

# Draft West Sussex Transport Plan 2022-2036 Consultation Summer 2021

## Frequently Asked Questions

Version 3: 4 October 2021

This version of the document incorporates questions based on those submitted by stakeholders during webinars held on 22 July and 8 September 2021. In some cases, questions have been reworded to be more generic than the original to make them more relevant to a wider audience.

### 1. Context

#### **Q: Why are you preparing a new transport plan?**

A: The West Sussex Transport Plan 2011-26 is now out of date and the policy context has changed. Therefore, a new transport plan is needed to update the County Council's approach to managing and investing in the transport network to ensure our priorities are aligned to those of our partners and we are well placed to secure funding when opportunities arise.

#### **Q: What information has been taken into account?**

A: A wealth of information has been taken into account in preparing the Draft Plan. The most important sources of information are summarised and referenced in an Evidence Base Document and Sustainability Appraisal that are available on the website.

#### **Q: How are other stakeholders such as National Highways (formerly known as Highways England) involved in developing the Transport Plan?**

A: Discussions have taken place with some key stakeholders, such as the bus operators during the preparation of the Draft Plan and all relevant stakeholders have been invited to respond to the consultation.

#### **Q: What impacts do you expect to have?**

A: The Sustainability Appraisal sets out the impacts we expect to have on our Sustainability Objectives that address environmental, economic and social issues.

### 2. Consultation

#### **Q: When is the consultation taking place?**

A: The Draft Plan is being published for consultation for a period of 12 weeks between Friday 16 July and Friday 8 October.

#### **Q: Who is being consulted?**

A: Key stakeholders, including transport user groups, local planning authorities, parish councils, transport operators, and councillors, as well as members of the public, are being invited to take part in the consultation.

#### **Q: How can I respond to the consultation?**

A: We would like to receive comments on the content of the Draft Plan via the survey form available at [www.westsussex.gov.uk/WSTPconsultation](http://www.westsussex.gov.uk/WSTPconsultation).

**Q: Who can respond to the consultation?**

A: There are no specific age restrictions for completing the survey, but young people under 13 are not asked to complete the 'About You' questions (gender, ethnicity, religion, etc) while young people aged 13-17 are advised to talk to their parent/carer before completing this section.

**Q: Why do you ask for personal information?**

A: We ask for household and socio-demographic information from those responding as individuals (employment, age, gender, ethnicity, disability, sexuality, gender reassignment, marriage/civil partnership, pregnancy/maternity) as part of our day-to-day business to help us improve our services, to help us check we are seeking the views from a range of people, and to help us meet our duties and legal obligation under the Equality Act 2010.

**Q: How can I find out more?**

A: Please visit the website to access consultation materials:  
[www.westsussex.gov.uk/WSTPconsultation](http://www.westsussex.gov.uk/WSTPconsultation).

**Q: Can I have access to the document in a different format?**

A: If you are deaf or hard of hearing and have an NGT texting app installed on your computer, laptop or smartphone, you can contact us on 18001 03302 642105.

If you require access to the consultation materials in a different format, such as in large text format, please contact us at [ltip@westsussex.gov.uk](mailto:ltip@westsussex.gov.uk) or call 01243 642105 and we will do our best to assist you.

**Q: Where can I find out more information about the consultation webinars?**

A: Two webinars were held on Microsoft Teams to introduce the Draft Plan and to give an opportunity for interested stakeholders to ask officers questions. There were held on:

- Thursday 22 July, 10-11:30am
- Wednesday 8 September, 2-3:30pm

If you were unable to attend, you can watch a pre-recorded [webinar presentation online](#).

**Q: I have questions about the Draft Plan. How can I get answers?**

A: If you have a question about the consultation, please email [ltip@westsussex.gov.uk](mailto:ltip@westsussex.gov.uk) or call 01243 642105.

**Q: What will take place following the consultation?**

A: Consultation feedback will be analysed in autumn 2021 and revisions will be made to the Plan before it is scrutinised by the Environment and Community Services Scrutiny Committee in January 2022.

**Q: Will comments made to WSCC make any difference to plan?**

A: This is a Draft Plan, not the final version and it is acknowledged that not everything will be right. Every consultation response will be reviewed before deciding what changes to make and the revised Plan is recommended to full council for adoption.

