

<b>Roger Elkins, Cabinet Member for Highways &amp; Infrastructure</b>	<b>Ref No: HI02 19/20</b>
<b>April 2019</b>	<b>Key Decision: Yes</b>
<b>Strategic Transport Investment Programme 2019/20</b>	<b>Part I</b>
<b>Report by Lee Harris, Executive Director Economy, Infrastructure &amp; Environment and Matt Davey, Director of Highways and Transport</b>	<b>Electoral Division(s): All</b>

### **Summary**

In July 2013, the County Council established a Strategic Transport Investment Programme to identify and develop strategic (i.e. larger than local) transport schemes that are needed to support sustainable economic growth in the county. The programme is being updated to ensure that priority schemes are sufficiently well-advanced to take advantage of funding opportunities as they arise.

Nineteen schemes or packages of schemes have previously been identified as priorities as part of a rolling programme of investment. Feasibility work is underway or completed for most of the priorities, some of which are now in the Capital Programme for delivery. Feasibility studies for the four outstanding priorities are due to complete during 2019/20.

In anticipation of completing those feasibility studies, local stakeholders were invited to submit suggestions for new priorities for investment from 2019/20 onwards. The suggestions have been considered alongside others that were previously included on a long list of potential schemes and assessed using the existing prioritisation methodology.

The Cabinet Member for Highways and Infrastructure is recommended to confirm the schemes identified as priorities for development through the Strategic Transport Improvement Programme and approve the new priorities for development for the STIP.

### **West Sussex Plan: Policy Impact and Context**

The Strategic Transport Investment Programme supports County Council's priorities for the economy by ensuring that West Sussex is a prosperous place as identified in the West Sussex Plan 2017-22.

### **Financial Impact**

In addition to continued investment in the priorities already included in the Capital Programme, it is proposed that three new priorities are identified, with feasibility studies on them being undertaken in 2019/20 and 2020/21. Typically, this will involve project planning, feasibility studies and engagement with key stakeholders, including local members, to identify and appraise options. This will require revenue funding of £250,000 in 2019/20 and £236,500 in 2020/21. It is proposed that this is funded from the Highways and Education Buildings Reserve and the Corporate

Feasibility Fund, subject to agreement through corporate capital governance.

## **Recommendations**

That the Cabinet Member for Highways and Infrastructure:

- (1) confirms the schemes identified in Table 1 as priorities for development through the Strategic Transport Investment Programme and notes the need for revenue funding in 2019/20 to complete feasibility studies for the following:
  - Chichester Area Sustainable Transport Package
  - Horsham Area Sustainable Transport Package
  - National Cycle Network Route 2
  - Worthing Area Sustainable Transport Package
- (2) approves the following schemes as new priorities for development through the STIP and notes the need for revenue funding in 2019/20 and 2020/21 to undertake feasibility studies on them:
  - A259 Chichester to Bognor Regis corridor
  - A259 Littlehampton to Bognor Regis corridor
  - A24 Worthing to Surrey corridor

## **Proposal**

### **1. Background and Context**

- 1.1 The Strategic Transport Investment Programme (STIP) was established in July 2013 to facilitate the identification, prioritisation, development, and implementation of strategic highway and other transport schemes. Such schemes are important strategically, i.e. either they are important at a county-wide/'larger than local' level or they are necessary to support future development of an area. The STIP does not include infrastructure that is only required to mitigate the site-specific impact of a development, as this should be secured through the planning system.
- 1.2 Once feasibility studies are complete, any feasible schemes can be prioritised and programmed for delivery as funding becomes available from, for example, the Coast to Capital Local Enterprise Partnership (LEP). In July 2014, the LEP received their first Growth Deal offer from the Government and this has been followed by two further Growth Deals. To date, the Growth Deals include confirmation of allocations from the Local Growth Fund towards the following STIP priorities: A284 Lyminster Bypass; A259 Littlehampton Corridor Improvements; A29 Realignment; Crawley and Burgess Hill Area Transport Packages; and A2300 Corridor Improvement, Burgess Hill.
- 1.3 Future funding opportunities are also likely to arise, such as Housing Infrastructure Fund and the National Roads Fund. To ensure that the County Council is in a strong position to leverage maximum funds and economic benefit from these funding opportunities, there is a need to continue developing a pipeline of feasible schemes that will help to deliver economic growth and that are ready for delivery as opportunities arise.

## Update on Existing Priorities

- 1.4 STIP priorities are generally reviewed on an annual basis to ensure that they are still appropriate schemes to be progressing. Accordingly, the programme is being rolled forward to ensure that schemes are sufficiently well-advanced to take advantage of funding opportunities as they arise. Table 1 provides an update on the current status of all existing STIP priorities.

<b>Table 1: Existing STIP Priorities</b>	
<b>Scheme</b>	<b>Current Status</b>
A22 corridor, East Grinstead	Feasibility work complete. Awaiting funding for implementation.
A2300 Burgess Hill	Construction planned to start in 2019/20.
A24 junctions, Horsham (Great Daux & Robin Hood *)	Detailed design underway.
A259 corridor improvements, East Arun	On site with construction due to start late summer 2019
A259 Shoreham	Feasibility work complete. Awaiting funding for implementation.
A284 Lyminster Bypass	Construction planned to start in 2020.
A29 Realignment, Arun	Preliminary design underway.
Crawley Town Centre	Feasibility work complete. Additional feasibility work being undertaken as part of the Crawley Area Transport Package. Some scheme/s included in Capital Programme as part of Crawley Growth Programme.
Haywards Heath Town Centre	Feasibility work complete. Awaiting funding for implementation.
Northgate Gyratory & Westhampnett Road, Chichester* <sup>1</sup>	Feasibility work complete. Awaiting funding for implementation. Further feasibility work being undertaken to reduce delivery risks of Westhampnett Road improvements.
Burgess Hill Area Sustainable Transport Package	Stage 1 feasibility work complete. Further feasibility work to be identified for package. Three schemes from Stage 1 to be progressed through preliminary design.
Chichester Area Sustainable Transport Package	Feasibility study underway in parallel with Chichester Vision study. To be completed in 2019/20.
Crawley Area Sustainable Transport Package	Feasibility study underway.
Enterprise Bognor Regis Link Road	Feasibility work complete. Awaiting funding for implementation linked to development of the strategic employment site.

