

# **West Sussex County Council Strategic Transport Investment Programme**

## **Stakeholder Engagement, December 2013**

### **1. Introduction**

- 1.1 West Sussex County Council (WSCC) has established a Strategic Transport Infrastructure Programme (STIP) for the identification, assessment, prioritisation and progression of strategic transport schemes. A draft schedule of strategic schemes ('long list') has been produced and stakeholders are invited to comment on the draft schedule ('long list') by **Monday 13th January 2014**.

### **2. Why do we need a Strategic Transport Investment Programme and what is a Strategic Transport Scheme?**

- 2.1 Strategic highway and transport priorities are delivered by the County Council through the Integrated Works Programme (IWP). In light of the County Council's desire to facilitate sustainable economic growth at a time when there is pressure on resources, the STIP has been established to help identify and prioritise strategic transport schemes.
- 2.2 Strategic transport schemes are those which are either important at a county-wide/'larger than local' level or necessary to support the future development of an area (it does not include infrastructure that is required to mitigate the site-specific impact of a development – this will be secured through the planning system – nor structural maintenance schemes).
- 2.3 Locally important transport schemes will continue to be identified and prioritised by the County Local Committees in the Infrastructure Plans that are prepared for their areas.
- 2.4 Schemes on the national road and rail networks are the responsibility of the relevant operators (principally the Highways Agency and Network Rail), although the County Council will continue to work closely with the operators to progress these schemes.

### **3. Policy Context, Identification of Schemes and the Draft Schedule**

- 3.1 The West Sussex Transport Plan 2011-2026 (WSTP) sets out the County Council's vision and strategy for transport and, in part two, an Implementation Plan for each district and borough which identifies key issues and aims.
- 3.2 The Coast to Capital Local Economic Partnership is currently preparing a Strategic Economic Plan (SEP) to help coordinate activities which will contribute to achieving and sustaining a prosperous regional economy. The SEP is expected to outline the role that is required from the transport system to support economic growth in the Coast to Capital area. The SEP is expected to be published for consultation in Spring 2014 and will be used to secure a share of the Government's Local Growth Fund for 2015-19.

- 3.3 The issues identified in the WSTP and SEP, together with priorities identified through the area economic partnerships (e.g. the Coastal West Sussex Partnership) are informing the development of Strategic Infrastructure Packages for each district and borough which align with development proposals in local plans and include the strategic highway and transport infrastructure necessary for their delivery.
- 3.4 Some strategic transport schemes have been identified by local members or through engagement with communities. In most cases, however, they have been identified through technical work to progress the policies and strategies outlined above or to assess the future needs of the transport network in the context of local plan development for each area.
- 3.5 The attached draft schedule identifies around 50 strategic transport schemes which are either needed to address existing transport issues, or likely to be necessary to support the future development of each area based on current understanding of likely future plans for development in each district and borough. It identifies the primary objectives and policy support for each scheme, as well as basic attributes and information. In most cases, but not all, implementation of these schemes would be led by WSCC with support from other relevant parties including district and borough councils. They could either be progressed as standalone schemes or as part of area-wide packages including other complementary transport schemes which help to achieve the same outcomes.
- 3.6 Some schemes have already been identified by WSCC and prioritised for funding by the Coast to Capital Local Transport Body (LTB) and these are indicated. Funding for these schemes will now be provided as part of the Local Growth Fund and they will be included in the SEP.

#### **4. This Engagement Process**

- 4.1 **Stakeholders are invited to comment -on the draft schedule of schemes ('long list') by Monday 13<sup>th</sup> January 2014. Comments should be emailed to [ltip@westsussex.gov.uk](mailto:ltip@westsussex.gov.uk)**

#### **WHAT HAPPENS NEXT?**

#### **5. Assessment & Prioritisation of Schemes**

- 5.1 Significant expenditure is required to develop and implement strategic transport schemes and to manage limited resources, prioritisation is necessary to identify the schemes in which the County Council should invest first.
- 5.2 In order to maximise the prospects of attaining funding, prioritisation will be based on the emerging SEP and the prioritisation methodology adopted by the LTB, which includes:
- Expected economic benefits of scheme operation – effects on travel conditions, safety & scheme value for money

- Expected wider economic benefits – benefits to the local economy
- Socio-distributional impact – the impact on deprivation and other social issues
- Environmental impact
- Scheme feasibility and deliverability
- Links to policy support

5.3 Schemes will be scored and other projects in a local area, or on related parts of the transport network, will be taken into account to inform the preparation of a shortlist of scheme priorities for progression.

## **6. Governance, Scrutiny & Programme Approval**

6.1 The shortlist of schemes will be approved by the WSCC Cabinet Member for Highways & Transport through a key decision expected to be taken in May 2014.

## **7. Progression of Schemes**

7.1 The shortlist of schemes will be published on the WSCC website and each scheme will be progressed as resources permit. The design, consultation and approval process will vary for each scheme depending on the nature of the scheme, its complexity and potential impact on communities and the local area. Once a scheme design is approved (generally after preliminary design, operational, environmental & value for money assessments and public consultation) they will then be declared on property searches and the County Council will seek to protect any land required to deliver the scheme from future development.

### **Further information**

If you have any questions, or would like any further information, please contact the Planning and Transport Policy Team by email at [ltp@westsussex.gov.uk](mailto:ltp@westsussex.gov.uk) or at the following address:

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