

Emergency Active Travel Fund - tranche 2 survey

General

Q1. What is your local transport authority name?

West Sussex County Council

Strategic case

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

West Sussex is a rural county with very good potential for increased cycling but a lack of dedicated safe provision. Take up of cycling is relatively low and is below the national average, even in urban areas albeit there has been a significant increase in cycling following the implementation of new facilities across the county and in particular since the C19 crisis. The South Downs National Park creates a unique opportunity to offer safe off-road commuter and leisure cycling and walking opportunities. Creating and enhancing routes into the park feature in our overall plans and as part of those bid with a key aim of giving those who live on the coast sustainable access and exercise opportunities.

In 2016, the County Council adopted its Walking and Cycling Strategy (2016-2026) following significant consultation that allowed all interested parties to suggest what route corridors would be most beneficial. The County Council also introduced a County Plan target to increase the amount of cycle track by 15% annually amounting to approx. 30km over the life of the Plan. We have commenced work on agreed priorities including implementation of 7 schemes to date and increasing the amount of cycle track by over 14kms in the last two years matched by a significant uplift in funding. The key aim of the strategy is to make cycling and walking the natural choice for shorter journeys. In doing so we seek create an environment that is safer for both walking and cycling to help nurture a culture of active travel choice to support health; improve air quality; address climate change issues; better manage congestion and reduce the reliance and dependency on car trips where appropriate.

We have been developing LCWIPs with District and Borough Council Colleagues together with the South Downs National Park - a unique countywide partnership aimed at rapidly improving cycling and walking provision. Our partnership approach is already delivering strong benefits and for those revised priority schemes we are now moving to prioritisation and value for money assessments. This means that the majority of schemes included in this work are yet to be developed to the design stage.

The County Council is keen supporter of bus travel and enjoys good relationships with our operators. We recognise bus travel as a valuable and important part of our approach have adopted a revised strategy in 2019. West Sussex is a rural county and many of our customer rely on bus services for essential journeys, including school travel. Covid19 has had a significant effect on the bus network and number of people travelling on the buses. We also work very closely with community transport providers to help to plug gaps where bus services are not feasible.

We are currently working quickly to assess capacity for Home to School transport in readiness for the new term from September by creating a Travel Demand Management (TDM) plan. Our aim is to encourage as many journeys as possible to be made via cycling and walking to help ease pressure on bus and coach capacity limitations. We know that there is the strong possibility of school gate issues especially at secondary schools and therefore we intend to be able to address though before they occur wherever possible.

In all schemes we have strong political support as demonstrated in our ambitious plans for Tranche 1 which is seeing us introduce 21kms of pop up cycle lane across the county. The Cabinet Member has initiated a member led task and finish group (TFG) to give oversight and advice on T1 and T2 together with refreshing our approach in the light of the very recent Government vision for cycling and walking.

Part of this and T2 programmes of work are to focus efforts on changing hearts and minds so that new

Q2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

infrastructure may be both accepted and well used. Our approach to behavioural change (education, training and publicity) is a vital component of our approach. Similarly we place a strong emphasis on monitoring and evaluation such that we can learn what works best and demonstrate success and or intervene to improve matters if required. Finally we have also introduced a cycling and walking design guide in 2018 which mirrors many of the features not found in LTN1/20.

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

1. Enhancement of successful Tranche 1 schemes - 100% funding was received for 7 schemes which are currently being delivered and will be monitored over the coming weeks to assess the impact. Several of these schemes have scope to be made permanent and to be further enhanced. Typical elements will include cycle lane segregation, the installation of toucan crossings and implementation of ANPR on sections of new shared bus/cycle lanes - £750k capital / £250k revenue.

2. Enhance and protect existing cycle lanes in Chichester, Worthing and Horsham - This will see the implementation of physical segregation to protect approximately 11kms of existing on carriageway cycle lanes in Worthing, Horsham and Chichester that could not be afforded as part of Tranche 1. This approach will upgrade facility to new national guidance LTN 1/20 and thereby encourage, promote and build confidence in active travel - £750k capital / £150k revenue.

