



Chichester Local Cycling & Walking Infrastructure Plan (LCWIP)



January 2021 (revised following consultation)

Produced by Transport Initiatives



supported by



Chichester City Local Cycling & Walking Infrastructure Plan (LCWIP)

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- B. Cycling audit & RST assessments *(separate document)*
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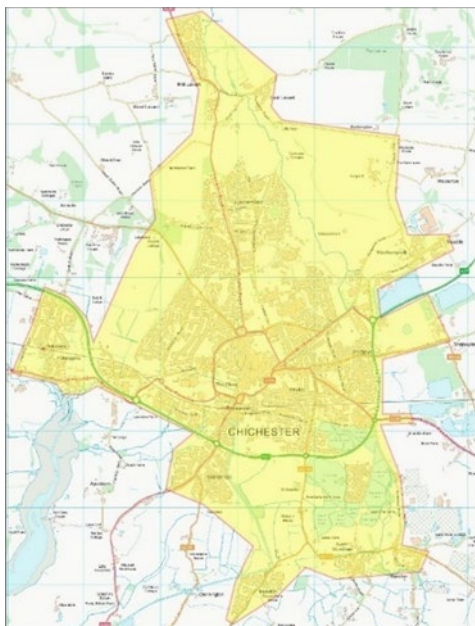
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Executive Summary

Aim and brief



In 2019 Chichester District Council (CDC) commissioned Transport Initiatives, supported by PJA, to develop a Local Cycling and Walking Infrastructure Plan (LCWIP) for the City of Chichester and the immediately surrounding area (see plan to the right).

A range of tasks were carried out to produce the Plan, which was developed in parallel with the county-wide LCWIP produced by West Sussex County Council (WSSC).

Provision for cycling was assessed using tools produced by the Department for Transport (DfT). Detailed options for safe, convenient and attractive cycle routes were developed, based on site visits plus advice from councillors, officers and stakeholders. The assessment of walking was also carried out using DfT tools. This was focused on the city centre Core Walking Zone (CWZ), plus two main routes between the CWZ and outlying areas.

In the initial part of the study, two workshops were held with key stakeholders including councillors and officers from both CDC and WSSC, other statutory bodies, local businesses and voluntary and community groups. A public consultation¹ was then carried out from September to October 2020 for which 240 responses were received.

Development of the LCWIP took into account other transport schemes being promoted by WSSC as well as proposed developments in the LCWIP area. Meetings with officers of both WSSC and CDC were held to ensure that projects being led by developers as part of the planning process were also covered in the study. WSSC established a working group for all West Sussex authorities as well as the South Downs National Park Authority (SDNPA) to attend for knowledge sharing and to ensure consistency of approach across the county. The working group will continue into the future as LCWIPs are adopted and officers seek to implement LCWIP schemes.

Government Policy

In early 2020, during the final stages of the LCWIP process, the world was hit by the COVID-19 pandemic, with an unprecedented effect on the lives of everyone in the UK. The impact on transport led to a large increase in cycling. Although the level of cycling has subsequently fallen, it remains higher than before the pandemic.

At the same time, there have been significant advances in Government policy for walking and cycling, with the publication of its new strategy "Gear Change"² and cycling design guidance LTN1/20³, both in July 2020. These were accompanied by significantly increased levels of funding for local authority walking and cycling schemes, via the Emergency Active Travel Fund in May 2020 and subsequently the Active Travel Fund in November 2020.

¹ www.chichester.gov.uk/letstalkcyclingandwalking

² www.gov.uk/government/publications/cycling-and-walking-plan-for-england

³ www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

Research

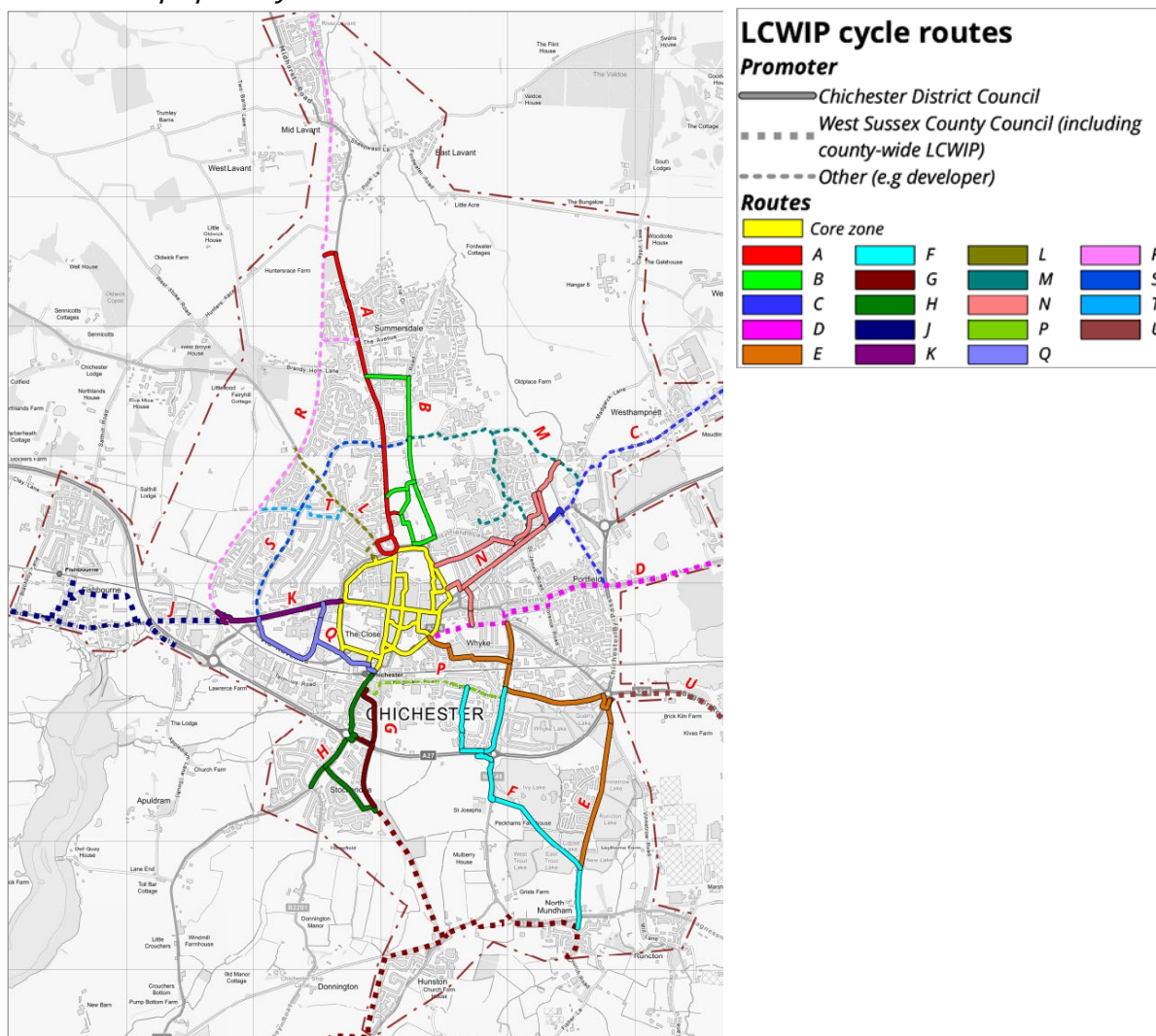
A detailed analysis of the Chichester LCWIP area was carried out using the DfT's Propensity to Cycle Tool (PCT) which is based on data from the 2011 census. This revealed that the LCWIP area has the highest level of cycling in West Sussex, with good potential for increase. A desk-based audit of existing provision for cycling in and around Chichester was carried out (based on the Bikeability training levels needed to cycle safely) which showed that there was inconsistent provision for safe and convenient cycling. While there is no equivalent for the PCT for walking, the 2011 census data showed that the LCWIP area also had the highest level of walking in the county.

Analysis

Based on the PCT, the Bikeability assessment and site visits, a number of potential cycle routes were proposed and refined following an iterative process. A cycle network was identified, comprising main routes and local spurs and links, with a total length of 58km. The routes were analysed using the DfT's Route Selection Tool (RST) which assesses five key criteria (Connectivity, Safety, Directness, Gradient and Comfort) as well as the number of Critical Junctions.

An assessment of walking in the CWZ was carried out, using the DfT's Walking Route Assessment Tool (WRAT) which shows where provision for walking is good or poor. The two highest priority routes between the CWZ and outer areas (to the north and west) were also assessed using the WRAT. The process could be repeated for other routes in the future.

Final version of proposed cycle network



Proposals

The routes were divided into three groups, based on which body is expected to be responsible for their development (CDC, WSCC or another promoter, such as a developer or Highways England). Detailed proposals were developed to improve the cycle routes to be promoted by CDC, based initially on the RST assessments. These were further refined following feedback from the public consultation process in autumn 2020.

A set of “Do Minimum” measures were produced showing the minimum requirements to make routes fit for purpose (based on LTN1/20) plus “Do More” measures that would upgrade them to a higher quality or extend provision to a wider area (e.g. Low Traffic Neighbourhoods).

Proposals were also drawn up to improve walking in the CWZ and on the two identified routes.

Costs and Funding

The outline cost for the revised LCWIP over a 10 year period is estimated at around £9.8 million for the *Do Minimum* scenario. A total of £14.3 million would be needed to achieve the *Do More* outcomes. These figures both include a 10% uplift for contingency/optimism bias.

As in most area wide projects, a variety of funding sources will be needed to supplement CDC and WSCC funds, including central government (especially future phases of the Active Travel Fund), external grants and contributions from developers and other third parties.

It is important to note that the LCWIP is intended as a 10 year programme for the delivery of infrastructure. The average cost of around £1m/year if all the *Do Minimum* measures were implemented would be equal to around £25/year for each person in the LCWIP area. While this is a significant increase on current levels of expenditure, it matches the level regarded as being necessary to have a significant impact on cycling levels, including by the All Party Parliamentary Cycling Group report “*Get Britain Cycling*” in 2013.

The annual expenditure to deliver *Do More* measures would be £1.4m (around £35/year per person). This would lead to a higher level of mode shift to cycling, as well as benefitting walking through measures such as Low Traffic Neighbourhoods. There would be a significant positive impact on local communities as well as the city’s overall environment and economy.

Next steps

The next stage of the LCWIP is to prioritise the proposed interventions. This will be carried out by WSCC in conjunction with the county-wide, SDNPA and other area LCWIPs. It will include a Multi-Criteria Assessment Framework to allow proposals in different areas and LCWIPs to be assessed on the same basis.

CDC is seeking to integrate the Chichester LCWIP and WSCC’s county-wide LCWIP, Local Transport Investment Programme and Sustainable Transport Package schemes with policy in the emerging Revised Local Plan. This will provide the most fertile opportunities for scheme development in association with land-use planning over the Plan period which runs to 2035. CDC will also include the LCWIP schemes in its Infrastructure Business Plan, which prioritises the infrastructure needed to support growth via a five year rolling programme for delivery.

It is intended that the LCWIP will be reviewed in response to new funding and delivery opportunities and/or in five years’ time, in order to ensure that delivery of active travel infrastructure is sustained.

1. Introduction and background

1.1 Aim of study

This Local Cycling and Walking Infrastructure (LCWIP) study was commissioned by Chichester District Council (CDC) in 2019.

