

19 June 2015

Anthony Cartmell [<mailto:ajcartmell@fonant.com>]

Dear Mr Cartmell,

**Worthing Sustainable Transport Scheme**

Thank you for your email of 10 June about the Worthing Sustainable Transport scheme. I am sorry that you were not happy with the decision to allocate funding to this scheme.

Coast to Capital LEP's role is to create economic growth in an innovative, enterprising and international business environment. As a part of this role the Board agreed to establish a fund to improve sustainable transport.

The purpose of this fund was explained in our Strategic Economic Plan 2014:

*"To tackle these problems, we are bringing forward a number of sustainable packages to restore confidence in our towns and cities as areas which are ready and fit for growth. These will combine both transport and non-transport interventions. Each package contains a number of core improvements which are common to most packages, as well as several tailor-made components to tackle the specific local problems of the area in question.*

*The measures which are core to nearly all transformational packages are:*

- *Improvements to walking and cycling links and the urban realm.*
- *Tackling the severance caused by busy roads, rivers, railway lines, level crossings and other physical barriers*
- *Improvements to junctions and traffic management systems to ease traffic flow and reduce congestion*
- *Improvements to rail stations, including better cycling and pedestrian access*
- *Improvements to public transport, such as bus and taxi priority measures and better interchanges*
- *Behavioural change measures, including improved information to the travelling public.*
- *Improving accessibility to rural areas.*
- *Improving road safety."*

*(Coast to Capital Strategic Economic Plan, Transport Annex, pages 77 to 78)*

Having thoroughly assessed the Worthing Sustainable Transport Package, we are content that it fulfils these criteria. This scheme has been assessed by several different organisations and individuals:

- West Sussex County Council as the promoting authority
- Several officers and Board members of Coast to Capital
- Our independent consultants: Parsons Brinckerhoff
- The Local Transport Body, consisting of senior elected members of the constituent local authorities of Coast to Capital.

Following your comments about the scheme during the consultation phase, officers specifically drew the attention of the Local Transport Body to the question of whether the scheme should be considered as eligible for funding under this funding stream.

I was present, as Chief Executive and as a Director of Coast to Capital, at the Local Transport Body meeting where this was discussed. I can confirm that there was a robust, open and full discussion about whether the scheme was eligible.

All of these bodies and individuals have agreed that the scheme is suitable for funding as a sustainable package. It would benefit the urban realm and improve conditions for pedestrians.

The scheme's business case **does** identify a number of transport benefits including;

"Improved quality of urban realm",  
"Reduced incidents of trips and falls"  
"Increase in the value of public realm".

The fact that these improvements are not monetised (i.e. are expressed as "na") does not mean that they have no benefits. It means that the benefits have not been quantified. The scheme does have a benefit to cost ratio in the region of 4 to 1, which is comfortably in excess of our minimum requirement of 2 to 1. If the additional benefits had been quantified, the benefit to cost ratio would have been even higher.

Because of this, I do not agree that there has been any inappropriate spending here. The scheme is primarily an urban realm scheme, but that is entirely consistent with our Growth Deal and Strategic Economic Plan. We are not, as you know, a transport organisation and so do not have to confine ourselves purely to transport schemes. However, the scheme does have transport benefits, particularly for pedestrians. The scheme has been assessed thoroughly and everyone who has assessed it has agreed that it is suitable for funding.

Given the weight of evidence that this scheme is eligible for funding, I do not see how we could reasonably have decided otherwise.

I therefore cannot uphold your complaint.

I also attach, for your information, a copy of our Complaints Procedure.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Ron Crank". The signature is written in a cursive style with a large initial "R" and "C".

Ron Crank  
**Chief Executive**

Attached: Complaints Procedure