3. Active Travel Improvements Programme – This will deliver permanent smaller scale cycling and walking improvements and further temporary popup cycle lanes improvements that have been highlighted by stakeholders but could not be addressed as part of T 1. There has been significant interest locally and in excess of 250 small-scale improvements and popup cycle lanes have been suggested to WSCC alongside our existing understanding of what issues need to be addressed. Our focus for these works is where modest interventions can make large impacts in directly supporting a variety of active travel journeys on known travel corridors helping to improve connectivity and the existing cycling and walking infrastructure network. The member led TFG will advise the Cabinet Member on relative priority of each scheme and adherence to bid criteria. See attached spreadsheet for a small sample of the schemes to be prioritised for delivery. This programme will complement the School Gate Improvements and Training work also included within this bid and would target 10 local improvements - £500k capital.

4. Monitoring & Promotion - A variety of measurement and evaluation approaches to assess the impact of delivered improvements and activities to gauge success, usage and safety targeting 20 localities county wide. In addition, our approach will seek to engage and promote increases in walking and cycling to boost usage of active travel modes through targeted events, initiatives and campaigns. This will incorporate a media campaign to raise awareness of delivered improvements that support active travel and safety - £150k capital/£50k revenue.

5. School Gate Improvements and Training – Implementation of smaller scale projects to support the reopening of schools through a package of active travel measures and improvements as part of our TDM plan. This will include post COVID-19 'Bikeability' catch-up cycle training for 3500 pupils as well as added value through training for less experienced cyclists (Adult 1-2-1 sessions / Bike Doctor Sessions) - (£125k share). In addition, we would pilot a targeted project around schools in Horsham where we know return to school gate issues are likely to arise. This would both promote/encourage active travel through a range of capital improvements to enable social distancing, help reduce demand for car travel and also help protect bus travel for those individuals who really need it. It would enable those who live closer to adopt more active travel choices. Around the county where our TDM plan demonstrates the need for the approx. 35 secondary schools, a range of approaches will be proposed including point closures; Temporary Traffic Regulation Orders (TTROs); local signage/markings/protected drop off spaces/zones and pedestrian improvements. Wherever possible and in Horsham our work will support other work proposed as part of this bid and dovetail with links to further cycle/bus scheme improvements that the County Council is already progressing. In Horsham this means well supposed proposal for a cycle scheme along Comptons Lane that features within our Walking and Cycling Strategy - £350k capital/£150k revenue.

6. A24 Findon Valley to Findon Village - Proposed new cycleway / footway adjacent to A24. Detailed

Q3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

design is complete. This proposed improvement is included in the WSCC Cycling and Walking Strategy as a priority together with forming part of the West Sussex LCWIP. The scheme will connect the South Downs National Park gateway of Findon Village with Findon Valley and enable onward connection to Worthing via the existing cycle network. The A24 is a popular route but is currently a hostile environment for cycling which discourage many would-be users. The scheme promotes cycling through the use of a shared facility in excess of 2km in length, and benefits from improved cycling priorities throughout. The scheme links important local amenities as well as nationally significant tourist attractions and leisure facilities - £1m capital.

7. A259 Littlehampton to Rustington – Proposed new cycleway / footway adjacent to the A259. Detailed design is complete. Significant new housing and commercial development is planned north of Littlehampton in the coming years. This proposed improvement seeks to implement a new pedestrian and cycle path that will be installed to the south of a new dual carriageway. Phase 1 of the scheme will introduce approximately 1km of a new pedestrian and cycle route on the south side of the improved road. Much of this will be segregated from the road by a grass verge. It is intended that this will provide safer access to local facilities for walkers and cyclists. Additionally, people will be encouraged to use the new footpath and cycle way to make local trips without using their car. This will support the provision of at least 800 new homes and 8.95 hectares of new employment space - £600k capital.

WSCC Bid is in excess of our indicative allocation and therefore these schemes are listed in priority order.

Q4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply

Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)

Scheme(s) identified in Local Transport Plan

Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>)

Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>)

Scheme(s) identified through consultation with stakeholders

Other (please specify):

Presentation of proposals to member advisory TFG referred to above and Cabinet Member

LCWIPs

Q5. Which LCWIP does the scheme(s) fall under?

