INFRASTRUCTURE PLAN

For the Crawley Borough Local Plan 2020-2035

July 2019

Crawley Borough Council

Contents

What is an Infrastructure Plan?....2
Why produce an Infrastructure Plan?....2
What is infrastructure?....2
What are the links to the Local Plan?....2
How will infrastructure be delivered?....3
How has the Infrastructure Plan been prepared?....3
What key issues have been identified?....4
What are the next steps?....4

Appendix 1 - Key infrastructure

WATER SUPPLY....5
SEWAGE....7
ELECTRICITY....9
GAS....10
DISTRICT ENERGY NETWORKS....11
EDUCATION....13
LIBRARY....15
WASTE AND RECYCLING SERVICES....16
HEALTH....18
POLICE....20
FIRE....21
CEMETERY AND CREMATORIUM....23
AMBULANCE....24
SPORTS AND PLAY FACILITIES....25
COMMUNITY FACILITIES....27
FLOOD DEFENCES....28
GREEN INFRASTRUCTURE....29
TRANSPORT - RAIL....30
TRANSPORT – ROAD....32
TRANSPORT – WALKING AND CYCLING....34
TRANSPORT – BUS....35
ADULT SOCIAL CARE....37

What is an Infrastructure Plan?

This Infrastructure Plan has been prepared to support the Review of the Crawley Local Plan. It sets out how the developments and polices of the updated Local Plan will be delivered and supported by the necessary infrastructure.

The Infrastructure Plan helps demonstrate the deliverability of the key aims and strategic objectives of the Local Plan.

This Infrastructure Plan outlines:

- current provision of infrastructure;
- work that has been undertaken to ensure sufficient infrastructure is or will be available to support new development;
- any key issues that need to be addressed.

Why produce an Infrastructure Plan?

An increasing emphasis has been placed on demonstrating the deliverability of development strategies. The National Planning Policy Framework states that Strategic Policies within Local Plans should make sufficient provision for 'infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)', as well as 'community facilities (such as health, education and cultural infrastructure'. Furthermore the NPPF requires local plans to be based on relevant and up-to-date evidence about the area. This includes an assessment of the quality and capacity of a wide range of infrastructure and its ability to meet forecast demands.

The preparation of an Infrastructure Plan will provide this evidence. By identifying what needs to be delivered, where, when and by whom, the infrastructure plan will be an essential tool to help ensure the creation of sustainable communities.

The Borough Council itself is not responsible for many elements of the types of infrastructure which are required to support development. The production of an Infrastructure Plan therefore requires the local authority to work with other infrastructure providers and to take into account their strategies and investment plans. It is recognised that the timing of the budgeting and planning processes of other organisations may not always tie in with that of the Local Plan and that investment plans of many infrastructure providers focus on smaller timeframes than that covered by the Local Plan. However, the preparation of the Infrastructure Plan alongside the Local Plan does enable any critical issues to be highlighted and provide a basis on which all the authorities and providers can work together.

What is infrastructure?

Infrastructure means the provision of facilities and services that are needed to support the needs of the community ensuring that those living, working or visiting Crawley experience a high quality of life.

The key infrastructure types covered in this document are:

- Water Supply
- Electricity
- District Energy Networks
- Library
- Health
- Fire
- Ambulance
- Community Facilities
- Green Infrastructure
- Transport – Road
- Transport – Bus
- Sewage
- Gas
- Education
- Waste and Recycling Services
- Police
- Cemetery and Crematorium
- Sports facilities
- Flood Defences
- Transport – Rail
- Transport – walking and cycling
- Adult Social Care

What are the links to the Local Plan?

One of the key purposes of the Infrastructure Plan is to demonstrate that the overall vision and level of development set out in the Local Plan can be

achieved. The vision for the borough will see Crawley experience change, growth and development over the plan period to 2035.This will help ensure prosperity and progress whilst delivering development in a sustainable, well planned and timely fashion.

The Local Plan sets this out in more detail but the key elements of the vision that are of particular relevance to the Infrastructure Plan are summarised below.

- By 2035 around 4,800 new homes will have been built
- Around 30 per cent of this provision will be in the form of the new neighbourhood Forge Wood.
- Redeveloping and revitalising the Town Centre and further regeneration of the Manor Royal Business District will make Crawley the place to do business in the South East. The updated Local Plan identifies an available business land supply of 11.75 hectares; however, an additional supply of 44.6-57.6 hectares is needed.
- By 2035 significant progress will have been made towards Crawley becoming a carbon neutral town.

The Infrastructure Plan has not identified a need for any new sites required for the provision of infrastructure although it highlights areas where facilities may need to be enhanced. However, the Local Plan contains a specific policy (IN1) relating to infrastructure provision to help ensure that new development is supported by the necessary infrastructure and does not have a detrimental impact on existing infrastructure. Existing infrastructure services and facilities are also protected by this Policy.

With regards to Gatwick Airport, the Local Plan is based on Gatwick as a single runway, two terminal airport, though it is recognised that additional growth at the airport, as identified in Gatwick Airport draft master plan, may come forward outside of the Local Plan process through a Development Consent Order. Given the current lack of clarity regarding safeguarding, the Local Plan Review document puts forward two alternative options regarding the safeguarding of land for an additional runway. One of these continues the safeguarding approach pursued in the adopted Local Plan, while the other removes safeguarding. It is anticipated that the Aviation Strategy White Paper, due Autumn 2019, will provide certainty in this regard. Each of the three draft Gatwick Airport master plan scenarios will have implications in terms of infrastructure in the area. This issue is being considered in more detail by the airport operator. However, for the purposes of this Infrastructure Plan Gatwick is assumed to continue to operate as a single runway, two terminal airport. Any infrastructure implications arising from growth at the airport would, if found to be nationally significant, be planned for through the DCO process and secured by way of an updated legal agreement.

How will infrastructure be delivered?

A significant part of the housing growth that will take place in Crawley over the Plan period is in the form of the new Forge Wood neighbourhood. The planning conditions in connection with the planning permission for the new neighbourhood set out the requirements for infrastructure to support the new neighbourhood. This includes the provision of infrastructure within the neighbourhood itself which will meet the neighbourhood's own needs, including a primary school, community facilities, green infrastructure and play facilities and transport infrastructure. This follows the pattern of provision of such facilities in the rest of the town which are also provided on a neighbourhood basis.

Some elements such as the delivery of on-site utility infrastructure will be an integral part of all new development. In most cases the costs of providing on site utilities and connection to existing networks will be borne by the developer. Outside of the site itself, if sufficient infrastructure capacity does not already exist to meet the need created by new residents or users of a development, the developer may need to make a financial contribution towards provision or enhancement elsewhere.

Where relevant, the Infrastructure Plan indicates how the infrastructure will be provided whether this is to be by the developer, the infrastructure provider or through S106 or CIL contributions.