Horsham Area Sustainable Transport Package	Feasibility study to be progressed in 2019/20.
National Cycle Network Route 2	A259 Flansham to Climping (Section 5) complete. Feasibility study commencing to investigate priority sections for improvement within West Sussex. To be completed in 2019/20.
Shoreham Area Sustainable Transport Package	Feasibility study largely complete.
Worthing Area Sustainable Transport Package	Montague Street public realm enhancement (phase 1), now complete. Feasibility study underway investigating additional schemes in the package. To be completed in 2019/20.
* These priorities were previously identified separately but were combined into a single project to achieve efficiencies.	

## Review of Priorities

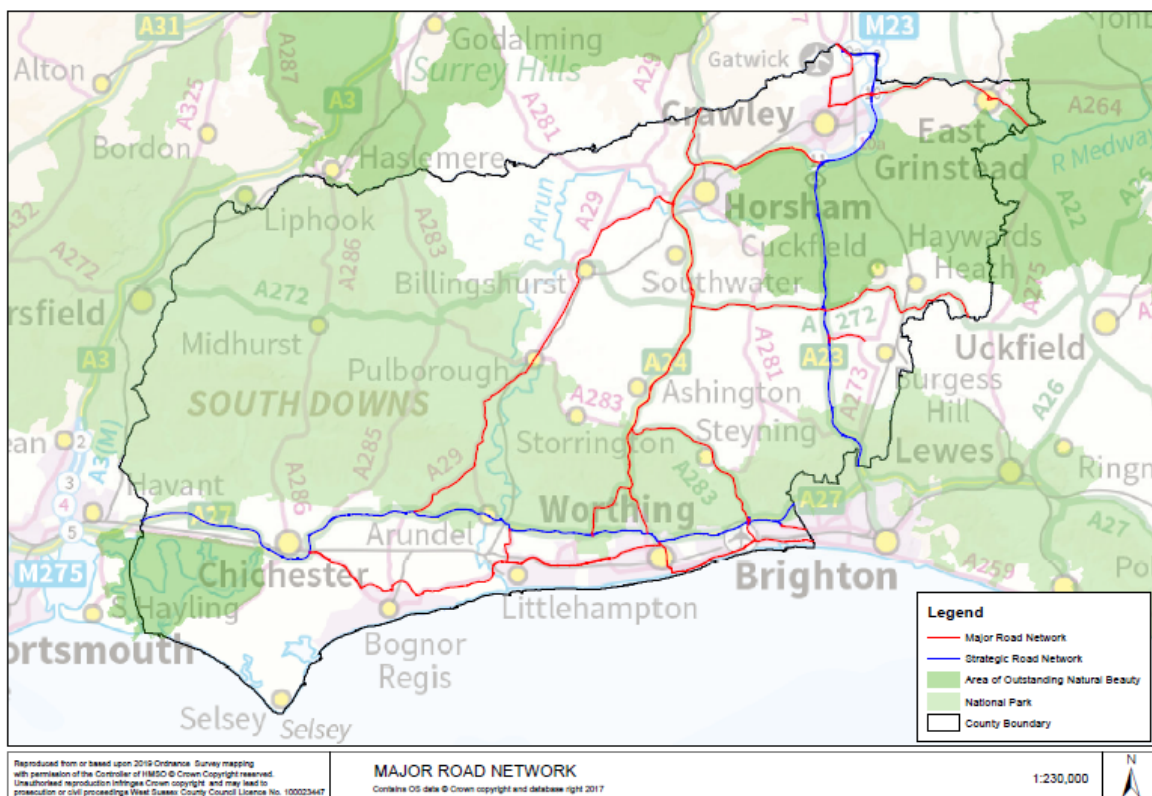
- 1.5 Ensuring that West Sussex is a prosperous place is one of five priorities identified in the West Sussex Plan 2017-22, which drives County Council investment. The STIP currently identifies strategic highway and other transport schemes that will help to achieve the County Council's priorities for the economy by ensuring that we can secure investment as opportunities arise. There is also a need to deliver the STIP priorities that are included within the various Growth Deals that the County Council has signed with the District and Borough Councils.
- 1.6 Feasibility studies are required to inform decisions about the scope of schemes to be taken forward to design stage and the preparation of business cases. Typically, this will involve project planning, feasibility studies and engagement with key stakeholders, including local members, to identify and appraise options.
- 1.7 Feasibility studies for existing priorities have either progressed to identify feasible schemes or this work is being undertaken, with the exception of the Horsham Area Sustainable Transport Package, and will need to continue in 2019/20. The existing priorities still requiring feasibility work are listed in Table 2 alongside the revenue funding requirements.