WSCC LCWIP and Walking & Cycling Strategy

Q6. Please provide a URL to the LCWIP if available

<https://www.westsussex.gov.uk/about-the-council/policies-and-reports/roads-and-travel-policy-and-reports/west-sussex-walking-and-cycling-strategy-2016-2026>

In 2015 we began the development of a Walking and Cycling Strategy that subsequently received tranche 3 consultancy funding to develop a LCWIP. The A24 Findon Village to Findon Valley and A259

Q6. Please provide a URL to the LCWIP if available

Littlehampton (Rustington) (included within this bid) are 2 of 6 scheme that are included in our LCWIP. Both these improvements are supported by the by the local cycle forums and relevant District/Borough Authorities. Whilst our LCWIP is draft and pending adoption, it is anticipated this will be formalised later in 2020 and will inform a review of our cycling and walking strategy.

Scheme 1

Q7. Scheme name

A24 Findon Valley to Findon Village

Q8. Total scheme cost (£)

£1m

Q9. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

A24 Findon Valley to Findon Village - Proposed new cycleway / footway adjacent to A24. The A24 is part of the MRN and carries a significant flow of traffic linking the Worthing and south coast to Horsham and into Surrey. Detailed design for the scheme is complete and the scheme is awaiting funding.

This scheme is a priority in the WSCC Cycling and Walking Strategy and this is reflected in the West Sussex LCWIP. The scheme has good support locally and also by the South Downs National Park Authority.

The scheme links important local amenities as well as nationally significant tourist attractions and leisure facilities to existing cycle facility in Worthing together with the new T1 pop-up cycle route. This scheme therefore connects the South Downs National Park gateway of Findon Village with Findon Valley and enables onward connection to Worthing via the existing cycle network and serves as a sustainable school travel route.

The A24 is a key for active travel given it's direct connection to popular leisure sites such as Cissbury Ring and is expected to be a well used popular link. However the level of traffic on the A24 creates a hostile environment for cycling which discourages many would-be users. The scheme promotes cycling through the use of a shared facility in excess of 2km in length and benefits from improved cycling priorities throughout. In the longer term the potential exists to extend the route from Findon Village towards Washington and the heart of the national park.

Note plan provided via email

Q10. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

New permanent footway

Q10. What measures are included in your proposed scheme(s)? 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.

Widening existing footway

Provision for monitoring and evaluation of schemes

Other (please specify):

The improvement is currently designed as a shared cycling/walking space given this is an arterial road carrying a bus route where there is insufficient highways to fully segregate cyclists and pedestrians.

Q11. For corridor schemes, please provide the route length in miles

1.2 miles

Q12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

N/A

Scheme 2

Q13. Scheme name

A259 Littlehampton to Rustington

Q14. Total scheme cost (£)

£600k

Q15. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

A259 Littlehampton to Rustington – Proposed new cycleway / footway adjacent to the A259. Detailed design is complete. Significant new housing and commercial development is planned north of Littlehampton in the coming years. This proposed improvement seeks to implement a new pedestrian and cycle path that will be installed to the south of a new dual carriageway.

Phase 1 of the scheme will introduce approximately 1km of a new pedestrian and cycle route on the south side of the improved road. Much of this will be segregated from the road by a grass verge. It is intended that this will provide safer access to local facilities for walkers and cyclists. Additionally, people will be encouraged to use the new footpath and cycle way to make local trips without using their car. This will support the provision of at least 800 new homes and 8.95 hectares of new employment space.

Note plan provided via email

Q16. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

New permanent footway

Widening existing footway

Provision for monitoring and evaluation of schemes

Q17. For corridor schemes, please provide the route length in miles

0.6 miles

Q18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Scheme 3

Q19. Scheme name

Programme to enhance and protect existing cycle lanes in Chichester, Worthing and Horsham

Q20. Total scheme cost (£)

900k

Q21. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

The implementation of physical segregation to protect approximately 11kms of existing on carriageway cycle lanes in Worthing, Horsham and Chichester that could not be afforded as part of Tranche 1. This approach will continue the aspiration to encourage, promote and build confidence in active travel - £750k capital/£150k revenue.