How has the Infrastructure Plan been prepared?

As highlighted earlier, the Borough Council is not directly responsible for the provision of most types of infrastructure. It has therefore worked with the infrastructure providers such as WSCC, the utility providers, transport

operators, and the health authorities to take their plans and programmes into account in the preparation of the Local Plan and Infrastructure Plan as well as ensuring that they plan over the longer term for the levels of development proposed in the plan.

Infrastructure providers have contributed to the development of the Infrastructure Plan in a number of ways. These include the preparation of agreed position statements, as well as asset management plans (or equivalent) which are produced on a periodic basis by various infrastructure providers, in particular the utilities. This dialogue has taken place on a regular basis to ensure that the infrastructure plan reflects the latest position.

Some elements of infrastructure provision serve more than just the borough or need to consider issues over a wider area and a co-ordinated approach with the adjoining local authorities has been taken towards these issues. For example, the Borough Council is one of four local authorities in the process of updating the Gatwick Sub Region Water Cycle Study to plan for infrastructure in a region of significant water stress. This is being prepared in conjunction with the Environment Agency and the water companies responsible for water supply and waste water treatment in the sub area.

What key issues have been identified?

The tables contained in "Appendix 1 – Key Infrastructure" of this Infrastructure Plan illustrate the main conclusions that have been reached regarding the provision of each type of infrastructure.

The main conclusions are:

- Overall, in most cases, it was concluded at the time of preparing the 2015-2030 Local Plan that sufficient infrastructure already exists or could be improved to support the anticipated level of development. In some areas this is still considered to be the case while in others t is anticipated that this will require reassessment in respect of the growth now projected over the 2020-2030 period.
- A number of issues need to be monitored or the nature of the provision considered in further detail. However, these are not considered to be critical to the delivery of the development outlined in the Local Plan. These include :-
    - Potential issue of sewage infrastructure towards the end of the Plan period;
    - Secondary school provision.
    - Improved access to primary healthcare.
    - Mitigation of impacts of development on the local and strategic highways network.

What are the next steps?

The Borough Council will continue to liaise with the infrastructure providers during the course of the Plan period to discuss the provision of infrastructure alongside the phasing of new development.

WATER SUPPLY	
Current Provision	• Provided primarily by Southern Water. • Small areas of Crawley are supplied by South East Water and Sutton and East Surrey Water. • Crawley forms part of the Sussex North Water Resource Zone which is part of the wider Central Sub Region. • Supply for region is provided through groundwater (68%), river abstractions (28%) and surface water reservoirs of which Weir Wood is the main reservoir (4%)
Evidence Base	• Position Statements 2008-2014 • Water Cycle Scoping Study 2010 • Water Cycle Outline Study 2011 • Water Cycle Study Update 2013 • At Crawley Study 2009 • Draft Southern Water Asset Management Plan 7 2020-2025 (to be finalised December 2019) • Draft Water Resources Management Plan 2020-2070 (to be finalised December 2019) • Response to Additional Site Allocations
Current Findings	• Southern Water is aiming to increase the number of homes with meters from 92% to 100% in the Sussex north zone by 2025. • Southern Water's Asset Management Plan to 2025, identified that its customer base is forecast to grow by 20% during 2020-45. Climate change may also lead to additional demand for water. However, sustainability reductions have by far the biggest impact on supply-demand balance. In addition to the reductions Southern Water has already agreed with the Environment Agency, there may be further reductions in the future, especially in the Central area. • Demand side solutions include a reduction in demand of 38Ml/d by 2025 as part of Target 100 programme which aims to reduce average consumption to 100l/p/d by 2040, as well as leakage reduction by 15.1% by 2025 and 50% by 2050 across the Southern Water region. • Supply side solutions include increased internal transfers to move water from areas of surplus to areas of deficit and water re-use schemes. • The next Business Plan will cover the period 2025 to 2030 and will be published in December 2024. • Water Cycle Outline Study (2011) indicated that demand management and resources development is sufficient to accommodate 7,000 dwellings in Crawley to 2026. • Outline study did not envisage that water supply would be a constraint on strategic development in Crawley, despite pressure on water resources at a regional level.

	• Water Cycle Scoping Study recommended that Core Strategy should contain a water efficiency policy to assist in ensuring the availability of sufficient water supply over the Plan period. • Water Cycle Update 2013 identifies that despite reduction in housing figures and lower forecasts of per capita consumption that the water resource constraint is considered moderate-high. This is due to more information regarding the impact of climate change and regulations relating to abstraction. • Southern Water's plans indicated that during a dry year there would be a supply-demand deficit. Southern Water's Draft Water Resources Management Plan 2020-2070 seeks to address this issue across the region. • Draft Water Resources Management Plan schemes for the Central Area include water efficiency, leakage reduction, winter transfer schemes, application for drought orders and permits on the Weir Wood Reservoir to continue to abstract water in dry weather.. build a new pipeline and upgrade a groundwater source and water supply works in north Sussex, refurbish a groundwater source in north Sussex. • The overall situation places increased importance on the Council's policies which seek to manage long term sustainable demand for water. • Responses to additional site allocation consultation indicated where there is a need for additional capacity in water mains close to the site or on site infrastructure these would need to be provided.
Future Studies and Plans	• Continue liaison with Southern Water regarding future housing plans and preparation of water companies 5 year plans and long term plans. • Updated Water Cycle Study. • Additional on-site capacity to be provided by developers.
Phasing	•
Funding	• Southern Water have secured funding for all schemes contained with Asset Management Plan 2015-20. • The preparation of the next Business Plan will inform bids to OFWAT for funding for any future schemes. Ofwat are due to make a determination on the Southern Water Business Plan in December 2019. • Growth related future capacity to be developer funded through the new infrastructure charge implemented from April 2018 (see https://www.southernwater.co.uk/infrastructure-charges for more information).
Summary	• Planned investment in water supply infrastructure is sufficient to accommodate proposed development in Crawley from 2015 to 2030. • Crawley falls within a wider area of serious water stress across the region. The resource constraint in the area is considered moderate to high. • The need to manage demand for water through water efficiency measures in sustainability policies are a vital component of managing the water supply over the Plan period. • Liaison with water companies over housing and commercial development needs to continue.

