-	-	-	0
F2(d): Indoor or outdoor swimming pools	-	-	-	0	210
Total (sqm only not including hotel rooms)	117,406	50,871	73,645	24,453	70,235

3.116 The desired trend would be a net increase in commercial floorspace across the County. Overall, in 2022/23, West Sussex gained 70,235 square metres of commercial floorspace compared to 24,453sqm in 2021/22, so this indicator is on track.

3.117 On 1st September 2020 the Use Class Order changed. So, monitoring data since this date includes developments using the new use class order.

Local Environment

3.118 The Local Environment indicator will be assessed through three measures; Noise Important Areas, biodiversity and road closures due to flooding.

Noise Important Areas in West Sussex

3.119 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).

3.120 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.

3.121 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.

3.122 Table 33 below shows transport-related noise important areas and the areas of responsibility[34]. There is no decrease in the number of NIAs so this indicator is not on track.

Table 33: Noise Important Areas

Noise Important Areas Responsibility	2021	2022	2023
Rail	23	23	23
Strategic Road Network (National Highways)	65	65	65
County Council as Local Highway Authority	204	204	204
Total	**292**	**292**	**292**

Road Closures Due to Flooding

3.123 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.

3.124 Table 34 below shows the West Sussex carriageway flooding incidents between 1st January 2023 and 31st December 2023. 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)[35]. 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 34: Carriageway Flooding Incidents

Incident Name	No. of Consecutive Days Closed	Road Number	Type of Flooding
Shripney Road, Bognor Regis	23	A29	Flooding following storm Ciaran
Colworth Lane, Oving	10	C58	Flooding and ice (requested by the police)

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

[35] Source: WSCC

Incident Name	No. of Consecutive Days Closed	Road Number	Type of Flooding
College Lane, Chichester	24	C454	Highway flooding at junction with Spitalfield Lane
Chilgrove Road, West Dean	46	B2141	Groundwater flooding leading to local ditches (bursting banks)
Highstead Lane, Lurgashall	2	C36	Carriageway flooding
Clay Lane, Chichester	3	C123	Carriageway flooding, run-off from adjacent land
Pook Lane, Lavant	2	C3	River burst its banks
West Chiltington Road, West Chiltington Common	93	C31	Culvert collapse
Neville Road, Chichester	19	D54	Carriageway flooding. Water from local sewer network
Church Lane, Oving	12	D73	Carriageway flooding, water from adjacent ditches
Brookside, North Mundham Junction with B2166 Lagness Road	141	D64	Partial collapse of edge of carriageway due to flooding from adjacent ditch
Top Road, Sharpthorne	12	C319	Carriageway flooding due to collapsed pipe
Station Road, Pulborough	6	A283	Flooding under railway bridge
Roundstone Drive,East Preston	19	D103	Carriageway flooding. Road closure at request of fire brigade
Pagham Road, Pagham	1	C44	Carriageway flooding. Water flowing off adjacent land

3.125 As monitoring arrangements for this indicator were only established in 2022, it is expected that in the first few years of monitoring, the number of flooding incidents may increase (or vary) as reporting becomes established. However, over the lifetime of the WSTP, the aim is for the number to decrease as resilience to climate change improves.

Biodiversity on Major Schemes

3.126 The biodiversity indicator is to monitor whether major schemes that require planning permission are achieving Biodiversity Net Gain (BNG). The WSTP aims to comply with (or exceed) the mandatory requirement for BNG.

3.127 The mandatory requirement for 10% BNG was originally planned to come into force in November 2023. This date was then changed to January

2024, awaiting Government guidance on how to monitor BNG. Any BNG applied before then was undertaken on a voluntary basis.

3.128 The Littlehampton town centre public realm scheme improved biodiversity through the planting of 24 new trees (planted in grills) and 87m^2 (with a tolerance of +/-10%) of new planting/wildflower verges. The BNG was not measured for this scheme because it was before January 2024 and therefore the BNG impact assessment was not mandated at that time.