Chichester:

- Broyle Road = 2 x 2km = 4km
- Main Road, Birdham = 1km
- Claypit Lane, Westhampnett = 0.5km

Horsham:

- North Parade = 2 x 0.75km = 1.5km
- North Street = 2 x 0.5km = 1.0km
- Kings Road = 0.75km
- Rusper Road = 0.6km

Worthing:

- Goring Road = 2 x 0.75km = 1.5km

Q21. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Grand total = 10.85kms

Q22. What measures are included in your proposed scheme(s)? 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.

Installing segregation to make an existing cycle route safer

Provision for monitoring and evaluation of schemes

Q23. For corridor schemes, please provide the route length in miles

n/a

Q24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Scheme 4

Q25. Scheme name

School Gate Improvements and Training

Q26. Total scheme cost (£)

£500k

Q27. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

School Gate Improvements and Training – Implementation of a project to support the reopening of schools through a package of active travel measures and improvements. These will include post COVID-19 'Bikeability' catch-up cycle training for pupils as well as added value through training for less experienced cyclists (Adult 1-2-1 sessions / Bike Doctor Sessions) - (£125k share).

We are currently surveying parents / carers to establish what travel patterns may be from September when schools reopen. In addition we are working hard with our bus operators and transport sector to establish what capacity exists in the market to help meet identified needs. Such work is feeding into the

Q27. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

development of our TDM planning.

In Horsham Millais and Forest Schools have history of access issues pre C19. Millais for example may ask parents and carers to observe a 1km distance from the school in respect of car drop off / pick up. Whilst precise details of the interventions required are not yet finalised and will depend on the outcome of the TDM planning. However a range of approaches are proposed including point closures; Temporary Traffic Regulation Orders (TTROs); local signage/markings/protected drop off spaces/zones and pedestrian improvements. We also have proposals locally as part of our Walking and Cycling Strategy for a new cycle route along Comptons Lane. The County Council already has early school partner engagement and support.

In West Sussex, we are trying to create a culture of cycling from an early age. This begins with cycle training (Bikeability) in schools across the county where we train approximately 9,000 pupils at year 6 each year. The additional funding will allow us to continue this training in schools and customise training sessions for individuals and groups (bubbles). Due to the CV-19 outbreak/restrictions, there are over 3,500 school pupils (year 6) that were denied the opportunity to take part in the Bikeability scheme. These pupils are now moving onto secondary school and making more independent journeys as pedestrians and cyclists. Being able to provide the necessary skills and training to this group is vitally important and will encompass the use of cycling infrastructure (including the new pop up routes) and safe route planning and make cycling a genuine and realistic alternative to the motor car. These sessions will be county-wide and can also be tailored for other groups/adults as required (including approaches to support confidence building for those returning to cycling - £350k capital/£150k revenue.

Q28. What measures are included in your proposed scheme(s)? 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.

Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

Park and cycle/stride/scooter facilities

Selective road closures using planters, cones or similar

Provision for monitoring and evaluation of schemes

Other (please specify):

As described in the question above, the aim is to be able to offer Bikeability training to those pupils that were denied the opportunity in Year 6 due to the Covid-19 outbreak/restrictions. This will be Bikeability Level ½ training as a precursor to Level 3 training. Scope also includes potential for point closures; TTROs; local signage/markings/protected drop off spaces/zones and pedestrian improvements.

Q29. For corridor schemes, please provide the route length in miles

n/a

Q30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Scheme 5

Q31. Scheme name

Enhancement of successful tranche 1 schemes

Q32. Total scheme cost (£)

£1m

Q33. Please provide a clear description of the scheme, including :• the location of new cycle lanes proposed to be introduced;• types of road that they are located on;• the location of any junction improvements and point closures; • the location of any area-wide measures such as school streets, point closures or modal filters; • whether interventions are temporary or permanent.If possible, a map should be emailed separately to Walking.Cycling@dft.gov.uk.