The overall aim of the study was to deliver:

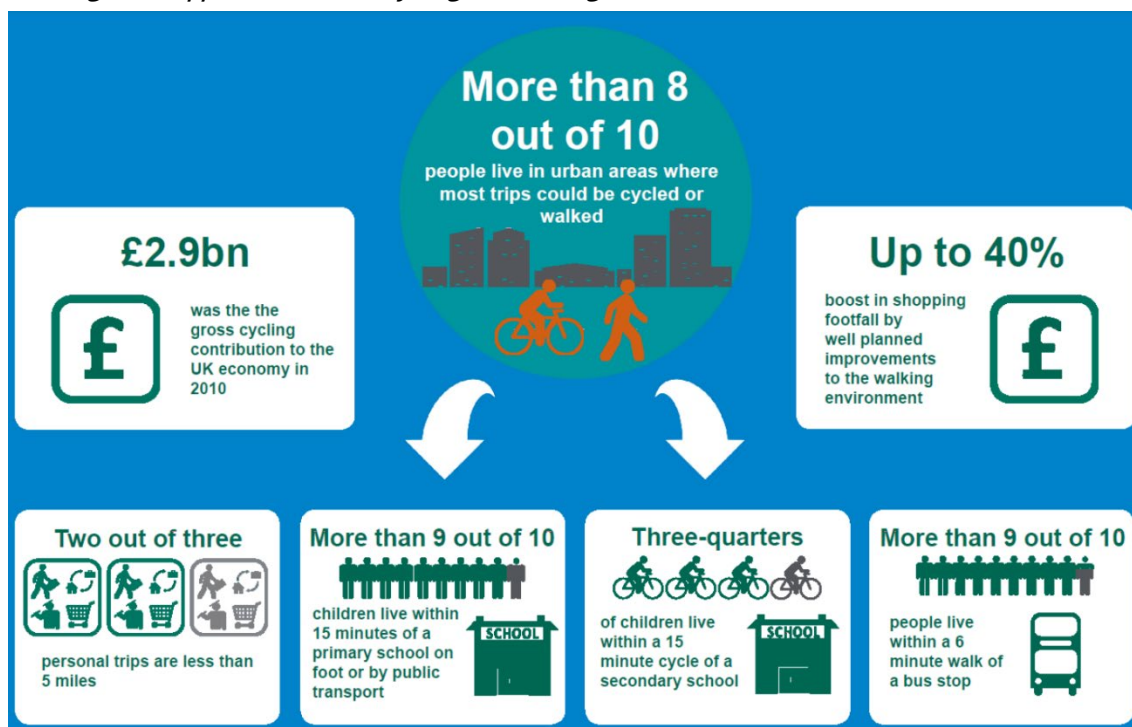
- A network plan for walking and cycling within Chichester City, identifying preferred routes and core zones for further improvement
- A programme of infrastructure improvements for future investment
- A report setting out the underlying analysis, with a narrative supporting the identified improvements and network
- Assistance with public engagement

1.2 Background to LCWIP

In 2017 the Government published its first Cycling and Walking Investment Strategy (CWIS). This was a requirement of the Infrastructure Act 2015 which placed a duty on the Secretary of State for Transport to develop "Cycling & Walking Investment Strategies" with objectives & financial resources.

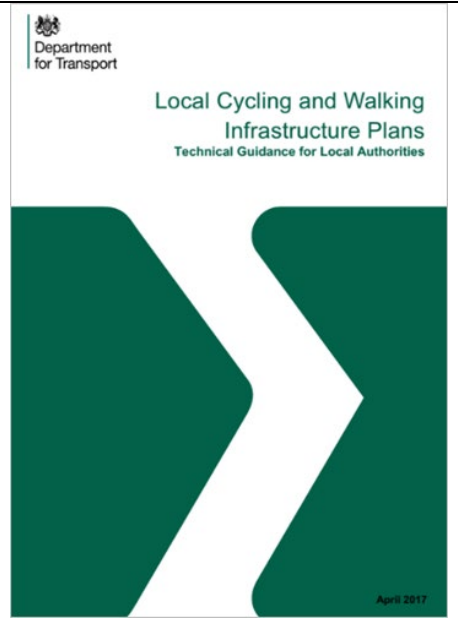
The 2017 CWIS set out why cycling and walking are considered important by the government. It states that the aim is "to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey". In February 2020 the first report to parliament was made on progress in delivering the CWIS⁴.

CWIS Figure 1: Opportunities from cycling and walking



⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/863723/cycling-and-walking-investment-strategy-report-to-parliament.pdf

As part of the CWIS, the DfT set out an expectation that local authorities would develop a LCWIP for their area. This is intended to deliver a strategic approach to identifying cycling and walking improvements required at the local level. LCWIPs enable a long-term approach, ideally over a 10 year period, and form a vital part of the Government's objectives to increase the number of trips made on foot or by cycle.

<p>Detailed technical guidance on developing an LCWIP was issued in April 2017⁵. This states that the LCWIP's key aims should be:</p> <ul style="list-style-type: none"> To develop a planned cycle network connecting key origins and destinations To provide high quality walking environments <p>The LCWIP should include the following outputs:</p> <ul style="list-style-type: none"> A network plan for cycling and walking which identifies preferred routes and core zones for further developments A prioritised programme of infrastructure improvements for future investment A report setting out the underlying analysis with a clear explanation to support the network and improvements 	
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The guidance sets out six stages for the LCWIP process, shown in Table 1 below. This LCWIP report covers Stages 2 to 4. It was initially intended to also include Stage 5. However, this will now be delivered by WSCC in conjunction with the county-wide and South Downs National Park Authority (SDNPA) LCWIPs (see Sections 1.3 and 7.3). This will allow proposals in different areas and LCWIPs to be assessed on the same basis.

Table 1: LCWIP stages and names

Stage	Name	Tasks
1	Determining scope	Establish geographic extent and governance
2	Gathering information	Review policies, collate information on existing network and trips, identify main destinations
3	Network planning for cycling	Identify potential trips and develop routes
4	Network planning for walking	Identify potential trips and develop area proposals
5	Prioritising improvements	Appraisal and prioritisation of proposals
6	Integration and application	Incorporate into local plans and strategies

⁵ <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

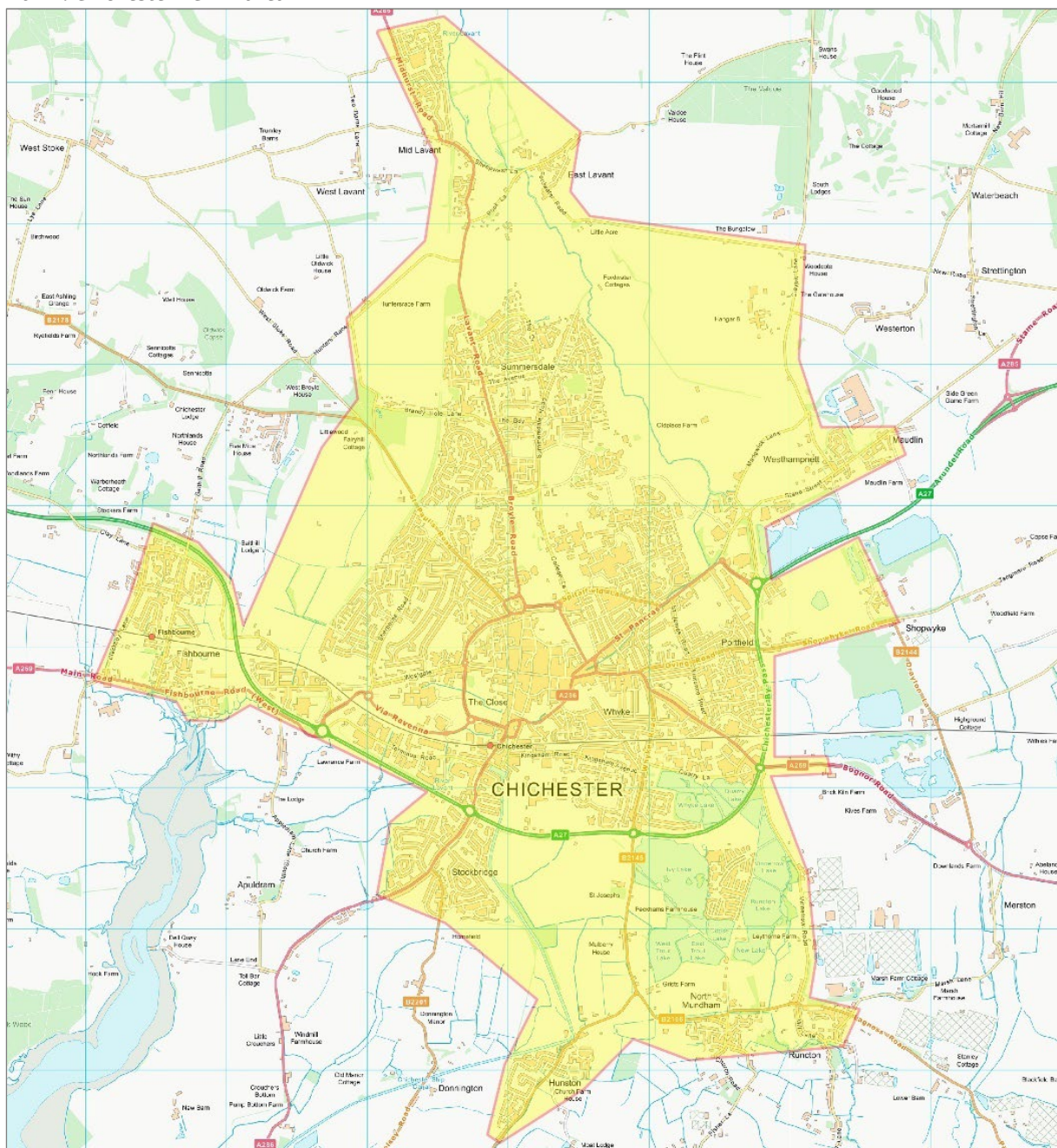
1.3 LCWIPs in West Sussex & Chichester

In 2018, the DfT launched a bid process to offer LCWIP support to a limited number of local authorities. A partnership of West Sussex local authorities, led by West Sussex County Council (WSCC), successfully bid for this support to help develop LCWIPs in the county. WSCC’s support has been divided in three ways:

- County-wide LCWIP, looking at strategic routes
- Four locality based LCWIPs (Adur & Worthing, Chichester, Crawley and Horsham)
- South Downs National Park Authority (SDNPA) LCWIP

Stage 1 of the LCWIP process (scoping) was carried out by WSCC and CDC. As part of this stage it was agreed that the Chichester LCWIP should cover the main urban area of Chichester City and adjacent smaller settlements. The LCWIP area is shown in Plan 1 below.

Plan 1: Chichester LCWIP area



1.4 Chichester City area

Chichester District Council (CDC) covers a mostly rural area of over 300 square miles in the west of West Sussex. It has an overall population of around 129,000 (2018 estimates).

As a second tier authority it has a range of responsibilities and powers, including planning and parks. However, most issues affecting transport, including walking and cycling, are the responsibility of West Sussex County Council (WSSC) which is the Highway Authority. This includes public Rights of Way.

Much of the district falls within the South Downs National Park, administered by SDNPA. It also includes the Chichester Harbour Area of Outstanding Natural Beauty as well as two National Nature Reserves and many smaller green spaces.

Chichester itself is a cathedral city and the county town of West Sussex (with a City Council operating as the third tier of local government). It lies just north of the coast with the South Downs immediately to the north. Chichester has a long history as a settlement from Roman times and was important in Anglo-Saxon times. It is the seat of the Church of England Diocese of Chichester, and Chichester Cathedral itself dates back to the 12th century.