Appendix A: Action Plan 2025-30

Active Travel Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
LCWIP priority - Adur	WSCC	Adur DC	Funding, land	Programme at various stages *In development:* A259 Shoreham to Hove Lancing-Sompting east-west Lancing Beach Green Upper Shoreham Road crossing *Monitoring:* A283 toucan crossing
LCWIP priority - Arun	WSCC	Arun DC	Funding, land	Programme at various stages *In development:* A259 Bognor Regis – Littlehampton A259 Chichester – Bognor Regis B2259 Felpham Way crossing *Paused:* Ford-Arundel *Monitoring:* River Road (Littlehampton)

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
LCWIP priority - Chichester	WSCC	CDC	Funding, land	Programme at various stages *In development:* A259 Chichester – Emsworth A286 Oaklands Way A285 Chichester to Tangmere A259 Chichester to Bognor Regis *In delivery:* Orchard St/Westgate, Chichester (developer-led scheme) *Monitoring:* A259 (near Drayton Lane) toucan crossing Westgate/Sherbourne Road, Chichester
LCWIP priority - Crawley	WSCC	CBC	Funding, land	Programme at various stages *In development:* Three Bridges Station Crawley Station Gateway *In delivery:* Western Boulevard *Monitoring:* The Boulevard/Eastern Gateway Manor Royal Southgate Avenue
LCWIP priority - Horsham	WSCC	HDC	Funding, land	*In development*: Comptons Lane/Bennetts Road

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
LCWIP priority – Mid Sussex	WSCC	MSDC	Funding, land	Programme at various stages *Monitoring:* Burgess Hill Place and Connectivity Programme (including active travel) schemes: ▪ Burgess Hill Green Circle and townwide connections ▪ Burgess Hill Western Gateway/Queen Elizabeth Avenue; ▪ Burgess Hill Station; ▪ Wivelsfield Railway Station area
LCWIP priority – South Downs	WSCC	SDNPA	Funding, land	*In delivery:* Centurion Way extension from West Dean to Cocking
LCWIP priority - Worthing	WSCC	WBC	Funding, land	Programme at various stages *In development:* West Worthing Station puffin crossing Durrington to Goring *In delivery:* Worthing Railway Approach and Cross Street
Active travel quick wins - Horsham	WSCC	HDC	Funding	Programme at various stages *In development:* West Parade *Monitoring:* Park Terrace East, Godwin Way/Fitzalan Road Barrington Road

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Active travel quick wins - Mid Sussex	WSCC	MSDC	Funding	*In development:* Various schemes being assessed as part of Mid Sussex District Council LCWIP walking and cycling route audits
Active travel quick wins - South Downs	WSCC	SDNPA	Funding	*In development:* A286 Midhurst Road, Lavant puffin crossing Midhurst Greenway
Identify priority locations for new active travel crossings	WSCC	NR, LPAs	Funding, land, track possession	*In development:* Various active travel crossing locations being assessed
Strategic Transport Investment Programme Oving Road cycle route	WSCC	CDC	Funding, land	Scheme subject to change of scope following consultation

Multi-Modal Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Multi-modal A2300 corridor enhancement	WSCC	DfT, C2C LEP, MSDC, Homes England	Funding, land	Monitoring
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	Scheme in delivery
Multi-modal A29 Realignment phase 1	WSCC	C2C LEP, Arun DC	Funding, land	Scheme in development

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Multi-modal A29 Realignment phase 2	Developer	C2C LEP, WSCC, Arun DC	Funding, land	Scheme in development
Multi-modal A259 Bognor Regis to Littlehampton corridor enhancement	WSCC	DfT, TfSE, Arun DC	Funding, land	Scheme in development
Multi-modal A259 Chichester to Bognor Regis corridor enhancement	WSCC	DfT, TfSE, CDC, Arun DC	Funding, land	Scheme in development
A285 Westhampnett Road improvements (including shared transport and active travel facilities)	WSCC	CDC	Funding	Scheme in development
A286 Chichester City ring road improvements (including active travel facilities)	WSCC	CDC	Funding	Programme at various stages *In development:* A286 Oaklands Way *In delivery:* Orchard St/Westgate junction (developer-led scheme)
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	Scheme in development
A2011 Tushmore Junction (improved shared transport and active travel facilities)	WSCC	CBC	Funding	Scheme in development

