

COVID-19 Emergency Active Travel Fund

SECTION A: BACKGROUND

Q1. What is your local transport authority name?

West Sussex County Council

Q2. Which geographical region are you in?

South East England

Q3. What type of authority are you?

County Council

Q4. How would you classify yourself geographically?

Other – please specify below if you feel you do not fit into one of the categories given:
Shire county: population 807,000

SECTION B: YOUR SCHEME(S) OR PROGRAMME

Q5. Please provide the scheme or programme name(s)

West Sussex Active Travel Road Space Reallocation Programme

1. A286 Chichester Ring-Road
2. A259 Chichester to Bognor Regis
3. Three Bridges to Manor Royal, Crawley and Pound Hill to Crawley Town Centre
4. A270 Upper Shoreham Road, Shoreham-By-Sea
5. A24 Worthing
6. A281/B2237 Horsham Ring Road
7. A22 Felbridge to East Grinstead Town Centre

Q6. Please provide a brief summary of the scheme(s) or programme. For example, locations, measures to be adopted, whether they are permanent or temporary measures, and how the scheme or programme will improve mobility, and/or assist with social distancing

West Sussex Active Travel Road Space Reallocation Programme

A programme of works to support active travel by reallocating road space to cycle lanes using temporary traffic management and other forms of light segregation, supported in some instances with 20mph speed limits and other temporary traffic regulation orders. The programme will deliver 21 linear kilometres of temporary cycle lanes in the major conurbations across the seven districts in West Sussex, facilitating travel choice in major urban centres and linking commuting destinations.

1. A286 Chichester Ring-Road (2.0km) Estimated cost £74,000

Reallocation of carriageway space by segregating lane 1 of the dual carriageway to form a cycle lane, widening and providing light segregation on existing cycleway on a busy gyratory, works supported by 20mph speed limit. Creates links to existing cycle facilities including a pop-up route through a large central car park, or provides alternatives to cycle paths where social distancing may be difficult to maintain. Route links central retail area, Further Education College, County & District Council Offices, Chichester University, Leisure Centre and St Richards Hospital. (Provides cycle lanes in both directions). (Potential for parts of the route to become permanent)

2. A259 Chichester to Bognor Regis (5.0km) Estimated cost £185,000

Widening existing off-carriageway cycle track to enable social distancing (on this busy commuter route). Potential for converting one lane of western dual carriageway at end of cycle track. (Potential for permanent)

3. Three Bridges to Manor Royal, Crawley and Pound Hill to Crawley Town Centre (4.5km) Estimated cost £166,500

Bring forward an existing light segregated cycle way connecting with existing NCN21 (potential to improve this section). Provides alternative travel link to Manor Royal Business District, Crawley and Gatwick.

A2220 Haslett Avenue – providing continuity and protecting the existing cycleway, linking the residential areas of Pound Hill, Three Bridges and Burley's Wood to the Town Centre. (Potential for permanent)

4. A270 Upper Shoreham Road, Shoreham-By-Sea (4.6km) Estimated cost £170,200

Reallocation of road space to provide light segregated cycleways in both directions linking Shoreham to Brighton and Hove. (Includes reallocation of lane 1 on sections of dual carriageways). (Potential for parts of the route to become permanent)

5. A24 Worthing (2.9km) Estimated cost £107,300

Create cycle provision connecting the north and south of Worthing: A24/A259 Grove Lodge to The Steyne (seafront). Route is primarily urban dual carriageway. Scheme comprises of reallocation of road space (lane 1) and introduction of 20mph speed limits in retail areas. (Potential for parts of the route to become permanent)

6. A281/B2237 Horsham Ring Road (0.4km) Estimated cost £14,800

Urban dual carriageway, reallocation lane one of Albion Way in both directions. Scheme compromises segregated cycle lanes. (Temporary)

7. A22 Felbridge to East Grinstead Town Centre (1.7km) Estimated cost £62,900

Works to protect existing cycle way including extension to link to town centre. Light segregation (Permanent)

Q7. What will be the total cost of the scheme or programme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£781,000

Q8. What will be the capital cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£546,700

Q9. What will be the revenue cost of the scheme (including VAT)? (Note an estimate can be provided if the cost is unknown)

£234,300

Q10. This expenditure is not intended to be used for any consultancy spend. Are you intending to use consultants?

Yes

If yes please provide details

West Sussex County's delivery model for all works of this nature utilises a term consultant for design, programming and scheme delivery. The County Council intends to continue to draw on the services of our term consultant for design, programming and delivery to comply with required timescales. The County Council has already commissioned our term consultant to develop feasibility designs for a small number of pilot projects (£50,000) as part of the wider Emergency Active Travel Fund programme.

Q11. Is your authority developing a Local Cycling and Walking Infrastructure Plan (LCWIP)?

Yes

LCWIP DETAILS

Q12. Is the proposed scheme located on or within the cycling/walking network plan?

Yes

Q13. Has the proposed scheme been identified in the prioritised list of schemes in your LCWIP? (note: this is not a compulsory requirement for applications)

Yes

SECTION C: SCHEME DETAILS

Q14. What measures will be adopted? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

Point closures

Segregated cycleway (permanent)

Segregated cycleway (temporary)

Widening existing footway

Restriction or reduction of parking availability, (e.g. closing bays or complemented by increasing fees)

Cycle counters and/or other active travel data management diagnostics

Q15. If applicable, what is the route length of the scheme (s)? Note an estimate can be provided if the distance is not yet known

The programme delivers 21 linear km of new temporary cycle lanes, or protected existing cycle lanes, to encourage active travel and facilitate social distancing.

Q16. When are the works expected to be completed?

12 weeks from funding approval.

Q17. When is the scheme(s) expected to be open to the public?

12 weeks from funding approval.

Q18. Will Traffic Regulation Orders be required?

Yes

Q19. Please confirm you have read the statutory guidance for local authorities (<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities>) and have consulted with bus operators, hauliers and local groups representing disabled people as appropriate.

No

Q20. Have you considered how the scheme(s) or programme will be evaluated and will you ensure that appropriate monitoring measures will be put in place?

Yes

SECTION D: DECLARATION

Q21. Reporting Officer details

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Q22. Senior Responsible Officer details

Name Matt Davey
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Q23. Section 31 Officer (or equivalent with delegated authority) details

Name Katharine Eberhart
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Q24. Please add further details or clarification

Re: question 19, we have read and understood the statutory requirements and some initial engagement has been undertaken. Further consultation with key stakeholders will be undertaken as the projects develop. We continue to work closely with our district and borough council partners in relation to this programme of works.
A proportion of the schemes (e.g. those featuring in LCWIPs) have been subject to public consultation.