Enhancement of successful Tranche 1 schemes - 100% funding was received for 7 schemes which are currently being delivered and will be monitored over the coming weeks to assess the impact. Whilst schemes are currently being implemented and therefore operational performance is not yet known, we are confident that the level of support and scope of the schemes mean that several of the 'pop-ups' have scope to be made permanent and / or further enhanced. Elements include the installation of toucan crossings, implementation of ANPR technology on sections of new shared bus/cycle lanes and introducing permanent cycle lane segregation. Key schemes that will see improvements and sections of conversion to permanent status are the pop-up cycle lanes in Chichester, Worthing, Crawley and East Grinstead - £750k capital/£250k revenue.

Q34. What measures are included in your proposed scheme(s)? 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.

New segregated cycleway (permanent)

Provision for monitoring and evaluation of schemes

Other (please specify):

Typical elements include the installation of toucan crossings, implementation of ANPR technology on sections of new shared bus/cycle lanes and cycle lane segregation.

Q35. For corridor schemes, please provide the route length in miles

n/a

Q36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

n/a

Finance case

Q37. Total DfT funding sought (£)

£4.650m

Q38. Total DfT capital funding sought (£)

£4.050m

Q39. Total DfT revenue funding sought (£)

£0.6m

Q40. Total local authority contribution, if applicable, (£)

nil

Management case

Q41. When do you expect to commence construction? (DD/MM/YY)

Various start dates dependant on scheme - commencement from autumn 2020 onwards

Q42. When do you expect to have completed the work? (DD/MM/YY)

All works either completed, started or contracts let by 31/03/21. Final completion latest 31/09/21 for all schemes baring A259 which is constructed 21/22

Q43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met

Our Highways and Transport Service has an internal governance procedure in place to manage the approvals and implementation if this bid is successful. An overall programme manager will be responsible to the Director of Highways Transport and Planning and the Head of Transport and Network Management via line management and capital / revenue scheme governance process. A project manager will be appointed for each scheme and will be required to follow our well established gateway process for reporting and progression. This includes a formal mechanism to include the works within our current/forward delivery programme and report accordingly together with a requirement for a key decision report to secure political support and approvals.

All schemes are subject to consultation and subject to legal, equality and human rights assessment, social value and sustainability assessment and crime and disorder reduction assessment.

Q44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators

The A24 Findon improvement and A259 Littlehampton scheme have been through extensive stakeholder consultation with some further engagement work outstanding which presents a low risk. We continue to work closely with our district and borough council partners (LCWIPs) in relation to the proposed improvements contained within this bid. We also continue to work closely with our local cycle forums. If

Q44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators

this bid is successful, we will embark on more detailed engagement with wider stakeholders included emergency services; bus operators; cycle forum; school communities; local business communities and freight organisations.

Q45. Please state which design standards have been followed in developing your scheme(s)

National design standards and guidance complemented by our West Sussex Cycling Design Guide.

Q46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants?

Yes

If yes, please provide details

Our design consultants are WSP and are part of our procurement framework. Scheme delivery will be undertaken by our appointed framework contractors.

Commercial case

Q47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place?

Yes

Please provide details

The County Council has an existing integrated supply chain set up to manage the required delivery contained within this bid. This model consists of 6 frameworks for construction together with a professional services contract for design. This gives WSCC the opportunity to tender with a number of suppliers to help achieve best value and efficiency. This enables us to run a mini tender competition process within 6 weeks. We have a single supplier for core maintenance to assist with smaller delivery elements where required which also includes design and construction.

Monitoring and Evaluation

Q48. Has monitoring and evaluation been considered for all scheme(s)?

Yes

If yes please provide details

It is proposed that data monitoring equipment will be used to capture and report the impact of schemes where relevant together with evaluation via our website to gather public perceptions. We will also work with our district/borough council partners in relation to air quality monitoring.

Q49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable")

not applicable

Declaration

Q50. Reporting Officer details

Name Ian Patrick
Telephone number 0330 222 6715
Email address Ian.Patrick@westsussex.gov.uk

Q51. Senior Responsible Officer details

Name Matt Davey
Telephone number 0330 222 5622
Email address Matt.Davey@westsussex.gov.uk

Q52. Section 151 Officer (or equivalent) details

Name Katharine Eberhart
Telephone number 0330 222 2087
Email address Katharine.Eberhart@westsussex.gov.uk

Q53. Please add further details or clarification

Further support information has been sent via email.