**Q: What attempts have you made to engage young people in the consultation?**

A: We have been in contact with schools, colleges and universities around West Sussex, our Youth Cabinet, and we are looking at some bespoke activities with some school groups to be able to boost responses. If you are aware of a group or young person who would like to provide a response to the consultation, we would be pleased to hear from them. Our consultation information and snapshot summary is available at: [www.westsussex.gov.uk/wstpconsultation](http://www.westsussex.gov.uk/wstpconsultation), while we can also be contacted at [ltp@westsussex.gov.uk](mailto:ltp@westsussex.gov.uk) or by phone at 01423 642105.

### **3. Key Issues Challenges and Pressures**

**Q: I am concerned about an issue. Why is it not mentioned?**

A: This is a strategic plan, so only the most strategically significant issues are mentioned. If you feel an important issue has been missed, then please submit a consultation response explaining your reasons.

**Q: What do you mean by; “on a pathway to net zero carbon by 2050”?**

A: By the end of the plan period in 2036, we want to be on the pathway to net zero carbon by 2050, with the intention that net zero is reached by 2050. This will require a reduction in carbon emissions by 2036 but the target level of reduction has not yet been set. The County Council will consider including a carbon reduction target in the final version of the Plan.

**Q: How do you know that your plan will put the transport network on a pathway to net zero carbon by 2050?**

A: A quantitative carbon assessment has not been carried out at this stage as only limited information is available about the schemes and initiatives. The Draft Plan proposes a range of initiatives to enable electrification, more active travel and use of shared transport. Progress will be monitored annually to assess whether or not it is effective at achieving its objectives.

**Q: Are you depending on vehicle electrification to meet climate targets?**

A: No, the Draft Plan plans for electrification, increased use of sustainable transport modes and local living to meet climate change targets.

**Q: Why are environment/economic/social issues not prioritised?**

A: These issues are all important, so the Draft Plan proposes a balanced approach to ensure that environmental, economic and social issues are all taken into account. If you consider that the County Council should take a different approach, then please set out your reasons in a consultation response so this can be considered.

**Q: Is the plan bold enough?**

A: The Draft Plan includes a vision that is intended to be bold but achievable. If you consider that the County Council should take a different approach, then please set out your reasons in a consultation response so this can be considered.

**Q: What do you mean by local living?**

A: Local living means a reduced need to travel by car and more short distance trips by active travel and shared transport services.

## **4. Thematic Strategies**

### **Q: Will the Transport Plan include a commitment to adopt the principles of DfT's Gear Change and LTN 1/20 Cycling Infrastructure Design Guidance?**

A: The proposed approach is to provide good quality active travel infrastructure based on latest design guidance wherever possible, including Gear Change and LTN 1/20. Constraints such as protected environments and land availability may mean that fully segregated infrastructure is not possible everywhere, but we aim to provide the best possible infrastructure.

### **Q: Will the Council seek to purchase land to create segregated cycleways, as had been done very successfully elsewhere?**

A: Not all land has the same value or status, for example, residential land has higher values and is more challenging to acquire and some (e.g., SDNP) is protected from major development. Land acquisition is not ruled out, but very much depends on the location, programme and funding constraints.

### **Q: Will the County Council consider Dutch style roundabouts?**

A: The County Council will consider a range of different interventions to achieve its objectives. A Dutch style roundabout is currently being developed to mitigate a development in Chichester.

### **Q: Will the County Council reallocate roadspace?**

A: Yes, but this can be very contentious so needs careful planning and consultation with other affected road users. The needs of all users will need to be taken into account when deciding that roadspace reallocation is the right solution for the location.

### **Q: Are there plans to install 'Quiet Lanes' as part of the Plan?**

A: There Draft Plan does not currently include reference to 'Quiet Lanes'. However, several of the area transport strategies state the intention to use behavioural initiatives to tackle inappropriate use of unsuitable routes. This could include use of Quiet Lanes. Quiet Lanes are designated minor rural roads or networks or minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles.

### **Q: To what extent are you looking at the behavioural science towards transport?**

A: The Draft Plan includes behavioural initiatives to address some issues. However, these initiatives will be dependent on securing sufficient revenue funding to deliver them and there are typically fewer funding opportunities for these types of initiatives. We understand that we need to use a mix of "push" and "pull" tactics to influence travel behaviour, and we will be monitoring the plan to closely consider the appropriate balance in these approaches.