<b>Scheme</b>	<b>Anticipated Costs</b>
Chichester Area Sustainable Transport Package	£58,500
Horsham Area Sustainable Transport Package	£70,000
National Cycle Network Route 2 (remaining unimproved sections)	£43,500
Worthing Area Sustainable Transport Package	£64,500
<b>Total</b>	<b>£236,500</b>

## Major Road Network

- 1.8 In December 2018, the Department for Transport (DfT) published its final Major Road Network (MRN), which has elevated the status of some local authority 'A' class roads. The objectives of the MRN are to reduce congestion and to support economic growth, housing delivery, all road users, and the Strategic Road Network. The MRN has been selected based largely on traffic flows and roads have been included due to their importance to the functioning on the highway network. The MRN will be reviewed every five years. In West Sussex, the MRN includes the roads shown on Map 1.

**Map 1: Major Road Network**



- 1.9 From 2020 onwards, improvements to the MRN may be eligible for funding from the National Roads Fund (NRF), which is expected to be worth £3.5bn nationally between 2020-2025. This will allow investment to be directed towards the most important roads on the local highway network. Schemes that will be eligible for NRF include bypasses, new roads, widening, major structural renewals, junction improvements, intelligent transport systems, and packages of improvements that could include public transport infrastructure.
- 1.10 Sub-national Transport Bodies (STBs) are expected to take the lead in developing a regional evidence base and then use this to take MRN investment decisions. Transport for the South East (TfSE), the STB for the South East that is currently operating in shadow form and includes the County Council, will be expected to take on this role. The County Council's role on the Shadow Partnership Board for TfSE, will provide the ability to influence MRN investment decisions that affect West Sussex.

- 1.11 The DfT is expected to issue guidance on investment planning in the near future but it is anticipated that there will be a requirement for scheme promoters such as the County Council to develop feasible schemes and business cases in order to secure funding.
- 1.12 In order to ensure that the County Council is well placed to apply for funding to improve MRN routes, the STIP prioritisation methodology has been amended to include the MRN as part of the 'policy support' consideration (see Section 2). Therefore, potential schemes that would have a positive impact on the MRN have been scored higher than those that have a neutral or negative impact.

## **2. Proposal Details – New Priorities for 2019/20**

- 2.1 The STIP prioritisation methodology is based on the Department for Transport's appraisal methodology and provides a sound, objective approach by assessing schemes against six key criteria: scheme-related economic benefits; wider economic benefits; socio-distributional impacts; environmental impacts; feasibility and deliverability; and policy support (see Appendix C).
- 2.2 In addition, to ensure that priorities have a strong chance of securing funding, consideration also needs to be given to potential sources of funding for implementation and the criteria used by any external funders to assess schemes and determine how funding is allocated. Local growth funding, or a similar source of capital funding, allocated to the LEP, or other potential funding sources through central government, are most likely to be sources of funding for strategic transport schemes from 2021 onwards.
- 2.3 Based on the results of the assessment using the prioritisation methodology and consideration of other factors that may influence the timing of potential improvements, it is recommended that the following three schemes, which have scored highly (see Appendix B), are identified as new priorities for the following reasons:
- A259 Chichester to Bognor Regis corridor – Will provide sustainable transport improvements within the corridor, helping to support and deliver Strategic Housing site allocations SD1, 2 & 3 in the Arun Local Plan.
  - A259 Littlehampton to Bognor Regis corridor - Will provide transport improvements within the corridor, helping to support and deliver Strategic Housing site allocation SD4, 7, 8, & 10 in the Arun Local Plan.
  - A24 Worthing to Surrey corridor – Supports the recent decision on Major Road Network, and could help to reduce safety hotspots on the route. Also supports delivery of Strategic Housing site allocation SD1.
- 2.4 Although the Ford Road Bridge scheme scored highly, it is not considered a priority at this time as the A27 Arundel Bypass will affect the strategic case for, and design of, this scheme. Due to current uncertainty about the route of the A27 Arundel Bypass there is a high risk of scope creep and/or abortive work that could result in cost increases and programme slippage. These risks are unlikely to be resolved quickly. However, it is expected that this scheme

will be a priority in the future once the impacts of other closely related schemes, such as the A27 Arundel Bypass, are known. Accordingly, the strategic case for prioritising this scheme will continue to be monitored.

- 2.5 In order to complete feasibility work on the 2019/20 STIP priorities identified in Table 3, a total of £250,000 revenue funding is required in 2019/20 and 2020/21. Based on current resourcing arrangements, it is estimated that the funding will be split across two financial years with £13,500 being required in 2019/20 and £236,500 being required in 2020/21 to complete this work.

<b>Table 3: New STIP Priorities requiring feasibility work</b>		
<b>Scheme</b>	<b>Anticipated Costs</b>	<b>Anticipated Costs</b>
A259 Chichester to Bognor Regis corridor	£4,500	£70,500
A259 Littlehampton to Bognor Regis corridor	£4,500	£70,500
A24 Worthing to Surrey corridor	£4,500	£95,500
<b>Totals</b>	<b>£13,500</b>	<b>£236,500</b>

- 2.6 The funding requirement identified in Table 3 is subject to approval through corporate Capital Governance. It may be possible to accelerate feasibility studies on the priorities identified in Table 3 but this will depend on resourcing and funding arrangements (see Section 4).