SEWAGE	
Current Provision	• Provided by Thames Water • Waste water is treated at Crawley Waste Water Treatment Works
Evidence Base	• Thames Water Asset Management Plan 6 (2015-20) • Thames Water Draft 5 year plan 2020-2025 (AMP7) (subject to agreement by Ofwat) • Thames Water Draft Water Resources Management Plan 2020-2100 (subject to DEFRA approval) • Water Cycle Scoping Study 2010 • Water Cycle Outline Study 2011 • Water Cycle Update Study 2013 • At Crawley Study 2009 • Position Statements 2014
Current Findings	• Though there is no justification for immediate upgrades, we undertake regular reviews of actual and forecasted growth (driven through the local plan) and assess how the works is performing. If large strategic developments deliver earlier than what is forecasted that may change our view of when upgrades are needed. Hence further clarity on the phasing of developments stated in the 'PROJECTED HOUSING DELIVERY' document is required to understand the magnitude of upgrades needed at Crawley STWs to ensure they are delivered is in a timely manner. • The ability of the existing Crawley WwTW site to accommodate further expansion may be possible, subject to technological requirements, the availability of land and consent permissions being granted by the Environment Agency. • Land availability at Crawley WwTW is reaching its limit and it may be necessary to extend beyond the site boundary. However, as technologies are changing all the time it may be able to accommodate upgrades which require a smaller footprint. • The requirement for an additional facility will be dependent on various factors include housing forecasts and changes in technology for the treatment of waste water and trade flows. • Outline Study also recommends that developers of 10 or more dwellings should as part of any Water Sustainability and Drainage Assessment demonstrate that the sewerage provider has been contacted to determine if capacity exists offsite for foul and surface water provision. Where capacity off-site is not available, developers should ensure that plans are in place for provision ahead of the development's occupation. • The study also concluded that there were no environmental constraints to development. It is however acknowledged that the Environment Agency may in the future wish to tighten existing discharge consents if Water Framework Directive (water quality) requirements are to be met. • The Water Cycle Update Study confirms that the housing growth being considered up to 2021 could be accommodated by the WwTW. Although this is less than the original 7,000 dwellings considered in the original outline study, it also takes into account planned strategic development adjoining Crawley.

	• Further upgrades could be required beyond 2021 to meet the needs of development within the latter part of the plan. This would also need to take into account the potential for Gatwick to increase the discharges containing de-icer through the WwTW from their on-airport lagoons.
Future Studies and Plans	• Draft Business Plan Asset Management Plan 7 (2020-25) submitted in December 2018. Final determination is awaited from Ofwat in December 2019 • Any upgrades to sewage capacity will need to be justified as part of the Asset Management Plan process. The requirement for additional treatment facilities will be dependent upon various facts such as realisation of housing forecasts, changes in technology for the treatment of waste water and trade flows. • Updated Water Cycle Study.
Phasing	• The phasing of growth post 2021 will need to take into account the outcome of Asset Management Plan 2020 -2025 and any proposals for a further upgrades to the WwTW which might be required.
Funding	• Any upgrades to Crawley WwTW that are required during AMP7 2020 – 2025 will be funded by funded as part of Thames Waters business plan.
Summary	• Further discussions are required with Thames Water and other key stakeholders as details of the site allocations in the Local Plan become available to help ensure addition infrastructure capacity is provided in a timely manner.

ELECTRICITY	
Current Provision	• Provided by UK Power Networks. • Served via main transformer at Three Bridges and substations at Southgate West and Crawley Business Quarter.
Evidence Base	• Position Statements 2018-2013 • UK Power Networks – South East Business Plan 2015-2023
Current Findings	• Whenever presented with new development proposals for the Region, the UK Power Networks team will examine the proposal, its impact on the existing network and provide an economic design for connection. The developer is required to meet appropriate costs in accordance with the current industry regulations. • Network capacity for the region is adequate to meet existing demand. • Asset replacement programmes provide the opportunity to rethink the way in which infrastructure is developed to meet future customer needs, particularly for connections to green and renewable energy sources.
Future Studies and Plans	•
Phasing	•
Funding	• Funding arrangements, which are set in periodic price reviews by the regulator, Ofgem, specifically do not allow the Electricity company to invest in infrastructure ahead of need. The regulator views such investment as risky, inefficient and not in the best interests of customers as a whole. • Connections to network will be funded by developers.
Summary	• Connections to supply can be made on a site by site basis along with any required reinforcement works.

GAS	
Current Provision	• Supply provided by Southern Gas Networks part of the Scotia Gas Networks company. • Whole of Borough served via pressure reducing stations from the medium pressure national grid network.
Evidence Base	• Position statements (2008-2013) • At Crawley Study 2009 • Long Term Development Statement 2018: Network Capacity • Moving Forward Together: Our journey so far 2013-2018 (2018)
Current Findings	• Can provide gas supply to any location that may be required through reinforcing an existing network or creating a new network by extending their medium/intermediate pressure tiers. • Any reinforcements that are required can then be prepared, so that if the sites do become live through the connections process they have a contingency in place to deal with any capacity issues.
Future Studies and Plans	•
Phasing	• Phasing of reinforcement will take into account phasing for development of sites.
Funding	• Each project is analysed and costed on an individual basis. Costs and whether they are to be borne by the developer or supplier will be dependent on the scale and location of the site.
Summary	• Connections to supply can be made on a site by site basis along with any required reinforcement works.

DISTRICT ENERGY NETWORKS	
Current Provision	• Some decentralised energy (source) centres in place (e.g.: Combined Heat and Power unit at K2 Crawley, and Biomass Boiler at Town Centre Library). • Planning permission (ref CR/2018/0139/FUL) has been granted for an energy centre containing a gas-fuelled CHP unit as part of the wider Town Hall redevelopment scheme (planning ref CR/2017/0997/OUT). The energy centre will provide heat and power to a new civic centre/office building, residential developments on or adjacent to the Town Hall site, and other developments and existing buildings in the Town Centre.
Evidence Base	• Low Carbon Energy Infrastructure: Crawley's Level of Involvement (2008) (*Energy Centre for Sustainable Communities*) • Corporate Climate Change Strategy (2008) (*Crawley Borough Council*) • Strategic Design Advice Report - Decentralised Energy Study (2011) (*hurleypalmerflatt*) • West Sussex Energy Study (2013) (*AECOM*) • K2 CHP Detailed Engineering Study (2013) (*Ramboll*) • DCS/024 Cabinet Report - Update on the Sussex Energy Saving Partnership (2013) (*Crawley Borough Council*) • BISEPS Re-Energise: Strategic Energy Opportunities (2018) (*West Sussex County Council with Manor Royal Business Improvement District*) • Manor Royal Heat Network Study (2018) (*Ramboll*) • Crawley Civic Centre DHN Concept Design Report (2018) (*Ramboll*)
Current Findings	• Significant opportunity for the installation and efficient use of District Energy Networks in specific areas. • District energy networks are a feasible and viable proposition in Crawley. • Council has a strategic role to play to ensure networks are implemented.
Future Studies and Plans	• Design and Build Tenders for the Town Centre District Heat Network are currently being evaluated and the tender opportunity for the operations, maintenance and billing contractor is to be published later in 2019. • A detailed heat network feasibility study has been undertaken in Manor Royal, and options for the most effective progression of opportunities is being explored.
Phasing	• The Town Hall site Energy Centre is planned for completion during 2020. • Implementation of Manor Royal pipe network, energy centres and associated works from 2020 (subject to approval).
Funding	• K2 leisure centre district energy network will initially be funded by Crawley Borough Council and public sector partners. • Crawley Borough Council has allocated a capital budget to the Town Centre District Heat Network, which is also being funded from other sources including the national Heat Network Investment Project (HNIP).