### **Q: Does the Draft WSTP set out how rail freight could be improved?**

A: The Draft Plan does not currently mention rail freight. The volumes of rail freight in West Sussex are low and rail paths for freight are very limited due to passenger rail services. However, if you have ideas about how to use rail freight and overcome these issues, then please set out your reasons in a consultation response so this can be considered.

**Q: Does the Draft WSTP set out plans to use short sea shipping to move goods along the coast?**

A: No, although this may be consistent with the vision and objectives of the Draft Plan, the County Council has very little influence over shipping.

**Q: What are your plans for use of drones?**

A: The Draft Plan does not plan for air mobility. It is acknowledged that technology is advancing and this might become more significant during the life of the Plan. If you consider the Plan should include provision for air mobility, then please submit a consultation response setting out your reasons. If there is a need to plan for air mobility during the life of the Plan, then there will be opportunities to revise priorities and strategies through our annual or 5 yearly reviews.

**Q: Are you planning for traffic growth?**

A: Traffic is forecast to grow over the plan period. To a large extent future traffic levels will depend on economic activity and spatial planning decisions that the County Council can try to influence, but ultimately these decisions are outside the County Council's control. The Draft Plan aims to achieve mass electrification and increase the mode share of active travel and shared transport services to minimise traffic growth and its impacts on the environment.

**Q: What is your strategy to better manage utility road works?**

A: The County Council is in the process of establishing a lane rental scheme which will give the council greater control over road space and improve the management of road works.

**Q: How will the switch to electric vehicles change the outlook on congestion?**

A: Switching to electric vehicles will not address congestion so the Draft Plan includes a Road Network Strategy that aims to improve the efficiency of the County Strategic Road Network through targeted improvements that will ease congestion at capacity pinchpoints.

**Q: What impact with the switch to electric vehicles have on air pollution?**

A: Electric vehicles are expected to reduce emissions of nitrogen oxides (NOx) which are the pollutant that has resulted in the declaration of all eleven air quality management areas in West Sussex. However, it is expected that some other pollutants such as Particulate Matter may become more significant as electric vehicles are heavier.

**Q: Are you planning for zero emission buses?**

A: Zero emission buses are a key feature of the Government's [Bus Back Better](#) strategy. We expect to continue to work with bus operators through Bus Service Improvements Plans (BSIP – see below) to support the move to zero and low emission buses, running on electric batteries or hydrogen fuel cells, exploring relevant funding opportunities.

**Q: Some roads are not suitable for use by Heavy Goods Vehicles so what do you intend to do about it?**

A: The Draft Plan includes a Road Network Strategy that aims to improve the efficiency of the County Strategic Road Network which is intended to cater for Heavy Goods Vehicles and will encourage them to use these routes rather than using less suitable routes to avoid congestion. The Draft Plan also states that away from the County Strategic Road Network, active travel and shared transport will be prioritised. This is intended to make these routes less attractive for Heavy Goods Vehicles but there will still be a need to maintain access for these vehicles to their destinations.

**Q: What involvement have emergency services had in development of the plan?**

A: Emergency services representatives have been invited to respond to the consultation. The development of transport improvements typically includes consultation with emergency services representatives.

**Q: Do you intend to use demand management techniques to manage both rural and urban rat running?**

A: The Road Network Strategy approach includes use of network management techniques to encourage use of active travel and shared transport and discourage rat running via less suitable routes away from the County Strategic Road Network which includes both urban and rural areas.

**Q: What are Bus Service Improvement Plans and Enhanced Partnerships?**

A: West Sussex County Council is currently developing a Bus Services Improvement Plan (BSIP) in collaboration with the county's bus operators. This is in line with the Government's recently published [National Bus Strategy - Bus Back Better](#), which encourages all English local transport authorities to work with operators to come up with achievable plans for improving their local services. An Enhanced Partnership is an agreement that enables local authorities to work with operators to set out shared aims for improving bus services.

**Q: Does WSCC have influence over Network Rail?**

A: The County Council has limited influence over Network Rail who are managed by the Government. The County Council is working with other local transport authorities as part of Transport for the South East in partnership with Network Rail to help shape future transport. Local transport authorities working together and speaking with one voice on priorities for the rail network are likely to be more effective than individual authorities working alone.