Rail Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Agree priorities for rail investment	WSCC	TfSE		Monitoring TfSE priorities set out in Strategic Investment Plan
Gatwick Airport Station upgrade	NR	DfT, GAL	Funding	Monitoring Opened spring 2024
Lobby for replacement rolling stock, earlier morning and later services	WSCC	DfT, TOC		Monitoring Class 313s replaced by Class 377s along coastal routes
Interchange facilities	WSCC	NR, TOC, LPAs	Funding	Programme at various stages *In delivery:* Wivelsfield Station 'Access for All' scheme *Monitoring:* East Grinstead Station 'Access for All' scheme
Crawley Station upgrade	NR	CBC, WSCC	Funding	Programme at various stages *In development:* Crawley Station gateway *Monitoring:* Station facilities upgrade including ticket office refurbishment complete
Three Bridges Station Interchange improvements	NR	WSCC, TOC, CBC	Funding	*In development:* Three Bridges Station access scheme

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Bus and rail interchange improvements – Horsham area	WSCC	NR, TOC, HDC	Funding	Not yet commenced[36]
Burgess Hill Station improvements	NR	MSDC, WSCC	Funding	Monitoring Burgess Hill Place and Connectivity Programme: Burgess Hill Station public realm, taxi bay/drop-off, pedestrian and cycling improvements and onwards links
Wivelsfield Station improvements	NR	MSDC, WSCC	Funding	Monitoring Burgess Hill Place and Connectivity Programme: Wivelsfield Station public realm, pedestrian and cycling improvements and onward links
Interchange improvements - Worthing	WSCC	WBC, NR, GTR		Programme at various stages *In development:* West Worthing Station puffin crossing *In delivery:* Worthing Railway Approach and Cross Street
Reconfigured West Coastway service	NR	TOC, DfT, WSCC, LPAs	Funding	Monitoring Timetable amendments introduced in June 2024

[36] In AMR 2023, this was reported as 'in development' but this was an error.

Shared Transport Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Establish enhanced partnership	WSCC	Bus operators		Monitoring
Pilot dynamic demand transport services (inc. digital platform) in Chichester, Arun and South Downs	WSCC	Bus operators, CT operators	Funding	Monitoring
Flexible shared transport services - Horsham	WSCC	Bus operators, CT operators	Funding	Paused
Flexible shared transport services - Mid Sussex	WSCC	Bus operators, CT operators	Funding	Paused
Flexible shared transport services - South Downs National Park	WSCC	Bus operators, CT operators	Funding	Monitoring
Access to local services - SDNP	WSCC	Bus operators, CT operators	Funding	Not yet commenced
Develop business case for service improvements	WSCC	Bus operators		Programme in delivery *Schemes include:* 500 Chichester to Littlehampton DDRT (96, 98 and 99 Flex services) 273 (with BHCC) Traffic light priority BSIP (as one large business case)
Partnership working to introduce zero emission vehicles	Bus operators	WSCC	Funding	Programme in development
Traffic signal upgrades (inc. bus priority)	WSCC	Bus operators	Funding	Monitoring

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Bus priority at signal controlled junctions - Crawley	WSCC	Bus operator	Funding	Monitoring
Bus priority at signal controlled junctions - Horsham	WSCC	Bus operator	Funding	Programme in development
Mobility hubs	WSCC	Bus operators, LPAs	Funding, planning	Manor Royal complete
Interchange improvements	WSCC	Bus operators, LPAs	Funding	In delivery RTPI displays and bus shelter improvements
Ticketing and on-bus systems	Bus operators	WSCC	Funding	Paused

Access to Gatwick Airport Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Surface Access Strategy	GAL	NR, Bus operators, WSCC, Surrey CC, LPAs	Funding	Programme in delivery

Highway Schemes

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
A27 Arundel Bypass	NH	DfT, WSCC, Arun DC, SDNPA		Cancelled in August 2024
A27 Chichester improvement	NH	DfT, WSCC, CDC, SDNPA, Chichester Harbour Conservancy		Paused
A27 Worthing & Lancing improvement	NH	DfT, WSCC, WBC, ADC, SDNPA		Cancelled in August 2024