	• The Manor Royal heat network project is being supported from a range of sources including West Sussex County Council, the Manor Royal Business Improvement District, and EU funding awarded via the BISEPS (Business clusters Integrated Sustainable Energy Packages) initiative. Vehicles for coordinating business support for the project are being explored.
Summary	• All "heat priority areas" to have district energy networks by the end of the Plan period.

EDUCATION	
Current Provision	• Twenty six primary schools considered to be at 90% capacity at year of entry. • Seven secondary schools considered to be at 96% capacity at year of entry. • Some primary schools also provide nursery classes and there are a range of pre-schools throughout the town.
Evidence Base	• At Crawley Study 2009 • Position Statements (2008-2014) • Gatwick Free School Consultation Leaflet and Gatwick Free School website • Crawley Draft Strategic Infrastructure Package (Dec 2017) • Planning School Places (2019)
Current Findings	• Additional early education places for children aged 3 or 4 are actively being prioritised by supporting new and existing providers in the three neighbourhoods of Maidenbower, Pound Hill and Furnace Green. • New primary schools of up to 3 forms of entry are being provided in Forge Wood and at Kilnwood Vale (in Horsham District). Forge Wood Primary opened in September 2016 and offers up to 2FE (60 places per year of age) but can be expanded by a further form of entry if required to offer up to 90 places per year of age. Kilnwood Vale Primary is opening in September 2019 offering up to 2FE (60 places per year of age) but can be expanded to up to 3FE or 90 places per year of age if required in the future. • Additional places have been provided at Milton Mount, Northgate, The Mill, Our Lady Queen of Heaven, Gossops Green, Hill Top, Waterfield, Langley Green and Seymour Primary Schools. • The creation of an all through primary of the infant and junior schools in Three Bridges has created an additional form of entry. • The Gatwick Free School opened in September 2014 with classes in Year R and 7. The school has provision for 2 forms of entry at primary level and 4 forms of entry at secondary level. • Secondary schools are nearing capacity and it is currently estimated that provision will be needed for around 8/10 additional forms of entry at secondary school level in Crawley during the course of the Plan. Four forms of entry are being provided by The Gatwick Free School, four will be provided at Bohunt Horsham and two further forms of entry are likely to be provided by existing schools in the Borough. • WSCC will continue to assess predicted pupil numbers and discussions will continue with WSCC over the provision of additional primary and secondary places in the borough. • A site for a 8-10 FE secondary is required going forward. No suitable site has been able to be found within the Borough and discussions are taking place with neighbouring authorities to ensure a strategic site is identified as close to the Borough as possible in the medium term. • Specialist provision for children with Special Educational Needs is required moving forward by providing a combination of a new special school, Special Support Centres at mainstream schools, and an alternative provision college site for children who

	are excluded from mainstream education. There is a particular shortfall in provision for children with Social, Emotional and Mental Health needs (SEMH) and for children with Autism. • Youth, Adult Education and Further Education facilities may be required as the Crawley population increases although these elements of education are not led by WSCC.
Future Studies and Plans	• Annual updates to Planning School Places. • Further discussions and investigations to identify how additional capacity is to be provided.
Phasing	• The conditions and agreements for the development of the new neighbourhoods that form part of Crawley set out requirements for the timing of the provision of new primary schools.
Funding	• Financial contributions have been secured from the developers of the two new neighbourhoods that will form part of Crawley towards the provision of additional secondary school places within the town. • The provision of schools and additional school places will form part of the calculation of the Community Infrastructure Levy. • Additional funding sources will need to be considered.
Summary	• Additional provision at secondary school level is required to cater for anticipated levels of growth. • Discussions are currently taking place to provide additional forms of entry at existing secondary schools. • The establishment of Gatwick Free School in Manor Royal at primary and secondary level will be taken into account in assessing the number of additional places that need to be provided. • Further discussions are taking place with WSCC to develop the proposals for providing for additional school capacity, including the impact of any provision of secondary places in the North of Horsham. • Further discussions are required regarding the approach to meeting additional requirements for Special Educational Needs provision.

LIBRARY	
Current Provision	• Major new library 2,800 m^2 in Crawley Town Centre opened in December 2008 • Facilities enhanced through S106 contributions from housing developments. • Local neighbourhood library in Broadfield.
Evidence Base	• Position Statement (2008-2014) • At Crawley Study 2009
Current Findings	• The proposals for a community building at Forge Wood currently include provision for a pick up / drop off library in library facility.
Future Studies and Plans	• No additional studies needed.
Phasing	• The pick up / drop off facility will be provided within the community building as part of the development of Forge Wood.
Funding	• The community building is being provided as part of the development of Forge Wood.
Summary	• Excellent existing provision. • Requirements for additional provision relate to new neighbourhoods.

WASTE AND RECYCLING SERVICES	
Current Provision	• Household Waste Recycling Site and transfer station, with a capacity of 45,000 tonnes per annum opened in 2006 on Metcalfe Way, County Oak. Site has a catchment area of 5 miles. • General household waste goes to a Mechanical Biological Treatment (MBT) plant , at Brookhurst wood, Warnham. • West Sussex is a net importer of waste (2017 data), although a large amount of imports were Construction, Demolition and Excavation (CD&E) waste which were used in the restoration of sites, therefore a beneficial use.
Evidence Base	• Position Statement (2008-2014) • WSCC Submission Waste Local Plan 2013 • WSCC Waste Local Plan 2014
Current Findings	• The West Sussex Waste Local Plan was adopted in 2014 and covers the period until 2031. • The aspiration of the Waste Local Plan is that West Sussex has 'zero waste to landfill' by 2031. This will be achieved through the transfer, recycling and recovery of waste. • There is insufficient capacity at existing waste management facilities in West Sussex to secure the maximum recovery of waste through such means as recycling, composting, or energy generation. • The Plan states that it has been calculated that an additional waste management capacity of 0.67 million tonnes per annum is required by 2031. • Some additional facilities are required for transfer, recycling, and treatment of commercial and industrial waste and construction and demolition waste. The strategic waste sites which are allocated in the Waste Local Plan are allocated in accordance with the spatial strategy. • An additional site at Brookhurst Wood near Horsham, adjacent to the existing facility is allocated to meet identified shortfalls in transfer, recycling and recovery capacity. It is one of four sites allocated in the Waste Local Plan. • The sites allocated in the Waste Local Plan are considered to be suitable for uses including waste transfer station, material recycling facility, mechanical biological treatment plant, and energy from waste plants
Future Studies and Plans	• There are no allocated built waste management sites in Crawley Borough but the allocations in the WLP will contribute to a sustainable network of waste management facilities to help maintain net self-sufficiency in West Sussex. • Policy W2 (Safeguarding Waste Management Sites and Infrastructure) seeks to safeguard existing waste sites and infrastructure for the achievement of sustainable waste management. A list of safeguarded waste sites is listed in the West Sussex Monitoring Report 2017/18.
Phasing	• New treatment facility at Brookhurst Wood now fully operational.
Funding	•
Summary	• Preparation of WSCC Waste Local Plan provides the context for the provision of waste management facilities for Crawley.