**Q: Why are no new rail routes proposed as part of the Plan given large volumes of development in the county?**

A: Local plans for new development have not identified the need to open up new rail lines to mitigate the impacts of development in the area. The focus of our Rail Strategy is to work with the rail industry and other partners to support improvements to the speed, quality and capacity of existing rail services across the County. If local plans change in future and there is a requirement for new rail routes, we will consider updating the plan priorities in a future review.

**Q: Will ticketing issues be addressed to support improved public transport use to/from Gatwick Airport?**

A: The Draft Plan does not include any specific ticketing initiatives. If you consider this should be included, then please set out your reasons in a consultation response.

**Q: What is the County Council's position on an additional runway at Gatwick Airport?**

A: The Draft Plan assumes that Gatwick Airport continues to operate on a one runway, two terminal configuration. In its Masterplan, Gatwick Airport Ltd has set out the ambition to bring its northern emergency runway into regular use which will be subject to a Development Consent Order and the County Council's position will be outlined through the statutory process.

**Q: Will safe active travel crossings be provided on major roads?**

A: The Draft Plan acknowledges that major roads and railways cause community severance and addressing these issues is part of the Active Travel Strategy and some of the area transport strategies where there are potential opportunities to address these issues. The design of any solutions would depend on the nature of the location and user needs.

**Q: How do you plan to address speeding and dangerous driving in rural areas?**

A: The Draft Plan proposes behavioural initiatives to tackle inappropriate speed and use of unsuitable routes in rural areas.

**Q: Have you considered making bus transport free for all?**

A: No, making bus transport free for all was not one of the options considered as this would require substantial changes to the way the County Council is funded that are not foreseeable at this time.

**Q: Will persons of reduced mobility be prioritised?**

A: The needs of all users of the transport system, including persons of reduced mobility, need to be taken into account in the design of the system. The Draft Sustainability Appraisal that accompanies the Draft Plan includes an Equalities Impact Assessment and careful consideration will be given to the needs of different user groups in finalising the Plan. In some cases (e.g., major schemes), scheme-specific Equalities Impact Assessments will be undertaken as part of the scheme development process.

**Q: Why is there no reference to the National Disability Strategy and National Autism Strategy?**

A: Both of these strategies were published in July 2021, at the same time the Draft Plan was published. We will take these strategies into account prior to finalising the West Sussex Transport Plan. The Evidence Base document for the Draft Plan has considered the Department for Transport Inclusive Transport Strategy 2018. In addition, the Equalities Impact Assessment, undertaken as part of the Draft Sustainability Appraisal for the Draft Plan, also highlights some of the issues the Council is considering in planning for the needs of people with disabilities. If there are specific issues that you think have been missed, then please submit a consultation response highlighting the issues.

**Q: Will you use 20mph zones or low traffic neighbourhoods?**

A: The Active Travel Strategy states that we will consider using a range of traffic management techniques. This could include 20mph zones and low traffic neighbourhoods if these are feasible, deliverable and have stakeholder support.

**Q: What would be the potential impact of connected and autonomous vehicles?**

A: The Draft Plan does not include specific proposals to facilitate connected and autonomous vehicles as at this time it is unclear what interventions are likely to be needed. It is acknowledged that technology is advancing fast and this might become more significant during the life of the Plan. If you consider the Plan should include provision for these vehicles, then please submit a consultation response setting out your reasons. If there is a need to plan for connected and autonomous vehicles during the life of the Plan, then there will be opportunities to revise priorities and strategies through our annual or 5 yearly reviews.

**Q: What about park and ride?**

A: The Draft Plan does not include any proposals for new park and ride schemes. Off-street car parks are available in most urban areas and there are no plans to change this, so park and ride is unlikely to be viable.

**Q: Will developers have to deliver infrastructure up front?**

A: Developers can only be required to mitigate their impacts, so this is unlikely to be achievable on every site as most impacts occur after development takes place.

**Q: What about the carbon impact of manufacturing electric vehicles?**

A: The carbon impact of manufacturing electric vehicles has not been taken into account as the Draft Plan will not provide electric vehicles. The County Council's role is to facilitate electric vehicle charging to provide options to users of the transport system.