## **Factors taken into account**

### **3. Consultation – Stakeholder Engagement**

- 3.1 Key stakeholders were invited to put forward suggestions for new potential schemes during a six week period between June 2018 and August 2018. The key stakeholders included:
- West Sussex County Council members;
  - District, Borough, Town and Parish Councils;
  - South Downs National Park Authority;
  - Neighbouring Highway Authorities;
  - Coast to Capital Local Economic Partnership, area economic partnerships and local economic associations and Chambers of Commerce;
  - Main Universities and Colleges;
  - Transport operators, organisations and interest groups (including Gatwick Airport; bus and rail companies; bus, rail, cycle, local access forum, taxi representative groups and partnerships); and
  - Other transport interest and representative groups (including disability groups, road safety, young persons, gypsies and travellers, youth, and health organisations).
- 3.2 There were 43 responses from 40 different organisations or individuals. A summary of the responses and key themes is attached at Appendix A to this report. In summary, there were 152 comments on specific schemes, 13

comments about specific schemes or infrastructure issues not on the original long-list of potential schemes, and 84 comments about schemes already on the long list. There were also 55 schemes that were considered to be 'local', not strategic, improvements that will be taken forward for assessment through either the Community Highway Schemes process or the Local Transport Investment Programme.

3.3 Following the stakeholder engagement process, five potential schemes already on the long list were reassessed using the prioritisation methodology (see Section 2). In addition, 12 new schemes suggested by stakeholders and one new scheme identified by officers were assessed. The assessment of the 18 potential priorities, identified below, is summarised in Appendix B – please note that some suggestions from stakeholders were combined due to their proximity:

- A24 Worthing to Surrey border corridor (NEW)
- A24/A283 Washington Roundabout
- A259 Bognor Regis to Littlehampton corridor (NEW)
- A259 Chichester to Bognor Regis corridor
- A259 and A270 Shoreham to Brighton & Hove corridor (NEW)
- A264 Crawley to Felbridge corridor (NEW)
- A272 re-alignment through Cowfold (NEW)
- A283 Shoreham to Washington corridor (NEW)
- A283/A29 Swan Corner junction (NEW)
- A29 Pulborough to Billingham corridor (NEW)
- A29 Pulborough to Brinsbury cycle route (NEW)
- Crawley Western Relief Road (NEW)
- Downs Link completion
- East Grinstead Area Transport Package
- Ford Road Bridge (NEW)
- Hassocks Station passenger capacity upgrade (NEW)
- Littlehampton Town Centre traffic management (NEW)
- Yapton Lane level crossing

## **4. Financial (revenue) and Resource Implications**

### **Business Case Preparation and Submission**

4.1 In order to secure funding in most cases, it will be necessary to prepare a business case for each scheme (or package) to confirm value for money and deliverability. In most cases they will need to conform to the Department for Transport's (DfT) Transport Appraisal Guidance (WebTAG)<sup>1</sup> and any supplementary guidance which may be issued by bodies charged with administering funds such as the LEP or TfSE. Therefore, once feasibility work

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<sup>1</sup> <https://www.gov.uk/guidance/transport-analysis-guidance-webtag>



has been carried out, the development of prioritised schemes will require further investment by the County Council to ensure that such schemes are 'shovel ready' when funding becomes available for implementation.

- 4.2 As a guide, preparation of a major scheme business case (for schemes costing over £5m) could cost up to £500,000 and take up to 18 months to produce. In line with DfT guidance, proportionate business cases can be produced for lower-cost schemes (less than £5m) which typically include transport packages. These are expected to cost up to £100,000 and take up to six to nine months to produce. Costs will vary depending on the amount and complexity of new data requiring collection and the availability and capability of modelling tools to undertake appraisal.
- 4.3 Once business cases have been produced and accepted, then resources are needed to manage the following phases that could include planning applications, public consultation, compulsory purchase orders, public inquiries, detailed design and construction for each scheme which secures a funding commitment. Once a funding commitment has been made, it is expected that preparatory costs thereafter will be recoverable as part of the funding allocation.
- 4.4 The funding allocations required for individual priorities are identified in Tables 2 and 3. It should be noted that these allocations are indicative because they are subject to change through process of procuring specialist services. Any requests for additional funding following the procurement processes will be subject to approval by the Head of Planning Services. As the studies associated with the priorities in Table 3 will be carried out over two financial years, the funding split between the two financial years is indicative. In total, there is a requirement for revenue funding of £486,500 (£250,000 in 2019/20 and £236,500 in 2020/21).

**Table 4 – The revenue consequences of the proposal are as follows:**

	Current Year 2018/19 £ '000	Year 2 2019/20 £ '000	Year 3 2020/21 £ '000	Year 4 2021/22 £ '000	Total All Years £ '000
Revenue Budget	0	0	0	0	0
Funding Requirement: Existing Priorities	0	236.5	0	0	236.5
Funding Requirement: New Priorities	0	13.5	236.5	0	250.0
<b>TOTAL FUNDING REQUIREMENT</b>	<b>0</b>	<b>250.0</b>	<b>236.5</b>	<b>0</b>	<b>486.5</b>
Reserve Funding allocated to STIP	0	-32.0	0	0	-32.0
Corporate Feasibility Funding Required	0	-218.0	-236.5	0	-454.5
<b>TOTAL FUNDING AVAILABLE</b>	<b>0</b>	<b>-250.0</b>	<b>-236.5</b>	<b>0</b>	<b>-486.5</b>

- 4.5 In July 2013, the County Council allocated £1.25m from the Highways and Education Buildings Reserve to invest in STIP priorities. This reserve has been used to fund feasibility studies for priorities identified since 2013/14. At

the end of 18/19, the balance available for STIP priorities is expected to stand at £32,000. It is proposed that this is used to fund the development of the STIP priorities in 19/20.