	• The allocations in the plan will help meet the need for waste facilities generated by Crawley in the context of provision for the county as a whole. • No additional waste sites are identified or required in Crawley itself.

HEALTH	
Current Provision	• 12 GP practices. • Bewbush Medical Centre, Bridge Medical Centre, Coachman's Medical practice, Furnace Green Surgery. Gossops Green Surgery, Ifield Medical practice, Langley Corner Surgery, Leacroft Medical practice (Langley Green) , Pound Hill Medical Group, Saxonbrook Medical Centre (Maidenbower and Northgate), Southgate Medical Group, Woodlands and Clerklands (Tilgate). • The Leacroft practice used to have a branch surgery in West Green. The consolidation of the Leacroft practice into a single surgery in Langley Green, has resulted in West Green no longer having a dedicated surgery. • Crawley Hospital includes an Urgent Treatment Centre, with a variety of outpatient services. • A and E, and acute services are provided at East Surrey Hospital in Redhill by Surrey and Sussex Healthcare NHS Trust. • Crawley Clinical Commissioning Group helps meet the needs of the town.
Evidence Base	• Position statement (2008 – 2013) • Crawley Clinical Commission Group Quality and Delivery Plan (2014-19) • Crawley Clinical Commission Group Strategic Service Development Plan (June 2014) • Crawley Clinical Commission Group Draft Operating Plan 2017-19 • NHS Crawley CCG, NHS Horsham and Mid Sussex CCG Five Communities Plan (July 2014) • Sussex and East Surrey Sustainability and Transformation Partnership: Business Plan for the transition year 2019/20 • Sussex and East Surrey Sustainability and Transformation Partnership: North Place Business Plan 2019/20
Current Findings	• Crawley Hospital has the capacity to provide more services and is underused. • Crawley Hospital requires significant maintenance work and seven potential scenarios are being considered by Crawley CCG. • With a high number of practices capped and others around capacity, there is a need to enhance Primary Care estate to support new residents in Crawley. • There are options for estate that relate to a central hub and enhancing the actual current GP premises. • A number of projects have been undertaken recently to replace or extend GP surgery buildings. • The Crawley CCG will work with others to improve access to primary care services in West Green and Northgate. • West Sussex PCT North East Review (Jan 2009) did not identify a requirement for a new hospital in the north east of West Sussex. • Gap in dentistry provision in Crawley
Future Studies and Plans	• Further discussions with Crawley Clinical Commissioning Group

Phasing	
Funding	• Developer contributions in the form of CIL or S106 will be required to support increase in capacity to accommodate new development.
Summary	• There is a need to enhance Primary Care Estate and discussions are ongoing with the CCG. • The Borough Council will continue to liaise with the Crawley Clinical Commission Group over future health care provision in the town. • Options for the future of Crawley Hospital are being considered by the CCG.

POLICE	
Current Provision	• Crawley forms part of West division of Sussex Police • Staff (officer & support staff) delivering policing to the borough of Crawley include 250 police officers and 170 support staff. • Vehicles delivering policing to the borough of Crawley include 30 divisional vehicles and 33 force-wide vehicles. • Based in Crawley Police Station, Northgate Avenue, with other local sites • Community Office in Broadfield Library and Neighbourhood Hub
Evidence Base	• Position Statement (2008-2014) • Sussex Police Estates Strategy 2013-18 • Infrastructure delivery requirement update 2019 • Sussex PCC Medium Term Financial Strategy (March 2019) • Sussex Police & Crime Plan (2017/21)
Current Findings	• Based on the existing operating model of Sussex Police, the crime increase and housing growth identified, this would require an additional 52 staff being employed by Sussex Police. • Requirement for personal equipment for staff/officers – This includes workstations, radios, protective equipment, uniforms and bespoke training in the use of these. Sussex Police try to retain equipment when existing staff leave our service and are replaced. However, additional staff require additional equipment. There are also practical limits to the extent to which existing equipment can be re-used. e.g. with uniforms or where technology has moved on. • Requirement for police vehicles of varying types and functions covering existing patterns of development and community demand. The fully equipped fleet of vehicles consists of 20 Force-wide vehicles and 14 Divisional vehicles. Vehicles are retained to meet the existing patterns of demand • Requirement for Automatic Number Plate Recognition (ANPR) and Closed Circuit Television cameras. New development will require investment in these infrastructure to identify criminals and can act as a preventative measure against crime. • Requirement for improved facilities at Crawley police station.
Future Studies and Plans	• Discussions with Sussex Police to identify future infrastructure priorities will continue.
Phasing	• Modernisation of Crawley Police Station likely to be completed in 2020/2021 financial year.
Funding	• Primary funding from central government and local taxation. • Additional funds required via developer contributions (CIL and S106) for capital expenditure.
Summary	• Existing provision of premises is concentrated in a central location. • The council will continue to work with Sussex Police over the provision of Police services over the Plan period.

FIRE	
Current Provision	• Part of West Sussex Fire & Rescue Service • Fire Station located on edge of town centre on Ifield Avenue • 5 bay fire station with 2 water tenders, 1 heavy rescue tender and a four wheel drive vehicle
Evidence Base	• Annual Report 2017-2018 • Statement of Assurance 2017-2018 • West Sussex Fire and Rescue Service Integrated Risk Management Plan (IRMP) 2018-2022
Current Findings	• Site adjacent to Cheals roundabout has planning permission for new fire station to accommodate 6 appliances • Current estimates for the construction of a new fire station are around £7 million. However, no specific funding has currently been identified. • The West Sussex Fire Service Plan 2010-2015 states that it remains a service objective to build a new fire station in Crawley. • The Fire Service is continuing to invest capital in the current station as there is no firm timetable for the construction of a new station. • A proposal to remove the 3rd appliance based at Crawley Fire Station and staffed by a retained crew was published for public consultation in June 2014. After consultation this appliance was removed from 1st April 2015. • The Forge Wood development has a planning condition requiring it to submit a scheme for the provision of new fire and rescue infrastructure to serve the new development. This will need to take into account the latest West Sussex Fire Service proposals. • Crawley attended the most Road Traffic Collisions of all the West Sussex stations from 01/04/14 – 31/03/17. • Some parts of Crawley fall into the Very High risk category for West Sussex Emergency Response standards (critical incident – fire)
Future Studies and Plans	• Investing and developing the delivery of new firefighting tactics to enhance our response to fires in buildings. This has seen Smoke Curtains and Fog Nails being introduced in 2019. • Implement new Emergency Rescue equipment to enhance our response to transport incidents. • Research new Personal Protective Equipment (PPE) for all of our staff as part of a national collaboration. • Review the fleet of special appliances and rationalise the capability where appropriate and provide options.
Phasing	• There is currently no identified programme for the construction of a new fire station.
Funding	• There is currently no agreed funding for the construction of a new fire station.
Summary	• Existing facilities or construction of new fire station will provide adequate cover for Crawley. • The Fire & Rescue Service are working towards implementing the IRMP 2018 -2022