Chichester is served by the West Coastway rail line between Brighton and Portsmouth/Southampton, with Chichester and Fishbourne stations in the LCWIP area. There are regular mainline services to and from London as well as to Worthing and Brighton in the east and Havant, Portsmouth and Southampton to the west.

The city is also the hub of several main road routes. While the A27 south coast trunk road bypasses the city to the south, other main roads such as the A259, A285 and A286 run through the built-up area of the city.

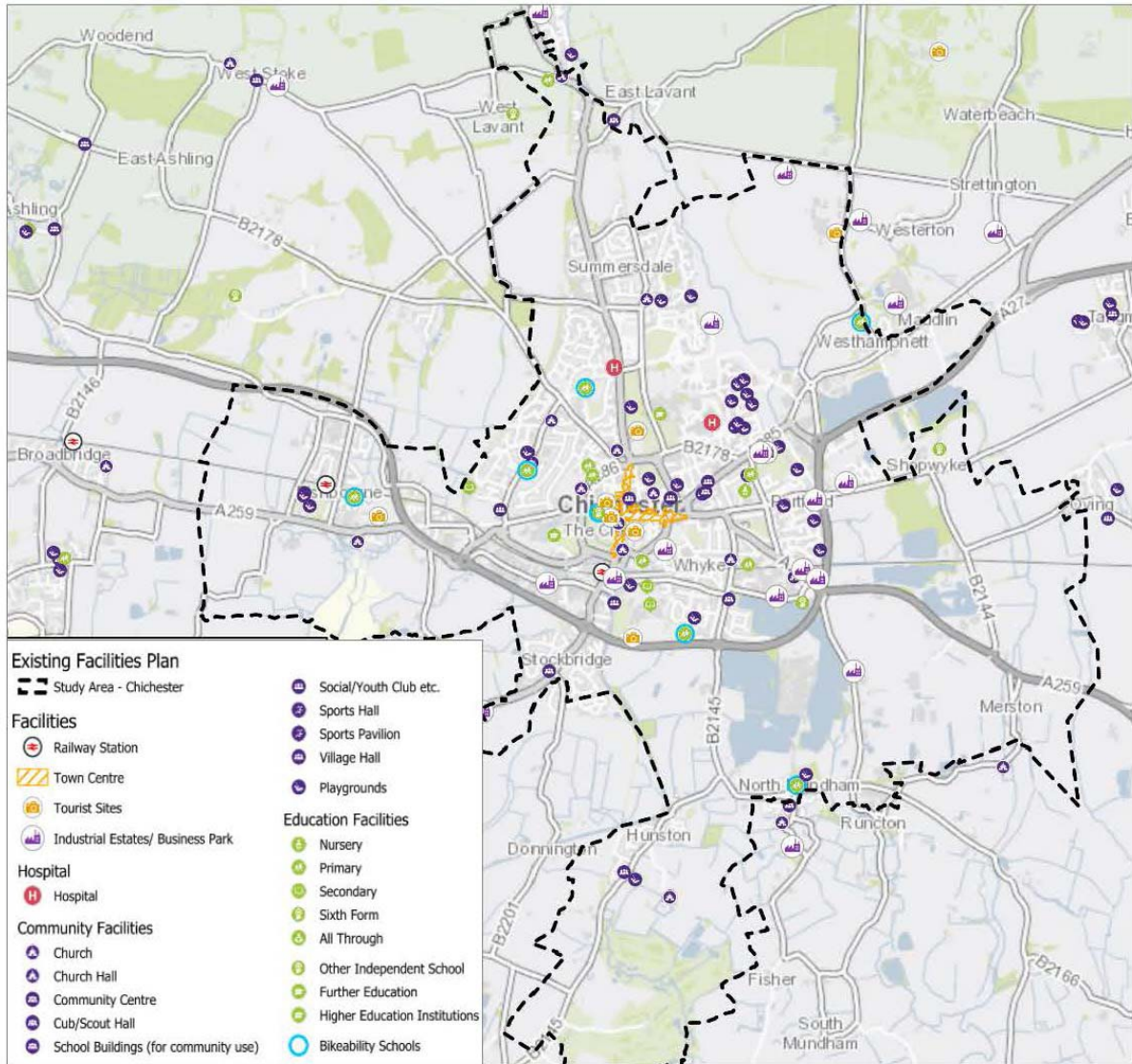
The city has a wide range of businesses, including Rolls Royce Motor Cars, Mercer and the UK headquarters of John Wiley publishers. However, the largest employers are in the public sector: St Richard's Hospital is the largest with over 4,000 staff, with West Sussex County Council and Chichester District Council combined employing over 3,000 staff. Education is also an important focus, with many schools in the LCWIP area. Chichester College is the largest Further Education establishment on the South Coast, with over 20,000 full- and part-time students. The University of Chichester has over 5,000 students at its campus just north of the city centre.

There is also a strong tourism and leisure focus. There are many visitor attractions, including the cathedral, Chichester Festival Theatre, a number of museums (including Pallant Gallery and Fishbourne Roman Palace, just west of the city) and Goodwood Racecourse (just outside the LCWIP area to the north east). The surrounding coast and countryside are also a significant attraction for many visitors. A number of attractive traffic-free routes offer cycling and walking access to these from Chichester, including Centurion Way, Salterns Way and the Chichester Canal towpath (leading to the Selsey Greenway).

The LCWIP area comprises the city plus adjacent settlements, including Fishbourne, Lavant, Westhampnett, North Mundham, Hunston and Stockbridge. It has a population of around 38,000 of which around 32,000 are in Chichester City itself (2018 estimates).

Plan 2 below shows the location of key facilities in and around the LCWIP area.

Plan 2: Main facilities in and around the LCWIP area



Access to Chichester Festival Theatre from Northgate car park



2. Cycling & walking in Chichester

2.1 Summary

Establishing the demand for cycling and walking is a key part of the LCWIP. The following tasks were carried out to deliver this:

- Research into general travel flows in West Sussex and Chichester (based on WSCC data)
- Analysis of cycling and walking data in the LCWIP area
- Audit of cycling and walking provision in the LCWIP area
- Workshop with stakeholders to gather views on key issues and locations

2.2 Travel to work in West Sussex

In 2013 WSCC produced a Census Bulletin⁶ with transport data from the 2011 census. This provides a wide range of information about travel patterns across the county.

Figure 1: West Sussex Car or Van Availability 2001-2011

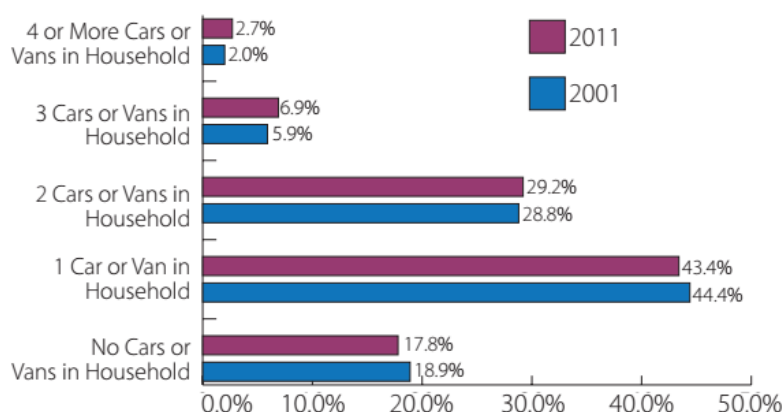


Figure 1 from the Census Bulletin shows that the majority (61%) of households in West Sussex have access to no more than one car or van. Assuming an average of two people per household this means that around 40% of residents do not have access to a private motor vehicle. Many of these will be people who are unable to drive, especially children.

⁶ Travel to work and car or van ownership in West Sussex https://www.westsussex.gov.uk/media/2702/censusbulletin_traveltowork.pdf

Figure 2: Method of Travel to Work 2011

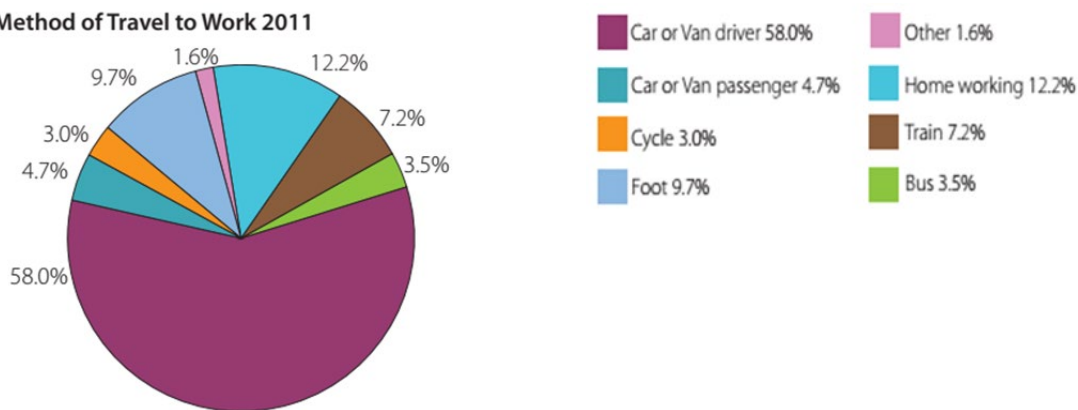


Figure 2 shows the overall split across West Sussex between different modes (including working from home). The dominant mode is car or van, with walking being just under 10%. At 3%, cycling is higher than the national average and on a par with bus use.

Figure 3: West Sussex Distance Travelled to Work 2001-2011

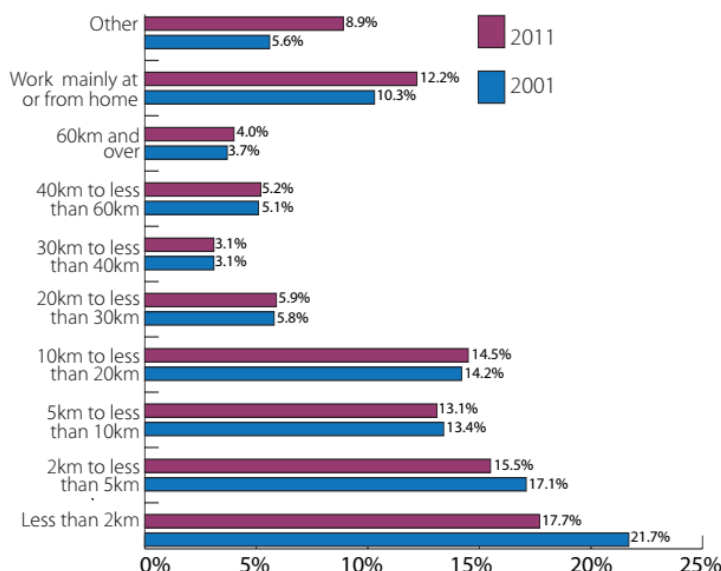


Figure 3 of the Census Bulletin showed the proportion of trips of different lengths. Around 40% of all trips to work are under 5km (3 miles) in length. Despite this, most trips in the county are made by car or van. The high level of short trips demonstrates the potential for increased travel by walking and especially cycling.

The Census Bulletin also includes an appendix with detailed data on trips in local areas of West Sussex. The selections relevant to the Chichester LCWIP are shown below. Note that the column refers to Chichester City only – this does not include the outlying settlements in the LCWIP area. However, these only make up a small proportion of the overall population.

