





HDC Goal Group Action Plans – Q3 (Oct - Dec) 2011/12



1. Better Place to Live Priorities - Transport


Generated on: 28 February 2012



Key		
	Overdue	
	In progress	
	Completed	

Priority 2: To provide improved transport across the District

Action Code	Objective	Actions	Partners (Lead partner in bold)	Outcomes with Performance Indicators (PIs)	Progress	Status
G1.P02.1	With respect to Community Transport, provide greater co-ordination of booking, promotion and provision of technical services and lower operating costs.	<p>(i) Consider best practice and set realistic objectives in terms of service and cost.</p> <p>(ii) Understand the details of proposed schemes and review extent to which they will achieve the targets.</p> <p>(iii) Take action to support schemes expected to be successful.</p> <p>iv) Encourage action to provide what is needed if considered unlikely to be provided by others.</p>	<p>(i) Community Transport Sub-group</p> <p>(ii) Community Transport Sub-group</p> <p>(iii) HDCP</p> <p>HDC WSCC</p> <p>(iv) HDCP</p> <p>HDC</p>	<p>Outcomes</p> <p>More services available under a single number and more people carried by 31/3/11.</p> <p>KPI</p> <p>Number of volunteer drivers and number of mini-buses providing relevant services available for booking under a single number.</p> <p>Total number of volunteer drivers and number of mini-buses providing relevant services available</p> <p>Within District.</p> <p>Total number of people carried.</p>	<p>1. We have been supportive of the creation of a Community Transport Social Enterprise and this has been formed. It is STaRT, Sussex Towns and Rural Transport. It has the backing of WSCC. It should provide support to existing CT operators and will tender for work that may benefit CT providers across the District. It is now carrying out projects for WSCC. These include looking at options for efficiency improvements in Horsham Town community transport operations and whether CT can fill some of the gaps resulting from bus operation cut backs including transport from Cowfold.</p> <p>2. HDC has provided a single telephone number that people within the District can call to find what CT is available to them. This requires greater publicity. Consideration is being given to using this number to assess demand for improved transport to East Surrey Hospital.</p> <p>3. The Partnership supported Storrington Community Partnership with their Transport Information Project. This provides people with information about transport services that are available locally. This is achieved via a web site, leaflets, posters, an enquiry service</p>	

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					<p>and via a drop in centre. It is a model that could be adopted in other parts of the District making existing transport easier to access.</p> <p>i) Consider best practice, some work completed on this. It may be necessary to do further work if there is an opportunity to expand services. ii) Understand proposed schemes, STaRT is new and it is too early to judge its potential. iv) Still not considered required. Some capital is available to fund new vehicles but they cannot be used without local supporters and demonstrated demand.</p> <p>Q3 – STaRT (CT umbrella organisation) held first AGM 23/2 and seems to be progressing satisfactorily. Has completed a study of transport within Horsham District for WSCC.</p>	
G1.P02.2	Have 4 more mini-buses or equivalent community transport operating across District.	<p>(i) Consider best practice.</p> <p>(ii) Consult HDC Community Transport Officer and selected parishes to identify where improved Community Transport is required.</p> <p>(iii) Support action to improve situation.</p>	<p>(i) Community Transport sub-group (ii) HDCP HDC Parishes (iii) HDCP HDC</p>	<p>Outcomes 4 more mini-buses or equivalent community transport operating across the District by 31/3/11.</p> <p>KPI Number of additional mini-buses or equivalent</p>	<p>No further action proposed:</p> <ul style="list-style-type: none"> Does not seem to be a priority at present Economic situation probably makes this difficult Better if followed on from G1.P2.1 and active STaRT. Some capital is available to fund new vehicles but they cannot be used without local supporters and demonstrated demand. <p>Q3 – On 23/2/12 STaRT confirmed that there is no lack of vehicles to provide Community Transport across the District.</p>	
G1.P02.3	WSCC to include within LTP3 a clear plan for the provision of public and community transport across the	(i) Partnership transport working group to meet and confirm requirements and submission to WSCC.	(i) HDCP Parishes (ii, iii, iv)	Outcome Inclusion within 1/4/11 LTP3 of a clear, coherent, plan, to which	A general transport group was formed to put their views to WSCC. However LTP3 does not contain the	