	• The Fire & Rescue Service are awaiting the findings of Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) report.

CEMETERY AND CREMATORIUM	
Current Provision	• Snell Hatch cemetery in West Green covers an area of 3.5 hectares • Little Trees cemetery opened on a 4.8 hectare site in October 2017. • Surrey and Sussex Crematorium is located on Balcombe Road.
Evidence Base	• Cabinet Report 13 November 2013 New Crawley Cemetery – provision of Burial Services • Cabinet Report 3 December 2014 New Cemetery, Little Trees, Tollgate Hill, Crawley
Current Findings	• The Muslim section of Snell Hatch cemetery was predicted to have reached capacity by around April 2014. • Other areas of the cemetery are also nearing capacity. • The Council agreed in November 2013, a small extension at the cemetery which would create an additional 86 spaces for Muslim burials. • This would allow the cemetery to remain open to all sections of the community until the end of 2017. • As of December 2017 it was estimated that the Little Trees site was capable of providing up to 50 years' burial capacity for Crawley. • Surrey and Sussex Crematorium was operating at about 50% capacity as of spring 2019
Future Studies and Plans	•
Phasing	•
Funding	•
Summary	• Cemetery and crematorium provision is considered sufficient to meet the development planned during the period 2020-35.

AMBULANCE	
Current Provision	• Service provided by South East Coast Ambulance Service (SECAMB) • SECAMB HQ and Emergency Operations Centre opened at Nexus House on Gatwick Road in 2017 • Faraday Road base opened in 2016 includes Make Ready Centre (MRC) and supports one of two Hazardous Area Response Teams (HART) which support the region.
Evidence Base	• Position Statements (2008-2013) • SECAMB Five Year Strategic Plan 2017-2022 (2017) • SECAMB Trust Delivery Plan 2017-19 (2017) • Demand and Capacity Review: Final Summary Report (2018)
Current Findings	• SECAMB has a programme of providing Make Ready Centres throughout the region which act as a hub for the preparation and maintenance of vehicles. Staff pick up their vehicles from these centres. Such centres are considered to be a more efficient use of resources in terms of the preparation and maintenance of vehicles and the amount of time available to be on call. • Make Ready Centres are supported by Community Response Posts which provide rest facilities for staff through the course of their shift.
Future Studies and Plans	
Phasing	
Funding	
Summary	• Crawley is the location for the Trust HQ, a Hazardous Area Response Team and a Make Ready Centre supported by Community Response Posts.

SPORTS AND PLAY FACILITIES	
Current Provision	• K2 Leisure centre – 50 m swimming pool, athletics track, climbing wall, gymnastics facility, sports halls, squash courts and indoor bowls • Bewbush Centre sports hall and gym • Sports facilities at Oriel School and Ifield Community College used by public • 12 health and fitness facilities, • Indoor bowls rink • Indoor tennis and outdoor tennis courts • 30 playing fields • 75 play areas of varying sizes • Skate Park • Parkour facilities • BMX track • Watersports on Tilgate Lake
Evidence Base	• Open Space, Sport and Recreation Study (PMP and Leisure and the Environment 2013) • Playing Pitch Study (Leisure and the Environment 2013) • Play Facilities (Investment Proposals, Crawley Borough Council November 2013) • Assessment of Playing Pitch Usage/Quality (Crawley Borough Council 2010)
Current Findings	• Studies assessed quality, quantity and accessibility standards for each typology. • Overall provision and range of facilities in the town is good but distribution across the borough varies. • There are potential surplus sites which could be used for other types of development and facilitate new facilities and enhancement of retained open space. • Priorities for new provision are for allotments and youth provision in some areas of the town. • Quality of existing provision should be improved: - Enhance existing facilities of children and young people; - Sports pitch surfaces, drainage and changing facilities. • Consider the need for a new 3G pitch for competitive football and other sports for training and small-sided competition.
Future Studies and Plans	• New playing pitches and play areas to be provided as part of the Forge Wood development. • Sport England recommends a review of open space, sport and recreation every five years and refresh once a year.

	• A study has been commissioned to assess Open Space, Indoor Sports, and Playing Pitch provision in light of the growth projected during the period covered by the Local Plan review document.
Phasing	• Conditions relating to the Forge Wood development require provision of playing fields.
Funding	• Additional/improved provision through S106 and CIL • CBC Play Strategy
Summary	• Existing evidence points to generally sufficient provision in most types of open space and sports facilities, with deficiencies in quantity of some types in some areas, and some deficiencies in quality of provision. • This position is to be reassessed as part of the Open Space study commissioned by the council. • In some areas there are opportunities to consolidate open space whilst enhancing retained open space to better meet the needs of residents.

COMMUNITY FACILITIES	
Current Provision	• A Community Centre is provided within each neighbourhood in the town. • Enhanced facilities recently constructed at Bewbush and Langley Green.
Evidence Base	•
Current Findings	• Existing community centres are able to meet needs of neighbourhoods. • Community Building being provided by developers as part of the Forge Wood development.
Future Studies and Plans	• The council is commissioning a Town Centre Facilities study to consider demand and supply of community facilities to support the growing population in the town centre.
Phasing	• Conditions related to the Forge Wood development require provision of a community building.
Funding	• The Community building in Forge Wood is being funded by the development.
Summary	• Crawley has a significant number of community centres. • Any new neighbourhoods would require the provision of a community centre as part of the neighbourhood facilities. • The implications of an increased residential population in the Town Centre are to be considered.