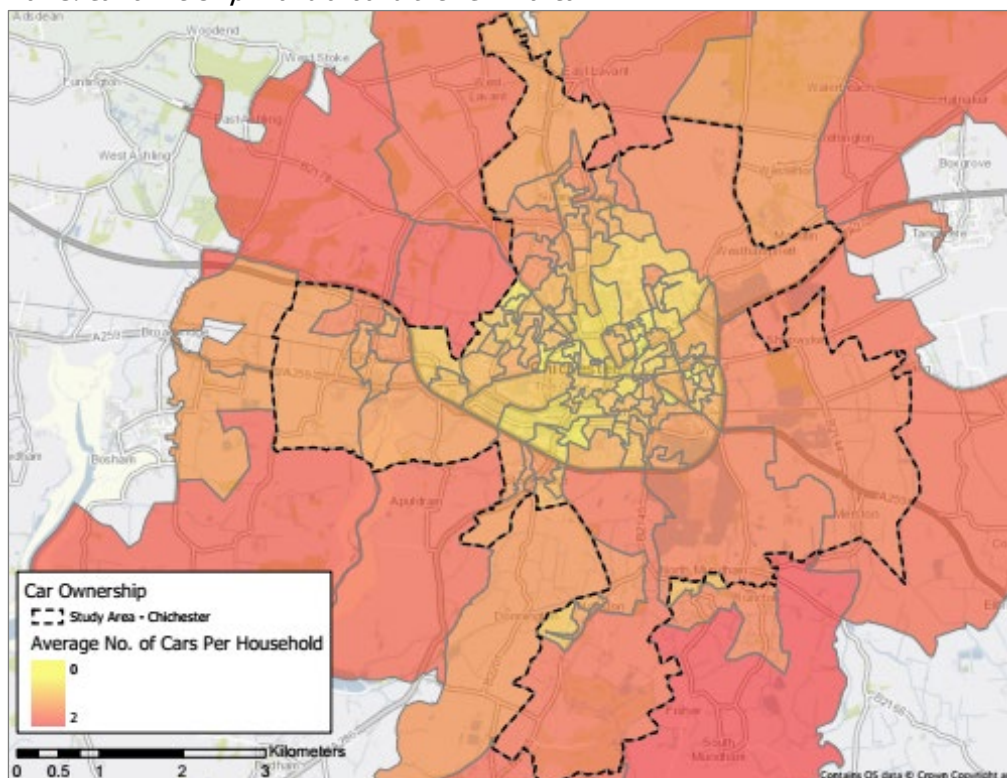
Appendix B.1 Car and van availability (2011)

	Adur District	Shoreham-by-Sea	Arun District	Bognor Regis	Littlehampton	Arun Rural	Chichester District	Chichester City	Chichester Rural
All households	26,957	14,736	66,706	28,932	22,080	15,694	49,848	12,316	37,532
No Cars or Vans in Household	20.6%	20.7%	19.5%	22.2%	21.9%	11.3%	15.6%	27.3%	11.8%
1 Car or Van in Household	46.6%	46.2%	45.2%	44.9%	47.1%	43.0%	42.0%	46.1%	40.7%
2 Cars or Vans in Household	25.7%	25.9%	27.0%	25.2%	24.5%	33.8%	30.8%	21.0%	34.0%
3 Cars or Vans in Household	5.3%	5.3%	6.2%	5.8%	5.0%	8.5%	8.0%	4.1%	9.3%
4 or More Cars or Vans in Household	1.9%	1.9%	2.1%	2.0%	1.5%	3.3%	3.6%	1.5%	4.3%
All Cars or Vans in the Area	32,921	18,014	84,886	35,136	25,982	23,768	71,848	13,183	58,665
Cars or Vans per household	1.22	1.22	1.27	1.21	1.18	1.51	1.44	1.07	1.56

Car and van ownership is lower in Chichester City than anywhere else in West Sussex. Around 27% of households do not have a car or van and nearly half (46%) have only one. The average of 1.07 car or van per household is also the lowest in the county and only increased slightly between 2001 and 2011.

Plan 3 shows the distribution of car ownership in the LCWIP area, showing the concentration of low car ownership in the centre of the city.

Plan 3: Car ownership in and around the LCWIP area



Reflecting the lower level of car ownership in the LCWIP area, the proportion of residents travelling to work by car is around 50%, around 10% lower than the county average. Notably, the overall level of walking (24%) and cycling (8%) are much higher than the county averages (10% / 3% respectively) and are in fact the highest levels in West Sussex.

It is also notable that 10% of residents in employment work from home. However, this is half the rate in the rural areas of CDC, which has the highest level in the county.

Appendix C.1 Method of Travel to Work (2011)

	Adur District	Shoreham-by-Sea	Arun District	Bognor Regis	Littlehampton	Arun Rural	Chichester District	Chichester City	Chichester Rural
Home working	10.2%	10.8%	12.5%	12.2%	10.3%	15.8%	16.4%	9.9%	18.4%
Train	7.3%	7.8%	4.4%	2.9%	5.3%	5.9%	4.3%	3.6%	4.5%
Bus	5.5%	6.2%	2.4%	3.4%	2.0%	1.2%	1.9%	2.1%	1.9%
Car or van driver	58.3%	56.0%	60.8%	59.5%	60.4%	63.7%	56.4%	46.6%	59.4%
Car or van passenger	5.1%	4.8%	6.1%	7.4%	5.9%	4.1%	3.9%	4.6%	3.8%
Cycle	3.7%	3.9%	3.6%	4.0%	4.3%	2.2%	4.1%	7.8%	2.9%
Foot	7.8%	8.3%	8.3%	8.9%	9.9%	5.4%	11.3%	23.9%	7.4%
Other	2.1%	2.1%	1.8%	1.8%	1.9%	1.7%	1.7%	1.6%	1.8%
All people aged 16-74 in employment	29,356	16,557	67,443	29,304	21,156	16,983	53,285	12,594	40,691

The length of trips gives some indication of why this might be the case. Over half of work trips made by residents of the Chichester City area are under 5km (3 miles), with a high level of 40% of trips under 2km (NB this excludes people working from home). This is the highest level in the county, although at 48% Worthing is a close second.

There is a clear contrast with the travel patterns of the workforce in Chichester City (not shown) where around 30% have a trip to work of 5km or less.

Appendix D.1 - Distance Travelled to Work (2011)

	Adur District	Shoreham-by-Sea	Arun District	Bognor Regis	Littlehampton	Arun Rural	Chichester District	Chichester City	Chichester Rural
Less than 2km	16.6%	17.4%	17.0%	18.0%	22.0%	9.0%	19.0%	39.9%	12.6%
2km to less than 5km	16.9%	12.7%	12.6%	12.6%	13.4%	11.8%	10.6%	11.1%	10.5%
5km to less than 10km	20.2%	24.7%	19.2%	23.0%	13.0%	20.6%	11.5%	7.8%	12.6%
10km to less than 20km	12.3%	9.9%	13.3%	9.8%	17.1%	14.6%	14.5%	9.1%	16.2%
20km to less than 30km	3.8%	3.8%	5.1%	5.1%	4.4%	6.1%	6.2%	5.7%	6.3%
30km to less than 40km	3.8%	4.6%	2.7%	2.2%	2.7%	3.5%	2.8%	1.6%	3.2%
40km to less than 60km	1.3%	1.4%	3.1%	2.6%	3.2%	3.8%	3.7%	3.8%	3.7%
60km and over	4.4%	5.7%	4.6%	3.9%	4.8%	5.5%	5.5%	3.7%	6.1%
Work mainly at or from home	10.2%	12.4%	12.5%	12.2%	10.3%	15.8%	16.4%	9.9%	18.4%
Other	10.4%	12.1%	9.9%	10.6%	9.2%	9.4%	9.8%	7.4%	10.5%

2.3 Data on cycling & walking in Chichester

National Travel Survey (2017-18)

DfT figures from 2017-18 showed that 18.1% of adults in Chichester District (as a whole) cycled at least weekly, either for travel or leisure (the highest levels in West Sussex), with 4.6% cycling five times a week. The figures for cycling for travel only were 8.4% and 2.4% respectively.

The equivalent figures for walking show that 75.6% of adults in Chichester walked at least weekly, either for travel or leisure, with 41.2 doing so five times a week. The figures for walking for travel only were 41.6% and 18.6% respectively.

Census data (2011)

The 2011 census revealed a high level of cycling, with 4.9% of trips to work by cycle in Chichester District (as a whole). Many of these were within the LCWIP area.

Table 2 below shows the level of cycling to work in wards either partly or fully in the LCWIP area. The four wards in the city had levels of cycling to work ranging from 7% to 11%. Wards immediately outside the city itself also had higher than average levels of cycling, with both Donnington and Fishbourne exceeding 8% despite the severance created by the A27.

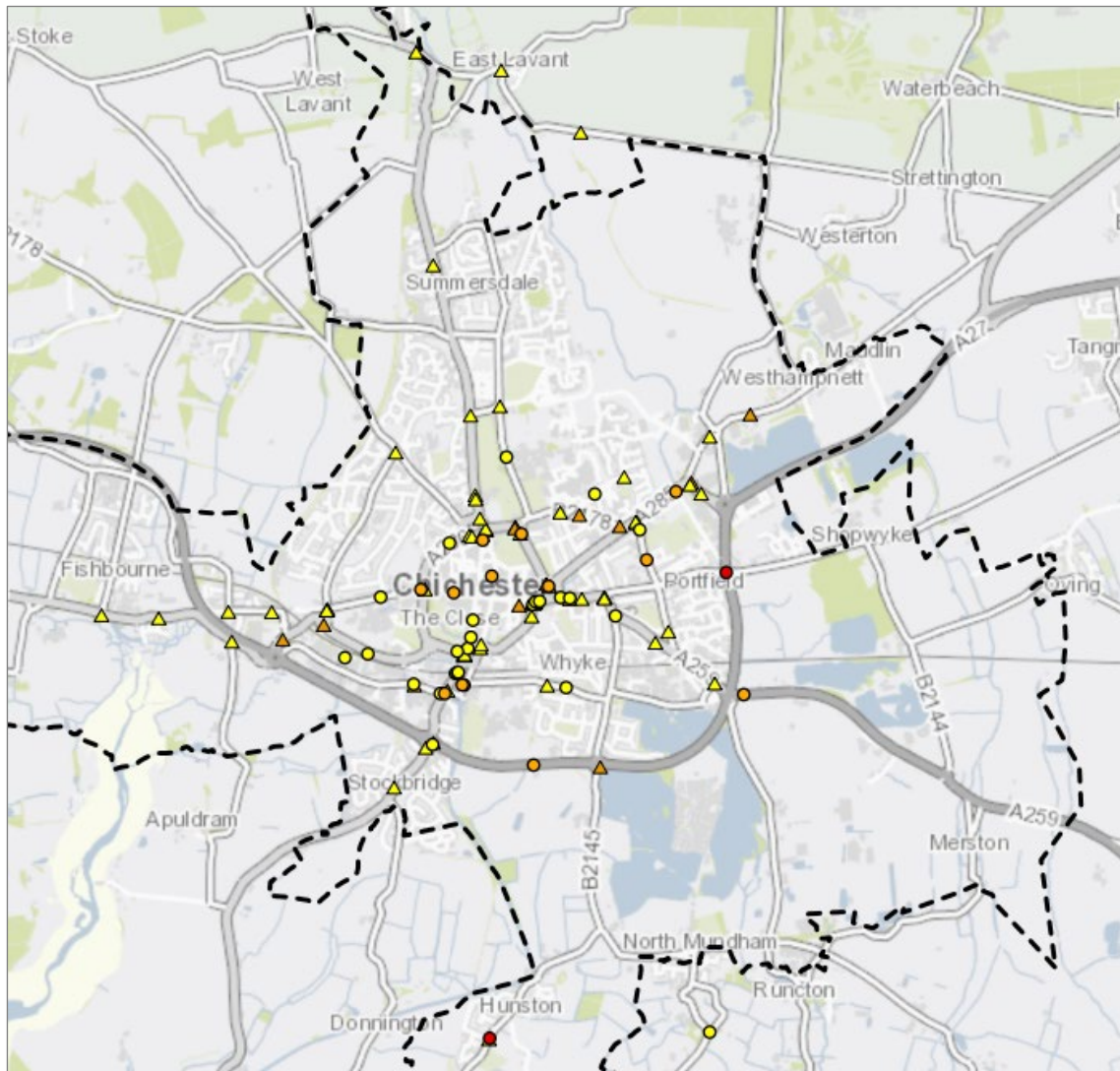
Only 13.5% of trips to work in the CDC area were on foot, though in Chichester City the levels were much higher, ranging from 22.7% to 29.4%. Apart from Donnington, walking levels in neighbouring areas were much lower than for the four city wards, with distance presumably having a greater effect than for cycling.