- 4.6 The balance of the funding of £454,500 will be met from the Corporate Feasibility reserve and will be split into £218,000 in 2019/20 and £236,500 in 2020/21. The balance on the Corporate Feasibility reserve is estimated to be £2m at 1 April 2019.
- 4.7 In order to ensure that the STIP priorities are progressed, the County Council has put in place a Professional Services Framework contract, which will be used to resource technical work on feasibility studies.
- 4.8 There is currently no allocation in the Capital Programme for the STIP priorities. Once feasibility studies are complete, any feasible schemes can be prioritised and programmed for delivery in accordance with corporate Capital Governance in the event of future funding opportunities becoming available.

### **Impact of the proposal**

- 4.10 Failing to invest in further preparatory work for these schemes will result in schemes not being ready to implement when funding opportunities arise which could mean implementation is delayed or that opportunities are missed altogether.
- 4.11 The impact of each scheme will be considered on a case by case basis, but in general, the development of strategic transport schemes is considered to have an overall positive impact on the quality of life for the community. This is because the transport system plays an integral part of day to day life by providing access to goods, services and employment. It is also vital to the success of the economy by reducing costs for businesses and making West Sussex an attractive place to invest and do business.

## **5. Legal Implications**

- 5.1 Delivery of the feasibility studies will be managed through the WSCC Highways Projects Lot 2 Professional Services Framework agreements for multi-disciplinary consultancy, with WSCC project managers from Planning Services acting as client.
- 5.2 Governance arrangements will be developed for each feasibility study reflecting the needs of the area but including local members and key stakeholders to help direct and select scheme options throughout the feasibility stage.

## **6. Risk Assessment Implications and Mitigations**

- 6.1 The emergence of new or revised local plans and the need to generate economic growth is resulting in a significant number of new projects that require significant investment. Failure to invest in scheme development will mean that the prioritised schemes will not be ready to implement at the appropriate time. This would mean that the County Council would not be able to bid for external funding.

- 6.2 However, investment in scheme development does not guarantee that external funding will be secured. Schemes will be competing against other schemes, within the Coast to Capital area or the wider South East region for Government funding. Similarly, any bids to the Government to secure other forms of funding may not be successful.
- 6.3 However, ensuring that the STIP prioritisation process is based on criteria that also reflect Government priorities will help to ensure that the County Council only invests in the development of schemes that have the best chance of success. Also, even if schemes do not secure external funding, they can still be retained as priorities and rolled-forward as bids in future rounds of funding or delivered in full or partially through the planning system.

## **7. Other Options Considered**

- 7.1 The potential schemes have been assessed using the criteria set out in Appendix C. Only three schemes are recommended as new priorities as this is considered to be the maximum number of schemes that can be progressed (at feasibility stage) using existing resources in Planning Services (with consultancy support for technical work where necessary). Increasing the number of schemes is likely to mean that stakeholder expectations are raised but that schemes are not progressed, which has the potential to cause reputational damage. All schemes added to the long list will be retained and considered for prioritisation in the future.

## **8. Equality and Human Rights Assessment**

- 8.1 An Equality Impact Report has been undertaken (see Appendix D). The report concludes that:
- development work for individual prioritised schemes should consider the impacts on people, businesses and communities, and different socio-demographic groups; and
  - a monitoring strategy will be developed as part of the approval process for individual schemes to assess how the anticipated outputs and outcomes of individual schemes are met.
- 8.2 There are no identifiable human rights implications

## **9. Social Value and Sustainability Assessment**

The Strategic Transport Investment Programme supports economic/social/environmental benefits; detailed social value and sustainability assessments will be undertaken for each scheme as it progresses.

## **10. Crime and Disorder Reduction Assessment**

- 10.1 There are no identifiable crime and disorder implications.

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## **Appendices**

Appendix A: Summary of Stakeholder Engagement

Appendix B: Assessment of Potential Priorities

Appendix C: Prioritisation Methodology

Appendix D: Equality Impact Report

## **Background papers**

None

## Appendix A: Summary of Stakeholder Engagement (June 2018 – August 2018)

### Background

This report summarises the stakeholder engagement responses to call for schemes to be added to West Sussex Strategic Transport Investment Programme (STIP) between June 2018 and August (extended from July) 2018. This was to help inform the continued assessment of STIP for the identification, assessment, prioritisation and progression of strategic transport schemes.

### Stakeholder Engagement Approach

Key stakeholders were approached in June 2018 and were given a minimum of six weeks to submit responses with a closing date for responses of 25 August 2018. The engagement process was focused on key stakeholders with an interest in transport and accessibility issues. The following organisation types were included in the engagement:

- All West Sussex Members; West Sussex District, Borough, Town and Parish Councils and Local Strategic Partnerships
- the South Downs National Park Authority
- Neighbouring Highway Authorities
- The Coast to Capital Local Economic Partnership, area economic partnerships and local economic associations and Chambers of Commerce
- Main Universities and Colleges
- Transport operators, organisations and interest groups (including Gatwick Airport; bus and rail companies; bus, rail, cycle, local access forum, taxi representative groups and partnerships)
- Other transport interest and representative groups (including disability groups, road safety, young persons, gypsies and travellers, youth, and health organisations)

### Number of responses

There were 43 responses to the consultation from 40 different organisations or individuals. Comments were received from the following types of respondent:

West Sussex County Council member	2
Local planning, neighbouring highway and National Park authorities	5
Town or parish council	19
Public transport operator ( <i>bus company</i> )	1
Public transport representative group ( <i>all representing rail</i> )	3
Cycling group	3
Other public sector organisation	4
Other community organisation	3
Other individual	0
<b>Total organisations</b>	<b>40</b>

There were 152 different comments on specific schemes, 13 of which were regarding specific schemes or infrastructure issues not on the existing STIP long list.