FLOOD DEFENCES	
Current Provision	• Crawley lies within the Upper River Mole Catchment area. • Majority of Crawley identified as being at low risk of fluvial flooding and a moderate to high risk of surface water flooding. • A number of properties in Crawley and downstream in Horley are at a risk from a 1 in 100 year event.
Evidence Base	• Upper Mole Flood Alleviation Scheme (UMFAS) 2000-2018 • Strategic Flood Risk Assessment 2014 (SFRA) • Upper Mole Flood modelling study (2018)
Current Findings	• UMFAS has now been completed comprising the following items: - raising of Tilgate Dam; - Worth Farm storage area; - Grattons Park stream enhancements; - Clay's Lake storage reservoir. • There are a number of properties which remain at risk despite the completion of UMFAS, schemes to provide resilience to these properties are being investigated. • The SFRA identifies those areas which are most at risk from flooding and seeks to steer vulnerable development away from areas of greatest risk.
Future Studies and Plans	• Interim review of SFRA undertaken in liaison with Environment Agency to inform Local Plan. • Investigation into the potential for Natural Flood Management within the Upper River Mole.
Phasing	• The available funding and programme for future schemes is being reviewed.
Funding	• UMFAS schemes have been funded through the Environment Agency.
Summary	• Completion of the Upper Mole Flood Alleviation Scheme reduces number of properties at risk of a 1 in 100 year flooding event. • CBC will continue to work with the Environment Agency and the county council to ensure Crawley is resilient to the impacts of flooding now and into the future. • SRFA conclusions.

GREEN INFRASTRUCTURE	
Current Provision	• Approx 26% of Crawley's area is designated as countryside. • 330ha Site of Nature Conservation Importance. • 23ha local nature reserve. • 33ha AONB, 193ha ancient woodland. • Formal parks and gardens include Tilgate Park, Goffs Park, Memorial Gardens, Broadfield Park, Worth Park and Grattons Park. • Significant amounts of structural landscaping and tree cover. • Small streams; mainly culverted. • A network of public rights of way.
Evidence Base	• Designations with supporting evidence such as Conservation Areas/Sites of Nature Conservation Importance, Landscape Character Assessment (CBC 2012), Built-Up Area Boundary Review (CBC 2012). • Green Infrastructure Assets and Opportunities (CBC 2014) • Public Rights of Way Improvement Plan (WSCC) • Green Infrastructure Topic Paper (CBC 2014) • Green Infrastructure Supplementary Planning Document (CBC 2016) • High Weald AONB Management Plan 2019-2024 (2019)
Current Findings	• There is currently a lack of integration between types of green infrastructure. Linking, protecting and enhancing valued green infrastructure for people and wildlife is needed to prevent biodiversity loss and the erosion of recreational opportunities for people. • Existing evidence and consultation will be used to identify a green infrastructure network and opportunities/projects to enhancement GI.
Future Studies and Plans	• Updates to existing evidence base identifying needs and opportunities.
Phasing	• No phasing identified.
Funding	• Funding to improve/expand GI through CIL, environmental stewardship, rural development programme, woodland grant scheme, grant funding (lottery)
Summary	• Enhancements to Green Infrastructure network should be secured through new development, where appropriate.

TRANSPORT - RAIL	
Current Provision	• Four rail stations - Three Bridges and Gatwick on Brighton Main Line. Crawley and Ifield on Arun Valley Line. • Frequent services between London, Brighton, Horsham, Chichester and Portsmouth.
Evidence Base	• Network Rail London and South East Market Study (2013) • Position statement 2014 • Network Rail South East Route: Sussex Area Route Study (2015) • Network Rail Route Specifications 2016 South East (2016) • Network Rail Delivery Plan for Control Period 6 (2019-24) • Network Rail Strategic Business Plan for 2019-24 (2019)
Current Findings	• Refurbishment of Gatwick Station and provision of additional platform completed 2014. • Significant demand for parking at Three Bridges Station. • Network Rail has undertaken improvements to passenger facilities at Three Bridges. • Significant improvements in relation to disabled access are likely to be necessary. • Network Rail identified improvements in their January 2013 Business Plan to provide additional capacity and which should be brought forward in Control Period 6. These include signalling at Three Bridges, grade separation of Windmill Bridge Junction and improvements to Stoats Nest Junction which will improve capacity on the Brighton Main Line. • The Thameslink programme which serves Three Bridges and the Arun Valley line will provide additional capacity. • The business case of the provision of a new station at Kilnwood Vale is still being examined. Trains would continue to stop at Ifield Station.
Future Studies and Plans	• Access improvements to Three Bridges Station are planned as part of the Crawley Growth Programme. Scheme to be funded using developer contributions. • Upgrade of Crawley Station is planned as part of wider Station Gateway scheme and the Crawley Growth Programme. • New concourse at Gatwick Station is planned to help ensure that the best use is made of existing airport capacity.
Phasing	• Detailed planning applications for Three Bridges Station and Crawley Station improvements expected during 2019. • New concourse at Gatwick Station to be constructed over period 2020-22.
Funding	• Gatwick Station improvements are to be funded by the DfT, Network Rail, the Coast to Capital LEP and Gatwick Airport Limited. Funding is in place.

	• Station improvements schemes included within the Growth Programme are to be funded by a combination of public and private sources, including the Coast to Capital LEP, developer contributions, West Sussex County Council and Crawley Borough Council.
Summary	• Crawley has good rail connections through a number of stations. • Improvements to station facilities taking place.

TRANSPORT – ROAD	
Current Provision	• Junctions 9, 10, 10a and 11 of the M23 serve Crawley • A23 dual carriage way runs on a north – south basis through the town providing a route for through traffic • A264 provides access to Horsham to the west and East Grinstead to the east. • Neighbourhood distributor roads run through neighbourhoods
Evidence Base	• At Crawley Study 2009 • Site specific transport assessments for major developments • Stage 1 transport assessment (2012) • Stage 2 transport assessment (2014) • Draft Strategic Infrastructure Package for Crawley (2017) • Crawley Sustainable Transport Package (2018)
Current Findings	• Transport Assessment assumed the following committed transport schemes: - A23 Handcross to Warninglid carriageway improvements - Traffic signalisation of Cheals Roundabout to improve capacity in peak hours - Signal improvements to the M23 Pease Pottage junction to improve capacity at peak hours. - Improvements to Gatwick Road / Radford Road Roundabout. - Signalisation of A2011 and A2004 Hazelwick. - Improvements to M23 Junction 10. • Transport Assessment identified a number of junctions which were identified as reaching or just exceeding capacity during the assessment period to 2029 due to background traffic growth rather than as a result of the development proposed in the Local Plan: - M23 Junction 11 - A23 London Road and Fleming Way - A23 Crawley Avenue and A2220 Horsham Road - Worth Park Avenue and Balcombe Road - Southgate Avenue and Hawth Avenue - Gatwick Road and Manor Royal - Gatwick Road and Fleming Way - Worth Road • WSCC will consider how future schemes can be identified or be the subject of bids for funding