*Table 2: Cycling & walking levels, 2011 census
(NB ward boundaries at the time of the 2011 census)*

Ward	Cycling	Walking
Chichester East	8.64%	28.72%
Chichester North	6.94%	22.64%
Chichester South	8.59%	29.41%
Chichester West	11.07%	22.70%
Donnington	8.59%	12.32%
Fishbourne	8.13%	6.48%
Lavant	3.59%	6.09%
North Mundham	4.74%	6.76%

The Department for Transport developed the Propensity to Cycle Tool (PCT) as part of its Local Cycling & Walking Infrastructure Plan (LCWIP) guidance. While it is designed to show how cycling might increase under different scenarios (this will be used later in the LCWIP), it can also be used to show data from the census

Plan 4 below shows 2011 census cycling to work levels in Lower Super Output Areas (LSOA) in the LCWIP area. LSOAs are used by government to represent geographic areas with equal population levels, giving a clearer understanding than wards. The higher cycling levels in Chichester City can be seen in more detail when plotted as LSOAs.



Collisions involving Pedestrians and Cyclists
 3 years until July 2019

- Study Area - Chichester
- Cyclist, Fatal
- Cyclist, Serious
- Cyclist, Slight
- Pedestrian, Fatal
- Pedestrian, Serious
- Pedestrian, Slight

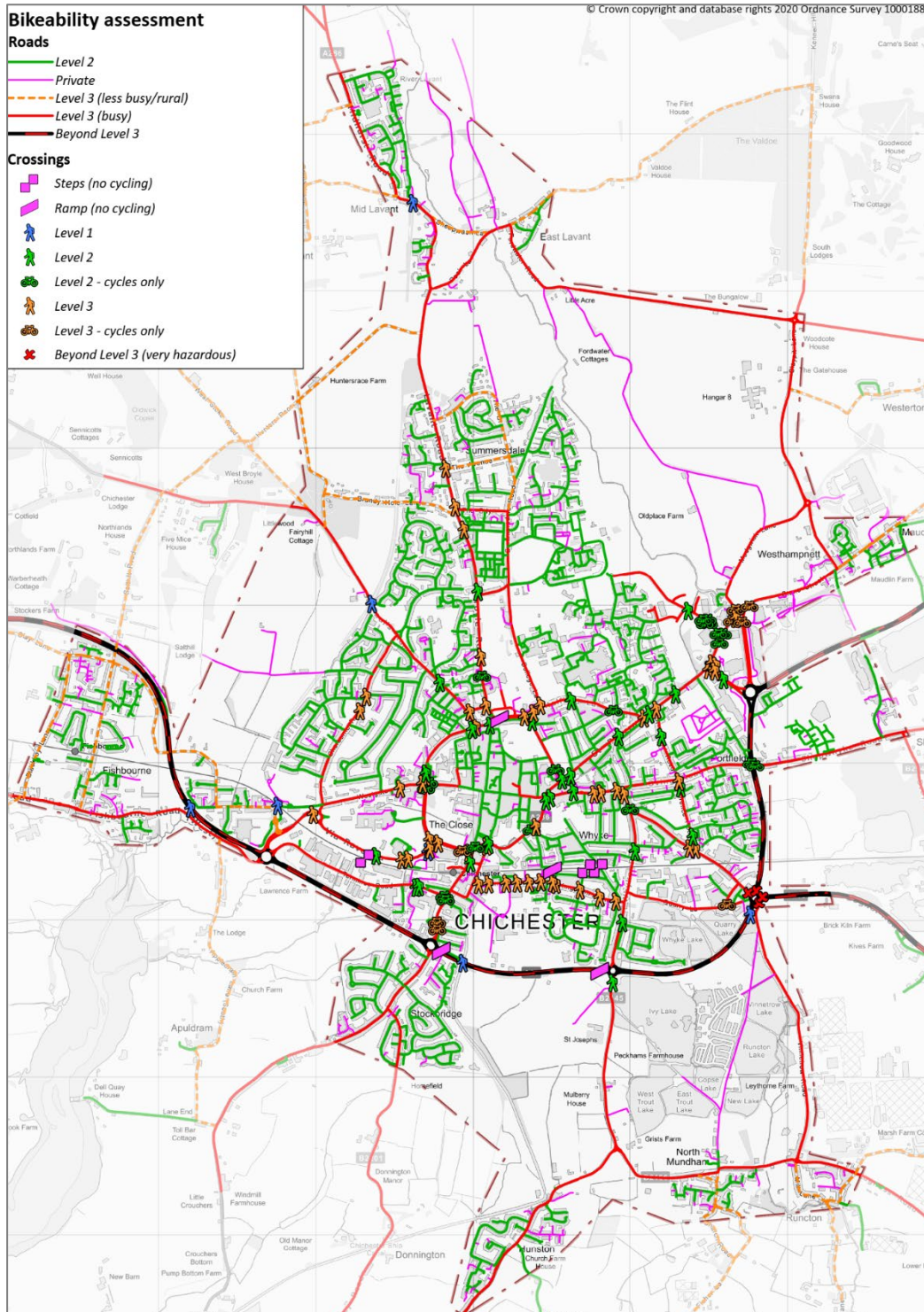
2.4 Provision for cycling & walking in Chichester

To assess how safe and convenient it is to cycle around Chichester, a desk-based study was carried out to assess the level of cycling skills needed to use the highway network. This was followed up by site visits to investigate crossing points on the network.

The process was based on Transport Initiatives' Cycle Skills Network Audit, scaled back for speed and cost-effectiveness (omitting an area-wide assessment of paths and cycle tracks).

Plan 6 below shows the whole LCWIP area, while Plan 7 shows the central area.

Plan 6: Bikeability assessment of roads and crossings in the LCWIP area



Plan 7: Bikeability assessment of roads and crossings in the central LCWIP area

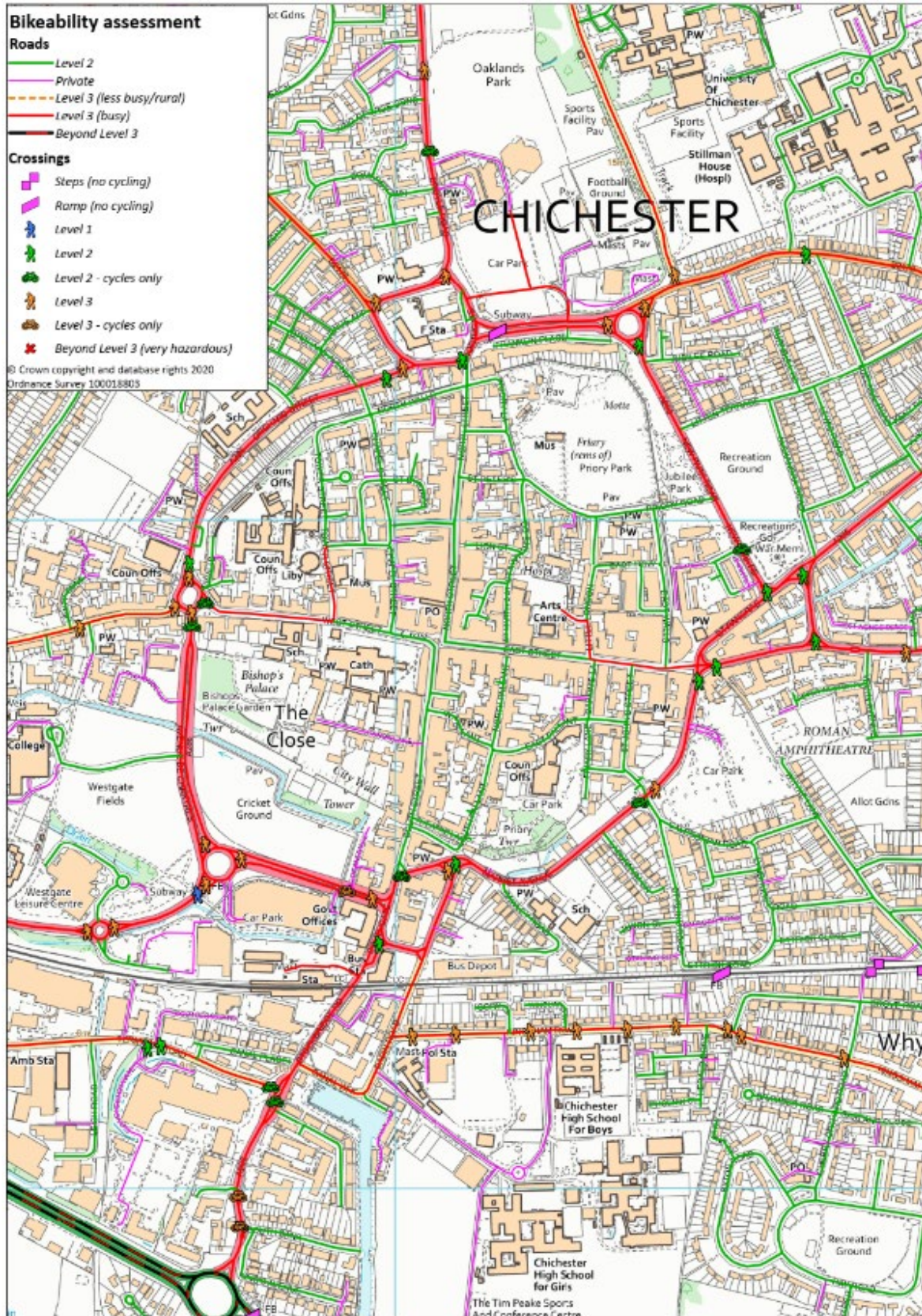


Table 3 below explains the levels used in these plans.