### Key themes and Response

Key Theme	Response
<p>Representation about a number of strategic corridors. These included comments supporting junction capacity and safety improvements along sections of the A24, A27, A259, A29, A272 and A283; improvements to rail station interchanges; provision of road-rail bridging schemes; provision of bus priority schemes, including on the A259 between Chichester and Bognor Regis and at Manor Royal Industrial Estate, Crawley; and provision of cycle route improvements including A29, Manor Royal Industrial Estate, Worthing &amp; Lancing, Horsham &amp; Crawley and NCN2.</p>	<p>Comments were noted.</p>
<p>Requests for a number of schemes to be considered for the STIP long list. Specifically the following schemes were highlighted:</p> <ul style="list-style-type: none"> <li>- A259 Comet Corner junction – Littlehampton (Tesco junction) link improvements</li> <li>- A259 Bognor Regis to Littlehampton corridor</li> <li>- A24/A283 Washington Roundabout</li> <li>- A259 Chichester to Bognor Regis Corridor</li> <li>- Ford Road Bridge</li> <li>- A283/A29 Swan Corner junction</li> <li>- A29 Pulborough to Billinghamurst corridor</li> <li>- A283 Shoreham to Washington corridor</li> <li>- A29 Pulborough to Brinsbury cycle route</li> <li>- A264 Crawley to Felbridge corridor</li> <li>- Pier Road, Littlehampton</li> <li>- Hassocks station passenger capacity upgrade</li> <li>- Littlehampton Town Centre traffic management</li> <li>- Yapton Lane level crossing</li> <li>- Crawley Western Relief Road</li> <li>- A270 Shoreham to Brighton &amp; Hove corridor &amp;</li> <li>- A259 Shoreham to Brighton &amp; Hove corridor</li> </ul>	<p>All suggestions were assessed using the prioritisation methodology and will be added as additional entries to STIP long list.</p> <p>Responses regarding non-strategic local transport infrastructure issues will be individually reviewed and forwarded to the appropriate officer service area. A number of the smaller scale schemes will be, or are being, dealt with through specific development proposals or through other specific projects. Further consideration for specific local schemes will be given through Local Transport Infrastructure Programme or appropriate service area.</p>
<p>Comments about the need to ensure the needs of cyclists, pedestrians and equestrian users are considered in the design of different schemes. This included comments about provision across new road link and junction schemes on the strategic road network and on</p>	<p>Comments were noted and will be taken into account during the progression of individual schemes.</p>

junction schemes within towns, as well as comments about provision near to rail station interchanges, such as at Pulborough and Hassocks.	
Requests linked to town centre management and sustainable transport infrastructure improvements were received, particularly for Chichester and Littlehampton.	In general, these requests will be considered within area transport packages. An additional scheme has been included on the STIP long list for Littlehampton Town Centre traffic management as this was not previously included on the long list. Other requests will be forwarded for consideration and progression by the relevant officer project managing the development of individual schemes, where appropriate
Response was received regarding creation of a loop that would provide a direct route between Brighton and Arundel (and onwards to Horsham and London), by constructing a new east-to-north chord between Angmering and Arundel at the Arundel Junction.	Network Rail have previously investigated this idea and as a lack of west facing platform capacity at Brighton restricts the number of services that can use the route, the idea would offer poor value for money so this has not been identified as a priority.

### **New long-list entries**

Following the stakeholder engagement process, the following were added to the long list of potential schemes:

- A259 Bognor Regis to Littlehampton corridor
- A259 and A270 Shoreham to Brighton & Hove corridor
- A264 Crawley to Felbridge corridor
- A272 re-alignment through Cowfold
- A283 Shoreham to Washington corridor
- A283/A29 Swan Corner junction
- A29 Pulborough to Billingham corridor
- A29 Pulborough to Brinsbury cycle route
- Crawley Western Relief Road;
- Ford Road Bridge
- Hassocks Station passenger capacity upgrade
- Littlehampton Town Centre traffic management
- Pier Road, Littlehampton

## Appendix B: Assessment of Potential Priorities (ordered by Total Score)

<b>Scheme name</b>	<b>District(s)</b>	<b>Economic benefits - transport &amp; scheme related</b>	<b>economic benefits - economic growth</b>	<b>Socio-Distributional</b>	<b>Environmental Impact</b>	<b>feasibility &amp; deliverability</b>	<b>Policy Support</b>	<b>Total Score</b> (max = 30)
A259 Chichester to Bognor Regis Corridor	Arun and Chichester	3.4	4.0	4.0	3.0	2.3	3.0	16.7
A259 Bognor Regis to Littlehampton corridor	Arun	3.6	4.0	4.0	3.0	2.0	3.0	16.6
Ford Road Bridge, Ford	Arun	3.8	3.4	3.5	3.0	2.8	3.0	16.5
A24 Worthing to Surrey border	Worthing and Horsham	3.6	3.6	3.0	3.0	2.0	3.0	15.7
A259 and A270 Shoreham to Brighton & Hove corridor	Shoreham	2.8	3.4	4.0	3.7	1.8	2.0	15.6
Downs Link completion	Horsham and Adur	4.0	1.0	3.5	4.0	3.1	3.8	15.6
Littlehampton Town Centre traffic management	Arun	2.6	2.8	4.5	3.0	2.5	2.0	15.4
A264 Crawley to Felbridge corridor	Crawley and Mid Sussex	3.6	3.6	3.0	3.0	2.0	3.0	15.2
A29 Pulborough to Billinghamurst corridor	Horsham	3.0	3.8	3.0	2.7	2.5	2.0	15.0
Crawley Western Relief Road	Crawley and Horsham	2.8	4.4	3.0	3.0	1.8	2.0	15.0