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
A2011 Crawley Ave/Balcombe Rd Link	WSCC	CBC	Funding	Scheme in development
Small scale 'tactical' highway improvements - Horsham	WSCC	HDC	Funding	Programme in development
Small scale 'tactical' highway improvements - Mid Sussex	WSCC	MSDC	Funding	Programme in development
Small scale 'tactical' highway improvements - SDNP	WSCC	SDNPA, LPA	Funding	Not yet commenced
Small scale 'tactical' highway improvements - Worthing	WSCC	WBC	Funding	Programme in development
Approved schemes review	WSCC			Last reviewed Nov 2023
Procure electric vehicle charge point network	WSCC	LPAs, Network Provider		Monitoring (15-year contract in place to install charge point network)
On-street EV charging - Adur (Shoreham)	WSCC	ADC		Programme in delivery
On-street EV charging - Arun	WSCC	ADC		Programme in delivery
On-street EV charging - Chichester	WSCC	CDC		Programme in delivery
On-street EV charging - Crawley	WSCC	CBC		Programme in delivery
On-street EV charging - Horsham	WSCC	HDC		Programme in delivery
On-street EV charging - Mid Sussex	WSCC	MSDC		Programme in delivery
On-street EV charging - SDNP	WSCC	LPA, SDNPA		Programme in delivery
On-street EV charging - Worthing	WSCC	WBC		Programme in delivery

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Air quality action plan measures – Shoreham	WSCC	ADC	Funding	Monitoring Shoreham High Street and Upper Shoreham Road, Southwick AQMAs revoked
Air quality action plan measures – Chichester	WSCC	CDC	Funding	Programme in delivery AQAP measures - St Pancras Stockbridge and Orchard Street AQMAs revoked
Air quality action plan measures – Midhurst	WSCC	CDC, SDNPA	Funding	Programme in delivery AQAP measures
Air quality action plan measures – Crawley	WSCC	CBC	Funding	Programme in delivery AQAP measures
Air quality action plan measures – Cowfold	WSCC	HDC	Funding	Programme in delivery AQAP measures
Air quality action plan measures – Storrington	WSCC	HDC	Funding	Programme at various stages *In delivery:* AQAP measures *Monitoring:* School Hill weight restriction and signage
Air quality action plan measures – Hassocks	WSCC	MSDC	Funding	Programme in delivery AQAP measures
Air quality action plan measures – Worthing	NH	WBC, WSCC	Funding	Programme in delivery AQAP measures
Noise Action Plans	WSCC	LPAs	Funding	Programme in delivery

Behavioural Initiatives

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Rural speeding campaign	WSCC	Sussex Police	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 2024)
Establish lane rental scheme	WSCC	DfT	DfT approval	Monitoring
Amend Primary Route Network	WSCC	HCC	Consultation	Scheme in development
Update Lorry Route Network	WSCC			Monitoring
Establish Controlled Parking Zone programme	WSCC	LPAs		Programme in delivery
Prepare Speed Management Plan / Road Safety Action Plan and review Speed Limit Policy	WSCC	Sussex Police		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 2024)
Review Walking & Cycling Strategy	WSCC	LPAs		Initiative in development (Key Decision taken in Sept 2024)
Review Bus Strategy/produce Bus Service Improvement Plan/Enhanced Partnerships plan	WSCC	Bus operators		Monitoring (first tranche) Initiative in development (second tranche)

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Prepare Highway Technology Strategy	WSCC	NH, bus operators		Initiative in development
Review Road Safety Framework	WSCC	Sussex Police		Initiative in development (Key Decision due in March 2025)
Speed limit policy	WSCC	Sussex Police		Monitoring
Review Transport Assessment guidance to developers	WSCC	LPAs		Initiative in development
Develop Design Guide for developers	WSCC	LPAs		Paused awaiting resources

Monitoring

Action	Lead Organisation	Partners	Dependencies	Status (as of September 2024)
Carbon monitoring system and target	WSCC	DfT	Release of DfT guidance	Paused awaiting DfT guidance
Hard to reach groups consultation monitoring	WSCC			In delivery