Table 3: Bikeability assessment audit levels

Level	Type	Description
Level 2	Road	Residential or other quiet street, suitable for most people cycling including older children (i.e. with skills equivalent to Level 2 Bikeability)
Private	Road	Private street – access may be allowed at some times (generally similar to Level 2)
Level 3 (less busy/rural)	Road	Busier road in urban areas (e.g. rat run) or minor road in rural areas with lower traffic but high speeds, generally only suitable for less risk averse cyclists
Level 3 (busy)	Road	Busy road only suitable for less risk averse cyclists (i.e. with skills equivalent to Level 3 Bikeability)
Beyond Level 3	Road	Very busy road with fast moving traffic, unsuitable even for experienced cyclists (e.g. A27)
Steps	Crossing	Grade-separated crossing (bridge or subway) with steps
Ramp	Crossing	Grade-separated crossing with ramp but cycling prohibited
Level 1	Crossing	Grade-separated crossing with ramp with cycling allowed
Level 2	Crossing	Higher quality/protected crossing – walking only
Level 2 – cycles	Crossing	Higher quality/protected crossing – walking & cycling (or cycling-only)
Level 2	Crossing	Lower quality/unprotected crossing – walking only
Level 2 – cycles	Crossing	Lower quality/unprotected crossing – walking & cycling (or cycling-only)
Beyond Level 3	Crossing	Hazardous crossing for any user

The Bikeability audit shows that while there are areas where cycling is relatively safe and convenient, these are generally surrounded by roads that only people who feel confident cycling will be prepared to use. This especially applies to the A286 inner ring-road which restricts cycling (and indeed walking) access between central Chichester and the rest of the city. Road barriers are compounded by other physical features such as the railway line.

In the outlying part of the city, and especially the more rural areas, there are little or no alternatives to using unsuitable roads classified as Level 3 or beyond.

Level 3 road (A286 Avenue de Chartres) with sub-standard width cycle track & footway



Crossing provision is also very poor. There are a large number of Level 3 crossings, including every crossing on Kingsham Road/Avenue. Apart from the Barnfield Drive/Westhampnett Road roundabout, there are very few Level 2 crossings which permit cycling.

Crossings of the railway are particularly poor, with only one grade-separated non-road crossing, plus one ramped bridge where cycling is prohibited and three stepped foot-bridges. Apart from roads, there are two bridges and one subway across the A27 where cycling is allowed, with one ramped bridge (at Stockbridge) where cycling is prohibited.

Plan 8 below shows Rights of Way and cycle routes. These were not audited in detail at this stage as this was done as part of the future route development process. The cycle routes include both National Cycle Network (red) and other routes (blue). These are made up of motor traffic-free paths, on-road cycle infrastructure and routes that are signed only.

While there are several useful and good quality traffic-free routes for walking and cycling (notably Centurion Way and the Chichester Canal towpath), connectivity to these is poor. There are also considerable areas of the city with low standard provision and others with little or no provision, especially in the north of the LCWIP area.

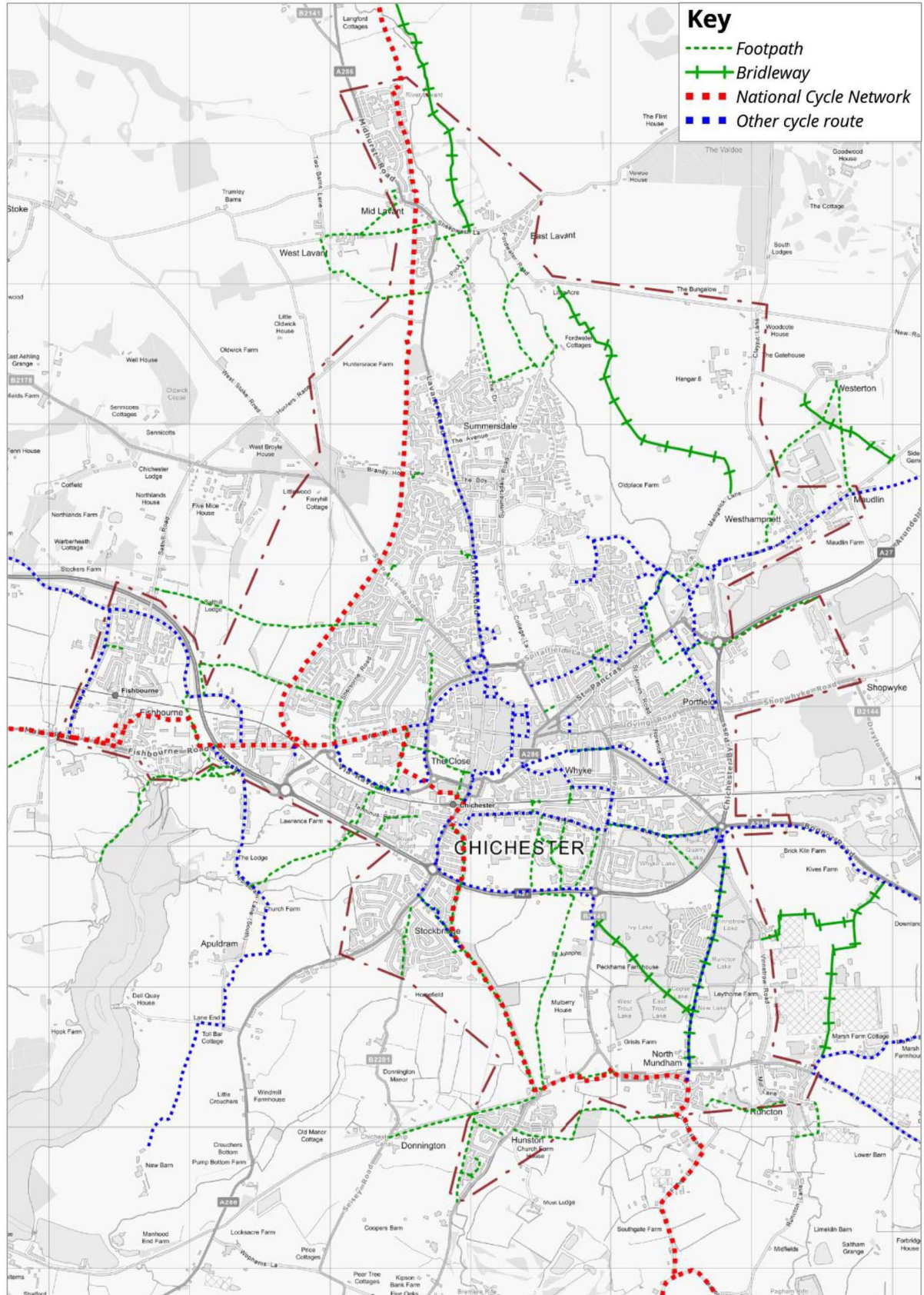
Level 3 crossing of A286 Avenue de Chartres, north of Chichester station



Level 3 crossing of B2145 Langness Road at Foxbridge Drive, Hunston (NCN route)



Plan 8: Rights of Way and cycle routes in LCWIP area

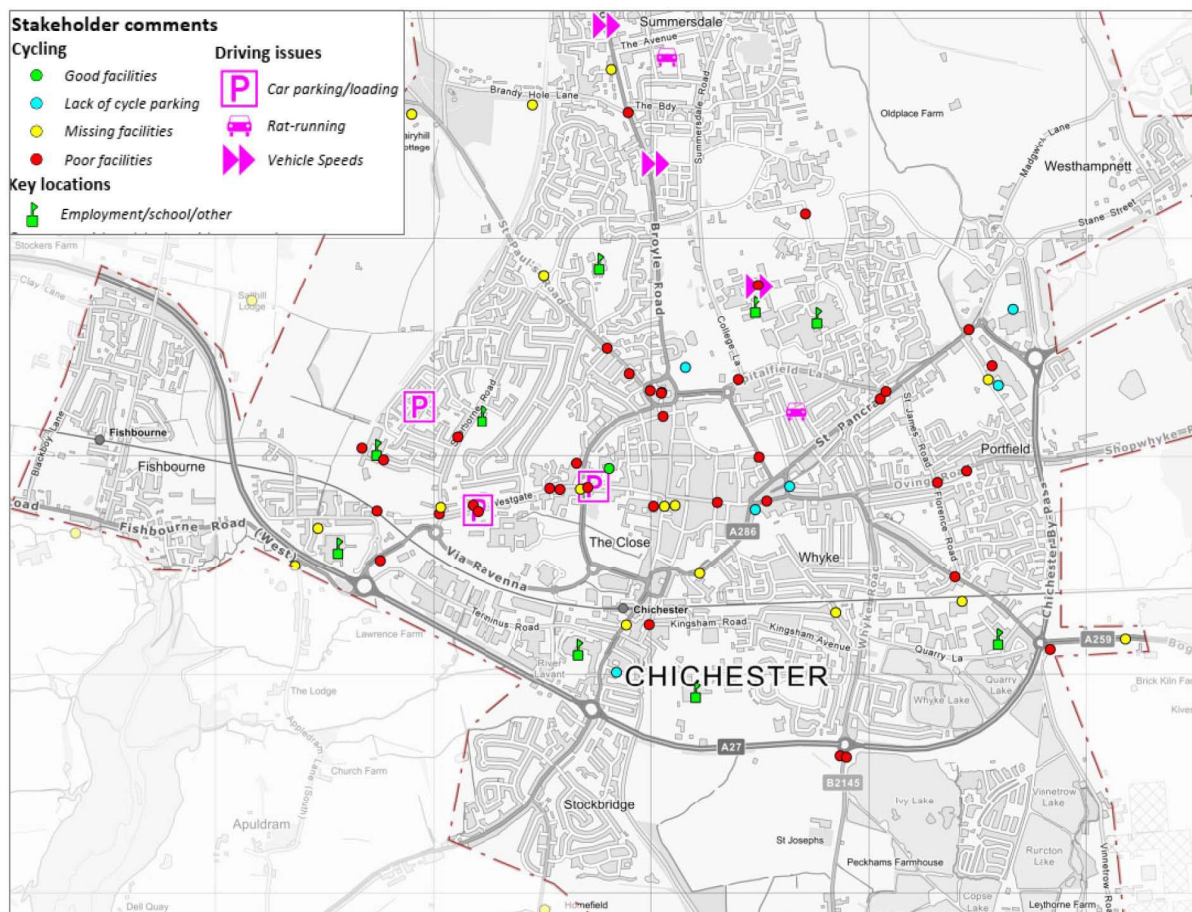


2.5 Stakeholder input

As well as data based on existing travel patterns and the road and path network, the views of key stakeholders are important. These can help to reveal areas where there are concerns or where improvements might be most beneficial.

A stakeholder workshop was held in July 2019 to gather information on the key issues. Plan 9 shows the outputs from the workshop. Detailed comments (provided separately) were gathered from participants and used later in the LCWIP process to help refine walking and cycling proposals.

Plan 9: Stakeholder comments



Stakeholder workshop



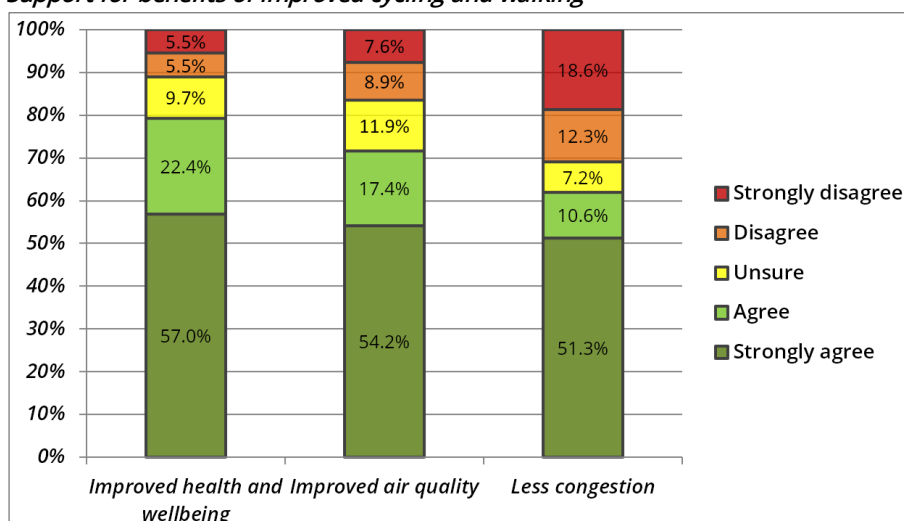
2.6 Public consultation

A draft version of the LCWIP was approved by CDC for consultation in June 2020 and a full public consultation process was carried out from 18 September to 19 October 2020. The main findings from the public consultation are set out below. A full analysis report from the consultation is available (Appendix D).