<b>Scheme name</b>	<b>District(s)</b>	<b>Economic benefits - transport &amp; scheme related</b>	<b>economic benefits - economic growth</b>	<b>Socio-Distributional</b>	<b>Environmental Impact</b>	<b>feasibility &amp; deliverability</b>	<b>Policy Support</b>	<b>Total Score (max = 30)</b>
East Grinstead Area Transport Package	East Grinstead	3.4	2.8	4.0	3.0	2.8	3.0	15.0
A29 Pulborough to Brinsbury cycle route	Horsham	2.8	2.2	3.5	3.7	2.5	2.0	14.7
A283/A29 Swan Corner junction, Pulborough	Horsham	3.0	2.8	3.0	3.3	2.5	2.0	14.6
A283 Shoreham to Washington corridor	Adur and Horsham	2.4	2.8	4.0	2.7	2.5	2.0	14.4
Hassocks Station passenger capacity upgrade	Mid Sussex	2.6	3.2	3.0	3.3	2.3	2.0	14.4
A24/A283 Washington Roundabout	Horsham	3.2	3.0	3.0	2.3	2.5	2.0	14.0
A272 re-alignment through Cowfold	Horsham	2.2	2.8	3.0	3.7	2.3	2.0	14.0
Yapton Lane level crossing, Yapton	Arun	1.6	3.0	2.0	2.0	4.0	2.0	12.6

## Appendix C: Prioritisation Methodology

<b>Key Criteria</b>	<b>Considerations</b>	<b>Scoring</b> (POOR=1; FAIR=2; GOOD=3; VERY GOOD =4; EXCELLENT =5)
Economic Benefits - transport & scheme related - normalised total score of 5 based on scores for each consideration	Benefit Cost Ratio (BCR)	EXCELLENT if BCR > 2.5
		VERY GOOD if BCR of 2.0 to 2.5
		GOOD if BCR of 1.5 to 2.0
		FAIR if BCR of 1.0 to 1.5
		POOR if BCR <1.0
	Journey times and journey time reliability	EXCELLENT = substantial beneficial impact
		VERY GOOD = significant beneficial impact
		GOOD = limited beneficial impact
		FAIR= very limited beneficial impact
		POOR= negative impact
	Cost of travel (time and money)	EXCELLENT = substantial beneficial impact
		VERY GOOD = significant beneficial impact
		GOOD = limited beneficial impact
		FAIR= very limited beneficial impact
		POOR= negative impact
	Accidents/safety, reduces the number of transport related incidents, reduce the fear of crime	EXCELLENT = substantial beneficial impact
		VERY GOOD = significant beneficial impact
		GOOD = limited beneficial impact
		FAIR= very limited beneficial impact
		POOR= negative impact
Valuing public realm, improving Public space	EXCELLENT if substantially improves	
	VERY GOOD if enhances	
	GOOD if delivers	
	FAIR if provides opportunity	
	otherwise POOR	
Economic Benefits - economic growth - normalised total score of 5 based on scores for each consideration	Retention of jobs	EXCELLENT if more than 1 direct link
		VERY GOOD if direct link
		GOOD if strong link
		FAIR if some/general linkage
		else POOR
	Contribution to productivity (Gross Value Added)	EXCELLENT if more than 1 direct link
		VERY GOOD if direct link
		GOOD if strong link
		FAIR if some/general linkage

		else POOR
	New businesses	EXCELLENT if more than 1 direct link
		VERY GOOD if direct link
		GOOD if strong link
		FAIR if some/general linkage
		else POOR
	Jobs creation	EXCELLENT if more than 1 direct link
		VERY GOOD if direct link
		GOOD if strong link
		FAIR if some/general linkage
		else POOR
	Housing delivery	EXCELLENT if more than 1 direct link
		VERY GOOD if direct link
		GOOD if strong link
		FAIR if some/general linkage
		else POOR
Social Distributional Impact - normalised total score of 5 based on scores for each consideration	Regeneration & deprivation	EXCELLENT if substantial positive benefits
		VERY GOOD if significant positive benefits
		GOOD if limited positive benefits
		FAIR if very limited benefits
		POOR if negative impact
	Severance, physical activity, accessibility	EXCELLENT if substantial positive benefits
		VERY GOOD if significant positive benefits
		GOOD if limited positive benefits
		FAIR if very limited benefits
		POOR if negative impact
Environmental Impacts - normalised total score of 5 based on scores for each consideration	Carbon emissions	EXCELLENT if substantial positive impacts
		VERY GOOD if significant positive impacts
		GOOD if positive impact
		FAIR if limited/neutral impacts
		POOR if negative impact expected
	Impacts on air quality	EXCELLENT if substantial positive impacts
		VERY GOOD if significant positive impacts
		GOOD if positive impact
		FAIR if limited/neutral impacts
		POOR if negative impact expected
	Noise/natural and urban	EXCELLENT if substantial noise and natural & urban environment impact

	environment	VERY GOOD if positive noise and natural & urban environment impact
		GOOD if positive noise & limited natural & urban environment impact
		FAIR if limited/neutral impacts
		POOR if negative impact expected
Feasibility & deliverability - normalised total score of 5 based on scores for each consideration	State of scheme development	EXCELLENT if preliminary design completed
		VERY GOOD if preliminary design in progress or programmed
		GOOD if feasibility work completed
		FAIR if feasibility work in progress or programmed
		else POOR
	Land requirements	EXCELLENT if all issues resolved
		VERY GOOD if all issues identified and risk management identified
		GOOD if all issues identified
		POOR if issues have not been fully identified
		else FAIR
	Public acceptability	EXCELLENT if no known objections
		VERY GOOD if support committed
		GOOD if general support known
		POOR if known controversy
		else FAIR
	Risks	EXCELLENT if minimal risks have been resolved
VERY GOOD if minimal risks are being management		
GOOD if minimal risk established		
POOR if significant risk anticipated		
else FAIR		
Policy support	Support for the Strategic Economic Plan and Major Road Network	EXCELLENT if direct/obvious link
		VERY GOOD if some/general linkage
		GOOD if limited linkage
		FAIR if weak linkage
		POOR if no linkage