**Q: Will the County Council seek to amend National Highways diversion routes?**

A: There are no plans to amend National Highways diversion routes but the Draft Plan includes a definition of the County Strategic Road Network, Primary Route Network and Lorry Routes that will guide the County Council's approach to network management, working with other transport authorities such as National Highways.

**Q: Why are road improvements focussed on the County Strategic Road Network, not lower classified roads?**

A: The Road Network Strategy aims to improve the efficiency of the most strategically important local roads which form the County Strategic Road Network. This is because delays on these roads can lead to rat-running and environmental issues on less suitable routes. On local roads that do not form part of the County Strategic Road Network, our priority will be to provide active travel and shared transport facilities rather than designing these roads to cater for additional traffic.



**Q: Will active travel and shared transport interventions also be considered for the Major Road Network and County Strategic Road Network?**

A: Major improvements on the Major Road Network and County Strategic Road Network will be expected to improve facilities for active travel and shared transport; for example, by providing active travel crossings, bus priority or bus stop improvements where appropriate and feasible.

## **5. Area Transport Strategies**

**Q: Where can I find the Area Transport Strategies?**

A: The Area Transport Strategies for each of the local planning areas in West Sussex can be found in Chapter 5 of the Draft Plan.

**Q: Why is a scheme not included?**

A: This is a strategic plan that only includes strategically significant schemes that are expected to be delivered by the County Council or are being sought from other public bodies. In general, schemes that are needed to make development acceptable in planning terms are expected to be delivered entirely by developers, so these are not included. If you feel that an important scheme has been missed, then please submit a consultation response explaining your reasons.

**Q: Why are only some locations mentioned in relation to initiatives such as electric vehicle charging?**

A: The County Council has no powers to install charging infrastructure on private land. The County Council's Electric Vehicle Strategy identifies a set of locations which are priorities because initial analysis indicates that communities in these areas are dependent on on-street parking. Other areas will not miss out on this infrastructure, but will take longer to implement.

**Q: Will a direct bus be provided from point A and B?**

A: The Draft Plan identifies a number of corridors for improvements to shared transport services. The specific details will need to be developed with the operators through new Enhanced Partnerships. It will not always be possible to provide a direct service between every origin and destination as too few people make these journeys to make a service financially viable, but the County Council is exploring innovative ways to meet these needs through more flexible transport provision such as demand responsive services.

**Q: Is there scope to use funding from the National Bus Concessionary Fares scheme to negotiate better bus services?**

A: Through Enhanced Partnerships with bus operators, the County Council will develop Bus Service Improvement Plans (BSIPs) that aim to facilitate better bus services. The scope to use funding for the National Concessionary Fares scheme is limited. However, the Draft Plan proposes to take service quality into account when procuring bus services using its own financial resources, alongside other factors such as cost.

## **6. Links to other plans, policies and strategies**

### **Q: How does this link to other plans and strategies?**

A: The Draft Plan incorporates existing adopted County Council strategies such as the Electric Vehicle Strategy, Bus Strategy and Walking & Cycling Strategy. It also aligns with adopted Local Plans that are prepared by Local Planning Authorities.

### **Q: How does the Transport Plan link to the Transport Strategy for the South East?**

A: Transport for the South East (TfSE) are a key stakeholder and have been invited to submit a response to the consultation. The Draft Plan has been influenced by the Transport Strategy for the South East as outlined in the Evidence Base Document. Once adopted the Plan will guide the County Council's input into its future work with Transport for the South East.

### **Q: Will WSCC take a more proactive role in reducing the need to travel through the planning system?**

A: The vision and objectives of the Transport Plan, including but not limited to reducing the need to travel, will guide the County Council's input into the statutory planning system. Ultimately, it is up to local planning authorities to take planning decisions and transport impacts are just one of many considerations that need to be taken into account.

### **Q: Decisions through the statutory planning system have a significant impact on the transport network so how does the County Council challenge the Government on this?**

A: The County Council respond to Government consultations on changes to the statutory planning system that will impact its services and provides advice to local planning authorities through the plan-making process and at planning application stage to inform planning decisions.

### **Q: National Highways do not plan to include a Ford Road junction on the A27 Arundel Bypass and say this is for local authorities to address so what are you planning for this?**

A: The Draft Plan does not specify that a Ford Road junction should be provided on A27 Arundel Bypass, but the County Council will work with National Highways and Arun District Council to explore this.