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	District.	<p>(ii) Agree a team to met WSCC.</p> <p>(iii) Meet WSCC and review their proposals.</p> <p>(iv) Provide recommendations to improve what WSCC propose.</p>	Liaison team	<p>WSCC is committed, for provision of public and community transport across the District.</p> <p>KPI Whether or not included and regarded as clear, coherent</p>	<p>clear plan that was wanted. Although we will continue to seek this through the Bus Partnership that has been formed and continued contact with WSCC, this action has been completed. The current Local Authority funding situation makes it unlikely that unplanned work can be carried out.</p>	
G1.P02.4	WSCC to include within LTP3 significant improvements to cycling safety through additional cycle paths, speed reduction and other measures<new action>	<p>(i) Cycling sub-group to be formed.</p> <p>(ii) Submission to be produced taking account of the Jan 2009 Cycling Review carried out by Transport Initiatives.</p> <p>(iii) Meet WSCC and review their proposals.</p> <p>(iv) Provide recommendations to improve what WSCC propose.</p>	<p>(i) Cycling sub-group (ii) Cycling sub-group (iii) Liaison team Cycle rep. (iv) Cycling sub-group</p>	<p>Outcome To ensure that the 1/4/11 LTP3 contains proposals to significantly improve cycling safety across the District.</p> <p>KPI Whether LTP3 contains significant proposals likely to make a significant difference by 1/4/14.</p>	<p>· Horsham Town Cycling Forum formed and meets again 31st January to confirm short-term priorities.</p> <p>· There is scope for cycling improvements to be made:</p> <ul style="list-style-type: none"> • Via WSCC bid re Local Sustainable Transport bid; believe now submitted • Use of S106 and CIL • General move towards 20mph areas in towns. <p>· Parishes across District were encouraged to respond to LTP3.</p> <p>· A cycle group was formed to put their views to WSCC. A very clear and comprehensive proposal document was produced. LTP3 acknowledges the need for an improved cycle network and in general terms the actions that need to be taken but contains no commitments to any specific action. However the cycle groups' proposals have been clearly stated and action to address the identified needs will be pursued with WSCC. As a result of the work of the group two measures that will make cycling safer in Horsham Town have been agreed with HDC; cycling will be permitted in Horsham Park with the result that there is less need to use the adjacent busy roads, (the byelaw is being changed), and cycling will be encouraged along a section of the</p>	

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					<p>Riverside walk providing a link between the Crawley to Horsham cycle link and the Downs Link, (HtownCP is organising the required work).</p> <p>Q3 - Cycle Forum met 31/1/12 and meeting again 28/2/12. Are strengthening support and prioritising wish list for discussion with WSCC CLCs.</p> <p>New signs are in place in Horsham park making it clearer where cycling is allowed. Planning is being carried out with a view to improving a section of the Riverside Walk so that it can be used safely by both walkers and cyclists.</p>	
G1.P02.5	WSCC to include within LTP3 a soundly based assessment of the separate need for public and community transport across the District.	(i) Transport working group to meet WSCC and understand WSCC knowledge of un-met transport need across District, and to ensure need is clearly and usefully detailed in LTP3.	Liaison team	<p>Outcome To ensure 1/4/11 LTP3 contains a clear statement of un-met transport need across District that should be met in the interests of the community.</p> <p>KPI Whether LTP3 contains a clear statement of un-met transport need across District that should be met.</p>	A general transport group was formed to put their views to WSCC. LTP3 does not provide a clear statement of the need for public and community transport. It recognises that most public transport is commercially operated and not subsidised and therefore the network is not specified by WSCC. However it is hoped that the new Social Enterprise, STaRT will in time lead to a more comprehensive community transport service with gaps in provision being addressed. We have done what we can.	
G1.P02.6	To form a local partnership with Horsham District bus operators in order to identify and introduce measures that will improve services and achieve a more coherent service with reduced over-lap and coverage in some areas currently not served.	<p>(i) Consult bus companies, HDC and WSCC to produce agenda of actions that could improve services for initial meeting.</p> <p>(ii) Hold meetings approximately every 4 months to agree action, monitor progress and consider new proposals.</p>	HDCP Bus Companies HDC WSCC	<p>Outcomes To identify scope to improve public transport through discussion with bus operators.</p> <p>To provide bus services where a service should be viable but at present there is no service because</p>	<p>A Horsham Bus Partnership has been formed. It meets quarterly and has met five times. Membership includes representatives of the bus operators, WSCC, HDC and the community. A wide range of issues affecting bus operations have been</p>	

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		<p>(iii) To review with bus operators where there is known over-lap or gaps and consider possible changes.</p> <p>(iv) To seek public views and to review main issues raised with bus operators</p>		<p>of present route design.</p> <p>By 31/3/11.</p> <p>KPIs Numbers of passengers carried on routes where new measures introduced</p> <p>Number of people with access to an hourly bus service</p>	<p>identified. These mainly require action by WSCC. In general attention has focused on improving the efficiency of bus operations helping to ensure that they continue to operate in the present difficult financial circumstances. Relationships within the partnership have allowed community concerns to be quickly addressed. As a result of the partnership and funding from HDCP information plates informing passengers how to find out when the next bus will be due should be provided at over 400 bus stops across the District during the summer. The plates are now in production.</p> <p>- As the result of an HDCP grant, a real time display at the busiest stop in North Heath which serves three different routes; by the Post Office on North Heath Lane southbound is due to be installed in January.</p> <p>It is possible that S106 money could be used to provide more real time displays.</p> <p>Q3 – A further meeting needs to be arranged.</p> <p>The bus stop plates have been produced and are due to be put up.</p> <p>Awaiting update on real-time display installation funded by HDCP.</p>	