	• Transport Assessment identified a number of junctions that perform significantly worse as a result of development proposed in the Local Plan, although not over capacity and would require mitigation. - Crawley Avenue and Ifield Avenue - A23 London Road/Manor Royal - Crawley Avenue, Northgate Avenue, Hazelwick Avenue - Crawley Avenue/Balcombe Road - M23 Junction 9, north bound slip road • Transport assessment has identified remedial interventions involving part signalisation or limited widening of approaches to junctions.
Future Studies and Plans	• An updated Transport Assessment will be required to assess the impact on the strategic and local highway network of the development proposed during the period covered by the updated Local Plan.
Phasing	• Most mitigation schemes expected to be implemented during 2022-27, with Crawley Avenue/Balcombe Road expected before 2022.
Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. • Developer funding through Community Infrastructure Levy and Section 106 funding • Strategic Economic Plan funding • Consideration of WSCC bids for funding.
Summary	• Background traffic growth during the plan period will affect a number of junctions in the town • The Council will work with WSCC to identify ways in which the issues at these junctions could be addressed. • Development proposed in the Local Plan would lead to a small number of junctions performing significantly worse, although not over capacity. Potential minor improvements to the junctions to mitigate these impacts have been identified and tested. • The impact of development projected for the period 2020-35 requires further assessment.

TRANSPORT – WALKING AND CYCLING	
Current Provision	• Around 20 km of off road cycle paths. • Provides links to town centre, Manor Royal and Gatwick. • National Cycle Network runs through Crawley. • Cycle parking at major destinations, neighbourhood centres and community facilities. • Circular Greenway footpath route around town and with links to neighbourhoods. • Extensive network of footpaths throughout neighbourhoods.
Evidence Base	• Draft cycle framework. • Priority list of cycle schemes. • Background reports prepared by Crawley Cycle Touring Club Members. • West Sussex Walking & Cycling Strategy 2016-2026
Current Findings	• Good cycle network but has gaps between routes. • Potential for further improvements to cycle network. • Neighbourhood layout of Crawley provides many facilities within walking or cycling distance. • New footpath and cycle routes to be provided as part of Forge Wood and Kilnwood Vale linking to existing networks. • Infrastructure to encourage walking and cycling on routes identified in West Sussex Walking & Cycling Strategy may not be considered ideal and additional or sometimes alternative routes are required.
Future Studies and Plans	• Implementation of improvements to the cycle network. • Crawley Borough Council is currently developing an LCWIP (Local Cycling and Walking Infrastructure Plan). This will identity future around 10 or so routes or further development following a 6-step process prescribed by the Department for Transport (and will include cost estimates).
Phasing	•
Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. • Potential for funding through S106 agreements or CIL.
Summary	• Good existing facilities although improvements could be made to link existing parts of the walking/cycling network. • Neighbourhood layout means many facilities within cycling or walking distance. • New development should link to existing networks and incorporate needs of walkers and cyclists into design. • Potential for further enhancements to the cycle network.

TRANSPORT – BUS	
Current Provision	• Extensive network of bus routes primarily provided by Metrobus serving neighbourhoods, town centre, Manor Royal and Gatwick. • Fastway services use bus lanes and guideways to improve journey times and reliability. • Fastway 10 service runs on a north-south route through the town provides high frequency service (up to every 6 mins) to a number of neighbourhoods and serves the town centre, Manor Royal and Gatwick. Fastway 20 serves Three Bridges Station. • Other Fastway services provide routes to Horley and Redhill. • Also regular bus services to Redhill, Horsham, East Grinstead, Worthing and Brighton. • Crawley Bus Station is located adjacent to County Mall and Crawley Station in the town centre. • The town centre, Manor Royal and Gatwick are all well served by existing bus services. • New route 3 now providing a bus every 30 minutes from Forge Wood to Crawley and Gatwick, to increase further as the development builds out • Good bus links to Three Bridges Station. • All neighbourhood centres are served by buses. Most neighbourhood services have at least 4 buses an hour during day
Evidence Base	• Position statement • Stage 2 transport assessment (2014)
Current Findings	• Requirement of bus networks taken into account in masterplans and road layout of any new neighbourhoods including: - Fastway service 10 will be extended to serve Kilnwood Vale; • Potential for further bus priority at junctions. • Potential for increasing frequency of bus services to meet additional demand generated by new development.
Future Studies and Plans	• Further bus priority measures could be provided. • A new bus lane is planned for Manor Royal as well as a new bus station associated with the Station Gateway project. • Metrobus plans to introduce 20 zero emission hydrogen electric fuel cell buses on the Fastway service in 2020.
Phasing	• Timing of introduction of services to new neighbourhoods will take into account phasing of construction of dwellings and roads.
Funding	• The Crawley Area Transport Package is identified in the Coast to Capital Local Enterprise Partnership (C2C LEP)'s Strategic Economic Plan (SEP) as a key package of schemes that will implement transport improvements. • Bus services to new neighbourhoods will need to operate on a commercial basis. • May require subsidy from developers in early years when occupancy of new development is small.

Summary	• Bus network in Crawley is extensive. • Allocations within the existing neighbourhoods will benefit from the existing neighbourhood bus network. • Network is being extended to serve additional neighbourhoods.

ADULT SOCIAL CARE	
Current Provision	• Statutory responsibilities in respect of social care and public health are set out in the Care Act 2014 and associated legislation. • West Sussex County Council is the local authority in respect of adult social care within Crawley. • 6 care homes with nursing and 21 other care homes in Crawley. • Crawley Dementia Alliance is a collective group of local people and organisations who support and improve the quality of life for residents who are affected by dementia.
Evidence Base	• Sharing our performance. Your local account of adult social care: How we performed in 2017-18 (West Sussex County Council, 2018). • West Sussex Care Guide 2019/20 (West Sussex County Council, 2019) • Adult Social Care in West Sussex. Our Vision and strategy 2019-2021 (West Sussex County Council, 2019)
Current Findings	• If current trends continue there would be need for an extra 1,165 residential and nursing home places across West Sussex for older people within the next five years. In future residential and nursing care is to be focused on short-term and end-of-life care. • 'Supporting Lives Connecting People' model of 'community-led' support is more focused on supporting people closer to where they live. • Social-care and health services face significant challenges in recruiting, developing and retaining appropriately skilled staff. • Discussion between CBC and WSCC will be required going forward where there is identified need for planning policies to support delivery of adult social care.
Future Studies and Plans	•
Phasing	•
Funding	• WSCC adult social care budget for 2018/19 is £195 million, accounting for 37% of total council budget.
Summary	• A range of care homes are present, and demand for these is set to increase according to current trends. • In future it is anticipated that adult social care will be more focused on a community-based approach with less emphasis on residential care. • Further engagement will be required to identify scope to support services through planning policy measures.