### **Q: How will the County Council ensure that Local Cycling and Walking Infrastructure Plans are delivered?**

A: One of the short-term priorities identified in the Draft Plan is the review of the County Council's Cycling and Walking Strategy. The intention is to use the revised strategy to set out how the County Council will take forward the Local Cycling and Walking Infrastructure Plans that have been developed by other Local Authorities in West Sussex.

## **7. Implementation & Monitoring**

### **Q: When will be Transport Plan be adopted?**

A: Adoption is scheduled to take place at the full council meeting on 18 February 2022.

**Q: Will the plan be delivered?**

A: Implementation of the Plan is dependent on funding. There is very little certainty about future funding. However, the Draft Plan sets out our intended priorities for the funding opportunities that do arise.

**Q: Does the County Council have capacity to deliver the plan?**

A: The County Council does not have capacity to deliver the plan in full so will work in partnership with other bodies to deliver the plan. The intention is to influence decisions through Transport for the South East, but ultimately decisions about funding and national investment programmes are made by the Government. The Plan will help to ensure that County Council resources are focused on what is most important.

**Q: How will the County Council build stakeholder support?**

A: The County Council will work in partnership with other bodies to build stakeholder support for its Plan and undertake consultation at various stages to ensure that schemes are developed that have stakeholder support.

**Q: How will the County Council work in partnership with other councils to deliver the plan?**

A: The County Council cannot deliver the Plan alone, so the Draft Plan outlines the need to work in partnership with other local authorities, transport operators and Government to deliver the Plan.

**Q: Is the plan affordable?**

A: It is possible that not every initiative will be affordable, so the Draft Plan explains how we will prioritise based on policy fit, value for money and deliverability if full funding is not available. The Government typically decides what funding to make available and for what purpose. Therefore, the Plan is intended to set out ambitions across a range of themes and areas so funding can be secured when opportunities arise.

**Q: Why are no costs or specific timings included for interventions in the Draft Plan?**

A: Specific cost estimates are not available for all interventions as some are only at the concept stage. In finalising the plan, consideration will be given to including estimates of the likely range of costs for interventions. The specific delivery timing of schemes will depend on the outcomes of design, consultation and securing funding to deliver schemes, however the Area Transport Strategies identify short (2022-2027), medium (2027-2032) and long term (2032-2036) priorities for scheme delivery.

**Q: Are schemes dependent on developer contributions?**

A: To reduce the burden on local taxpayers, the County Council uses developer contributions to assist in funding schemes wherever possible and in line with the planning regulations. The proportion of developer contributions varies between schemes and if developer contributions do not come forward, this means the County Council will need to either; identify other funding to fill the gap; revise the scope of the scheme; or, in some cases decide not to proceed with the scheme.

**Q: Will consultation take place on schemes/initiatives?**

A: Yes, the County Council is committed to consulting with those affected by schemes and initiatives. Consultation will typically take place during the development of schemes and initiatives over the plan period.

**Q: How will active travel schemes be monitored to ensure they are given enough time for new travel behaviours to establish?**

A: The Draft Plan sets out an approach whereby we will monitor long term usage trends of new active travel infrastructure at selected locations to understand changes in travel behaviour over the long-term.

**Q: Why does the plan not include specific targets or milestones?**

A: There is very little certainty about future funding so at this stage we have decided to indicate the direction of travel we would like to take across a range of monitoring indicators. If you would prefer to see a different approach, then please submit a consultation response explaining your reasons.

**Q: How will the Plan be reviewed?**

A: An initial five-year Action Plan has been included that will be reviewed annually. The Plan will be fundamentally reviewed every five years to consider whether or not any changes are required to our strategies or priorities.

## **8. Miscellaneous**

**Q: How do I report a local issue?**

A: To report a local issue to do with highways, e.g., overgrown grass, hedge, tree, pothole, or for any other issue, the easiest way to do this is via the [reporting pages](#) on our website.

**Q: Where can I find out about design standards for new developments?**

A: The County Council publishes guidance for developers on our web page about [pre-application advice for roads and transport](#).

**Q: Will the County Council publish road safety and equality impact audits?**

A: The County Council does not routinely publish road safety and equality impacts assessments for every scheme but the information is available on request.