General

- There were 240 responses from the public consultation, with 11 responses stating that they represented more than one person (including four from Parish Councils). Taking these into account, the views of 3,112 individuals were recorded.
- Responses were also submitted by WSCC, SDNPA, Highways England, Chichester City Council and Chichester District Cycle Forum.
- Individual responses were fairly evenly split between male (47.5%) and female (45.4%). The majority of respondents (219) were residents of CDC, with half of these (110) living in Chichester City itself.
- The largest age group represented was aged 65 years and over (30.9%), with the next largest group being 55-64 (28.4%). 12.7% of respondents said that they have a long-term illness, health problem or disability.
- The most common way of travelling into Chichester City centre was by car or van (on their own or shared with others) with 204 responses. 148 said that they walk and 108 said that they cycle. The main purposes for travel were shopping (223), leisure (180) and work (76). Note that people could choose multiple options for these questions.
- More than half of respondents (125) felt that the money currently spent on walking and cycling infrastructure in the area was too little.
- Well over half of respondents strongly agreed with the envisaged benefits of increased cycling and walking in the area, especially improved health (see below).

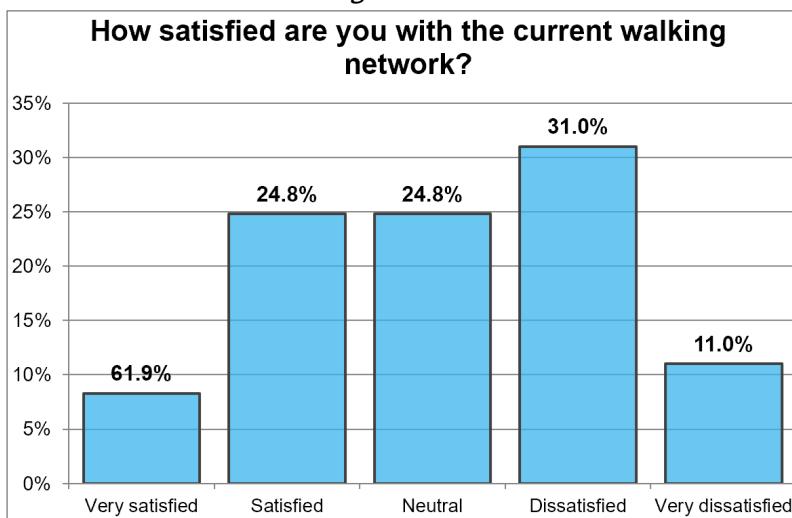
Support for benefits of improved cycling and walking



Walking

- When asked how often they currently walk into and around Chichester City, the most popular responses were 'most days' (25.1%) and 'once or twice a month' (25.1%).
- 147 respondents (61.8%) commented on the walking improvements in the draft LCWIP. Of these, 42% were dissatisfied or very dissatisfied with the current walking network.

Satisfaction with current walking network

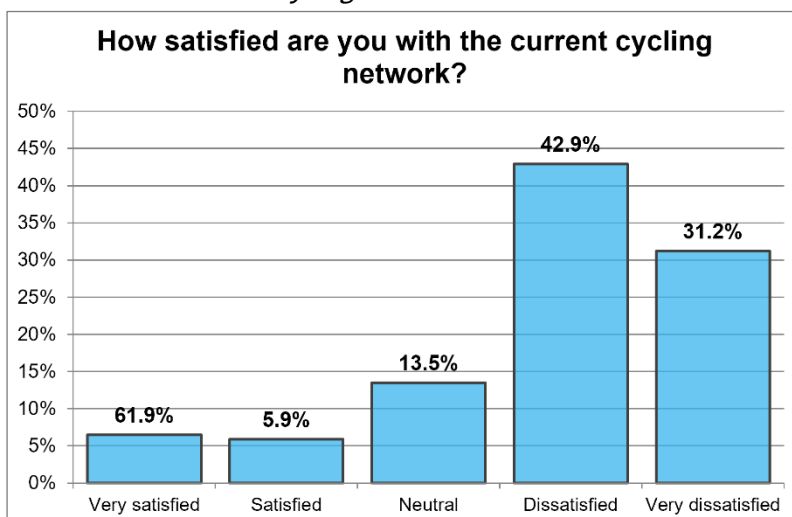


- ‘Busy roads’ was given as the main issue that prevented respondents from walking or walking more frequently in the area (77). Other top responses included ‘quality of physical environment’ (62), ‘difficult junctions’ (60) and ‘personal safety’ (55)
- Respondents were asked to what extent they thought a variety of improvements would encourage them to walk more often in the area. The majority of these respondents either agreed or strongly agreed with most of the improvements.
- 60 respondents provided comments about the walking audits carried out and they suggested walking improvements in the plan.

Cycling

- The most common response when asked how often people cycle was ‘never’ with 42.2% and then ‘once or twice a week’ (18.1%) and most days (12.7%).
- 172 respondents (72.9%) commented on the cycling improvements in the draft LCWIP. Of these, nearly three quarters (74.1%) were dissatisfied or very dissatisfied with the current cycling network.

Satisfaction with current cycling network



- ‘Busy roads’ (95) and ‘difficult junctions’ (95) were given as the main issues that prevented respondents from cycling or cycling more frequently in the area. Other top responses included ‘lack of segregated cycle routes’ (86) and ‘quality of physical environment’ (70).

- Respondents were asked to what extent they thought a variety of improvements would encourage them to cycle more often in the area. The majority of these respondents either agreed or strongly agreed with most of the improvements. Even where many respondents were unsure (notably School Streets), there was a higher level of agreement than disagreement (see Table 5 below, with measures underlined and in red showing majority support).

Table 5: Agreement with suggested cycling improvements (bold denotes most popular choice)

	Strongly agree	Agree	TOTAL AGREE	Unsure	Disagree	Strongly disagree	TOTAL DISAGREE
<u>Protected cycle track</u>	51.5%	16.4%	<u>67.9%</u>	8.5%	7.9%	15.8%	23.7%
<u>Continuous cycleways</u>	43.6%	17.2%	<u>60.8%</u>	7.4%	11.7%	20.2%	31.9%
<u>Additional cycle parking facilities</u>	37.6%	32.7%	<u>70.3%</u>	15.4%	7.4%	9.9%	17.3%
<u>Low Traffic Neighbourhoods</u>	30.4%	27.3%	<u>57.7%</u>	13.7%	13.7%	14.9%	28.6%
<u>Floating bus stop / bus stop bypass</u>	28.8%	21.9%	<u>50.7%</u>	24.4%	11.9%	13.1%	25.0%
<u>Bus gates</u>	28.5%	23.4%	<u>51.9%</u>	17.1%	13.3%	17.7%	31.0%
Road closures/modal filter	26.8%	19.1%	45.9%	18.5%	15.9%	19.7%	35.6%
<u>Shared use path</u>	24.7%	26.5%	<u>51.2%</u>	13%	16.7%	19.1%	35.8%
Contraflow cycling	24.8%	20.5%	45.3%	19.3%	9.3%	26.1%	35.4%
School Street	23.4%	22.2%	45.6%	29.1%	13.9%	11.4%	25.3%
<u>Toucan crossing</u>	18.9%	36.5%	<u>55.4%</u>	24.5%	8.2%	11.9%	20.1%
<u>Cycle lane (with no physical separation)</u>	18.5%	35.8%	<u>54.3%</u>	14.8%	13%	17.9%	30.9%

- 55 general comments were received about cycling improvements, with a further 294 comments on the proposed cycling measures in the core area or on any of the nine individual cycle routes (respondents were able to comment on multiple routes).
- The number of comments received for each route are shown in Table 5 (see Section 6 for details of the routes). Unsurprisingly the largest number of comments were received on the core area. The individual routes with the largest number of comments were routes A and K, followed by G and H (combined) and N.

Table 5: Level of comments on cycle routes

Route	Number of comments	Rank
Core area	55	1
Route A	43	2
Route B	31	6
Route E	23	7
Route F	21	8
Routes G & H	32	4=
Route K	38	3
Route N	32	4=
Route Q	19	9

3. Potential for cycling & walking

3.1 Introduction

Developing and planning a potential cycle network can be a complex process, but essentially relies on building up options that deliver suppressed demand while being realistic and deliverable. The stages to be followed are:

- Analysing existing and potential trips, based on demand
- Identifying corridors to deliver the demand-led trips
- Prioritising corridors for further assessment
- Developing priority routes in more detail and identifying improvements

Planning strategic improvements for walking is somewhat different, since in most cases the core infrastructure (footways) is already present. Furthermore, walking is generally more evenly distributed than cycling. Hence, the stages to be followed are:

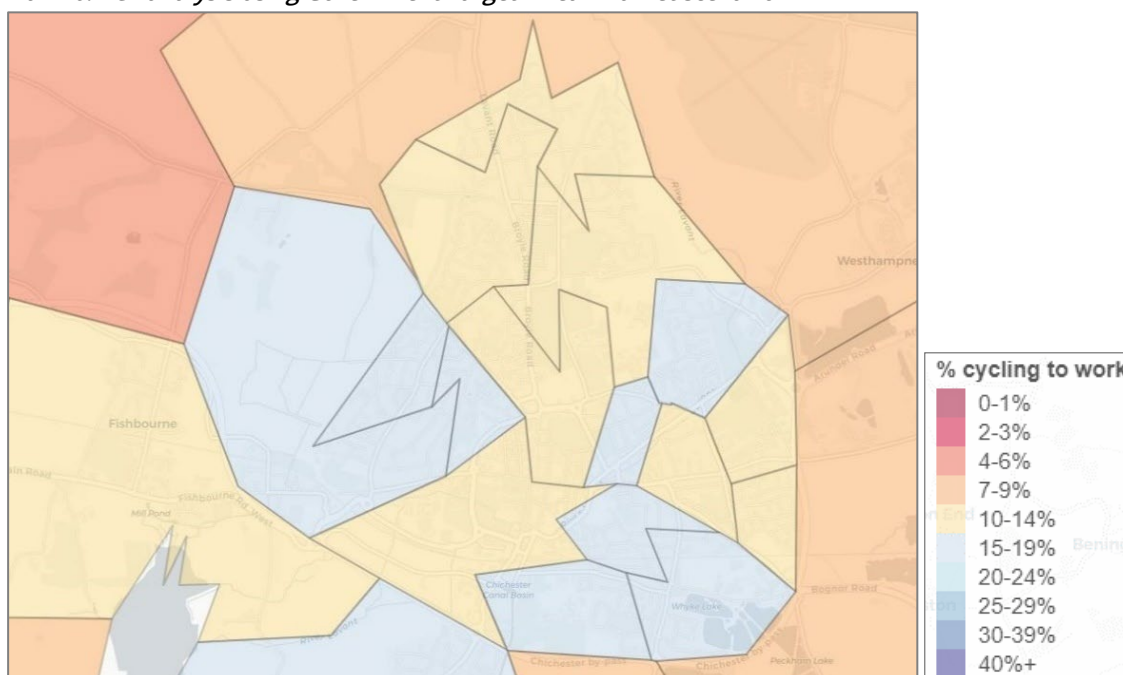
- Defining Core Walking Zone(s) and key walking routes
- Auditing Core Walking Zone(s) and key walking routes
- Identifying improvements

3.2 Potential for cycling

By understanding and analysing data on actual cycle trips, the future network can be planned to serve the highest number of trips. The DfT's Propensity to Cycle Tool (PCT) shows the increase in cycling, based on a range of scenarios. The PCT extrapolates from current cycling patterns based on cycle trip distances and hilliness. This can then be used to show where people might cycle if it was safe and convenient.