## Appendix D: Equality Impact Report

<b>Title of proposal</b>	Approval of the Strategic Transport Investment Programme 2019/20	
<b>Date of implementation</b>	February 2019	
<b>EIR completed by:</b>	<b>Name:</b>	Paul Eagle 03302 225298
	<b>Tel:</b>	

### 1. Decide whether this report is needed and, if so, describe how you have assessed the impact of the proposal.

The prioritisation of individual schemes in the West Sussex Strategic Transport Investment Programme (STIP) is anticipated to have overall positive impacts on communities and businesses across and beyond West Sussex. The identification of potential schemes for the STIP has been informed by the priorities identified in the West Sussex Transport Plan 2011-2026 (WSTP) and its associated Implementation Plan, and through specific transport and local plan studies.

The prioritisation process of these schemes for the STIP has used broad criteria themes related to policy, funding and deliverability. Schemes have been scored as low, medium or high compatibility based on scoring criteria for each theme. Under the 'policy' theme, scheme compatibility with the four WSTP strategies has been assessed. The four WSTP strategies are:

- promoting economic growth;
- tackling climate change;
- providing access to services, employment and housing; and
- improving safety, security and health.

Key stakeholder groups with an interest in strategic transport issues were also given the opportunity to submit schemes to be considered for inclusion in the draft 'long list' of Strategic Transport Investment Programme schemes between June 2018 and August 2018. Transport interest and representative groups (including disability groups, road safety, young persons, gypsies and travellers, youth, and health organisations) were included in the engagement process.

Once STIP scheme prioritisation is agreed individual schemes would be subject to their own further development work including design and consultation which will include equality impact assessments for each individual scheme during the scheme approval process.

### 2. Describe any negative impact for customers or residents.

Whilst there will be trade-offs between the prioritisation of some schemes over others, the high level assessment of projects undertaken as part of this project has been based on scoring criteria related to how well the schemes meet the objectives of the WSTP and also issues of value for money and deliverability.

It might be possible for investment in some projects to have detrimental effects on other locations, businesses or communities. However, localised effects have to be balanced with the broader benefits of the potential sums of investment in West Sussex.

### **3. Describe any positive effects which may offset any negative impact.**

The benefits of prioritised schemes will be specific to individual schemes, however it is expected that the prioritised schemes will provide the following types of benefit for:-

- Businesses directly or indirectly affected by investment in strategic improvements to the transport network that improve journey times and reliability;
- Businesses affected by the multiplier effects of transport schemes which enable local housing and employment development;
- Commuters affected by improved journey times and reliability;
- Communities affected by improvements which address congestion problems or rat running;
- Communities affected by improved access to employment opportunities and services, including for those who might be more vulnerable or have particular needs, and
- Transport network users, including drivers, cyclists and pedestrians who will benefit from improvements to safety for accessing and using the transport network.

### **4. Describe whether and how the proposal helps to eliminate discrimination, harassment and victimisation.**

The benefits of prioritised schemes will be specific to individual schemes, however we expect that schemes will have specific positive impacts across all socio-demographic groupings in particular in relation to reduced congestion, improved accessibility to employment and services, and reduced safety risk for transport network users. These benefits are anticipated to enable people, businesses and communities to engage more fully in society and become more productive, confident and self-supporting. Problems with discrimination are not foreseen from the individual prioritised schemes.

### **5. Describe whether and how the proposal helps to advance equality of opportunity between people who share a protected characteristic and those who do not.**

The broad benefits associated with the prioritised schemes will be open to access by those people who share a protected characteristic and those who do not. Many of the benefits and opportunities, such as reduced congestion, improved accessibility to employment and services, and improved safety for transport network users, will be shared and should enhance equality of opportunity.

### **6. Describe whether and how the proposal helps to foster good relations between persons who share a protected characteristic and those who do not.**

We expect that prioritised schemes will have specific positive impacts across all socio-demographic groupings in particular in relation to reduced congestion, improved accessibility and reduced safety risk for transport network users. These benefits are anticipated to enable people, businesses and communities to engage more fully in society and become more productive, confident and self-supporting.

### **7. What changes were made to the proposal as a result? If none, explain why.**

The prioritised schemes have the potential to benefit a range of people, business and communities across different socio-demographic groupings. The benefits of prioritised schemes will be specific to individual schemes. Further development work of the prioritised schemes will be needed, including further design and consultation work. This will include individual scheme equality impact assessments as necessary for any scheme approval processes. This should consider the specific anticipated impacts of individual schemes on the types of issue highlighted for different socio-demographic groups in section 1 of this report.

### **8. Explain how the impact will be monitored to make sure it continues to meet the equality duty owed to customers and say who will be responsible for this.**

A monitoring strategy will be developed for individual schemes which might include assessing outcomes in terms of reduced congestion, improvements to accessibility, and

improved safety issues for users of the transport network.

**To be signed by a Director or Head of Service to confirm that they have read and approved the content.**

Name

Michael Elkington

Date

31 October  
2018

Your position

Head of Planning Services