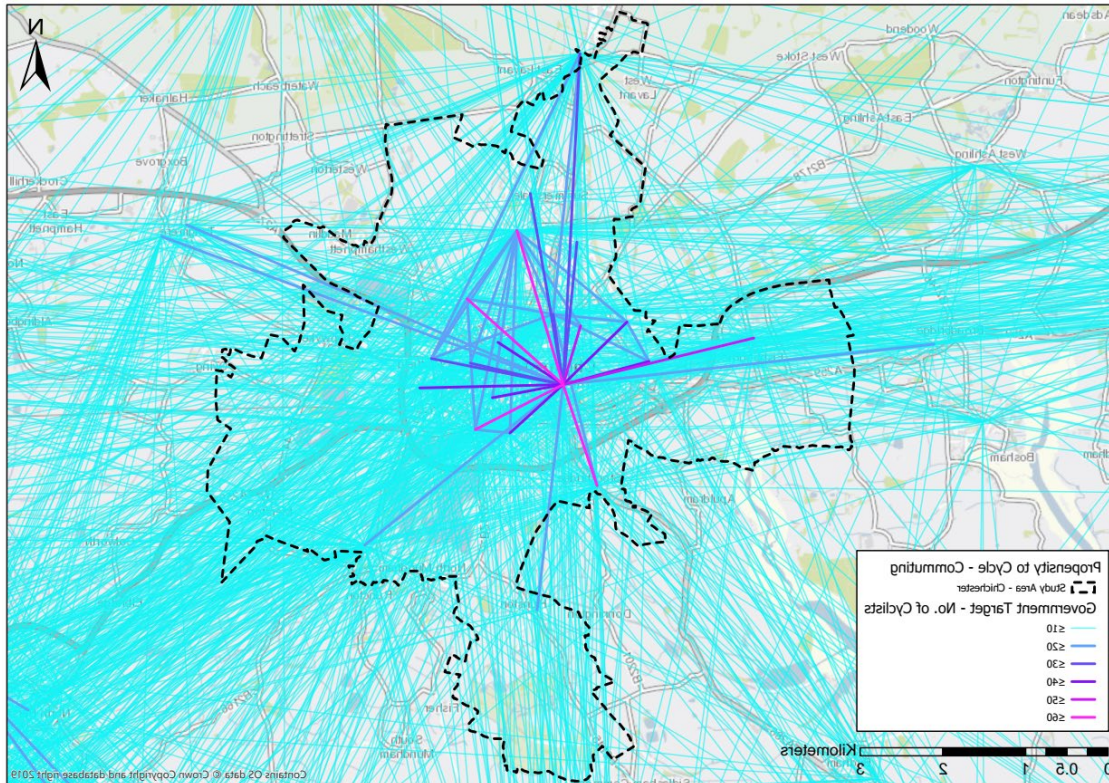
For the Chichester LCWIP, the "Government Target – near market" scenario was used. This shows the increase based on an overall national doubling of cycling, concentrated where the types of trips and socio-demographic profile both support cycling. While cycling levels would increase across the LCWIP area, the largest increases are in the west and south.

Plan 10: PCT analysis using Government Target – near market scenario

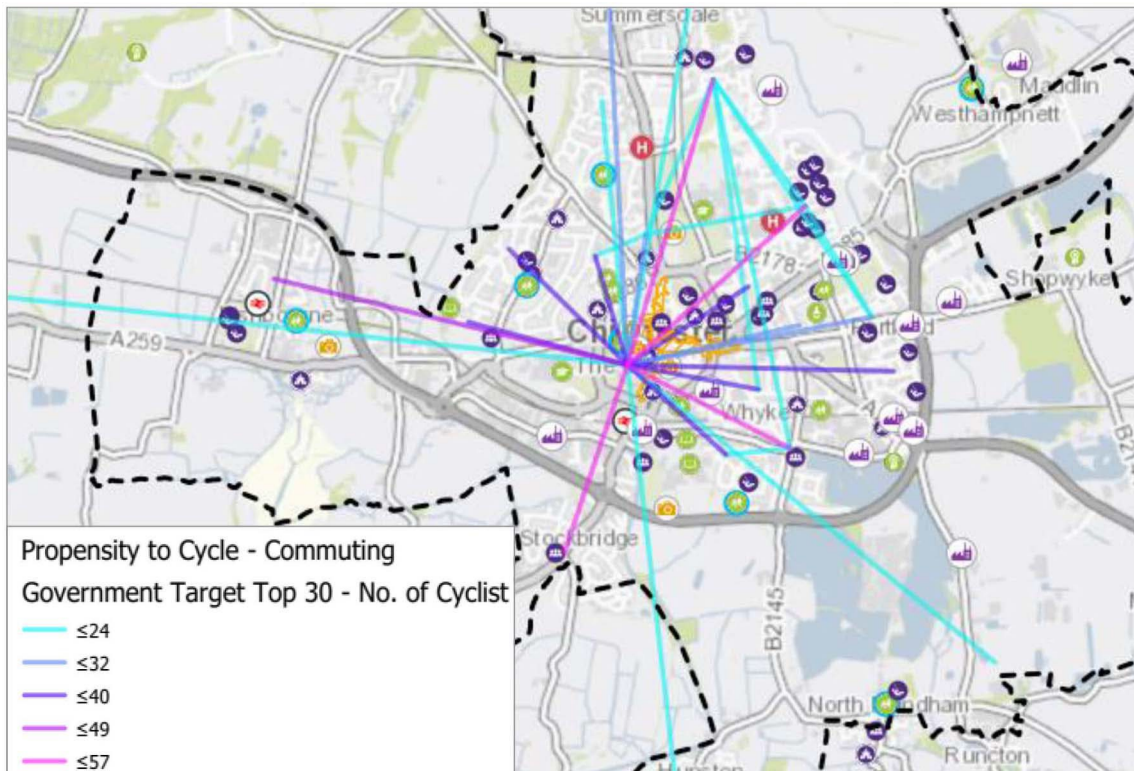


These increases can be examined in more detail to show where trips start and finish. Plan 10 shows the overall level in each LSOA, with idealised straight-line trips between all LSOA pairs in Plan 11. Highlighting the most significant trips shows that the routes with the highest potential are mostly radial (into/out of the centre of Chichester – see Plan 12).

Plan 11: PCT analysis of origin-destination trips under Government Target – near market scenario



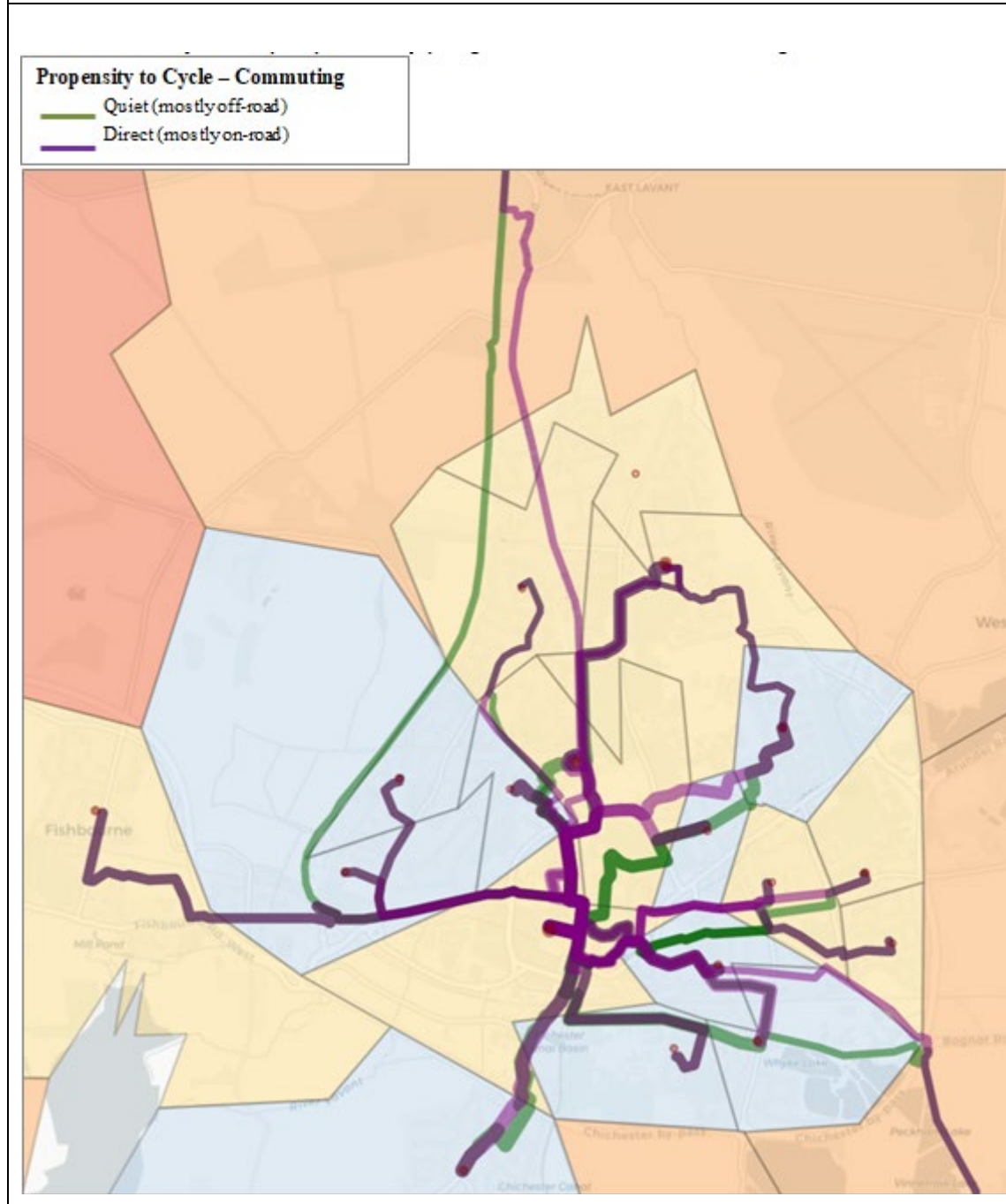
Plan 12: PCT analysis of top 30 origin-destination trips under Government Target – near market scenario



The PCT allows these trip corridors to be plotted against the actual route network, rather than idealised straight lines. Plan 13 shows the same top 30 potential trip alignments, using the road and path layout in the LCWIP area. Note that green lines show quiet (generally off-road) trips while purple lines reflect more direct trips along the road network. The thickness of the line shows the level of potential trips.

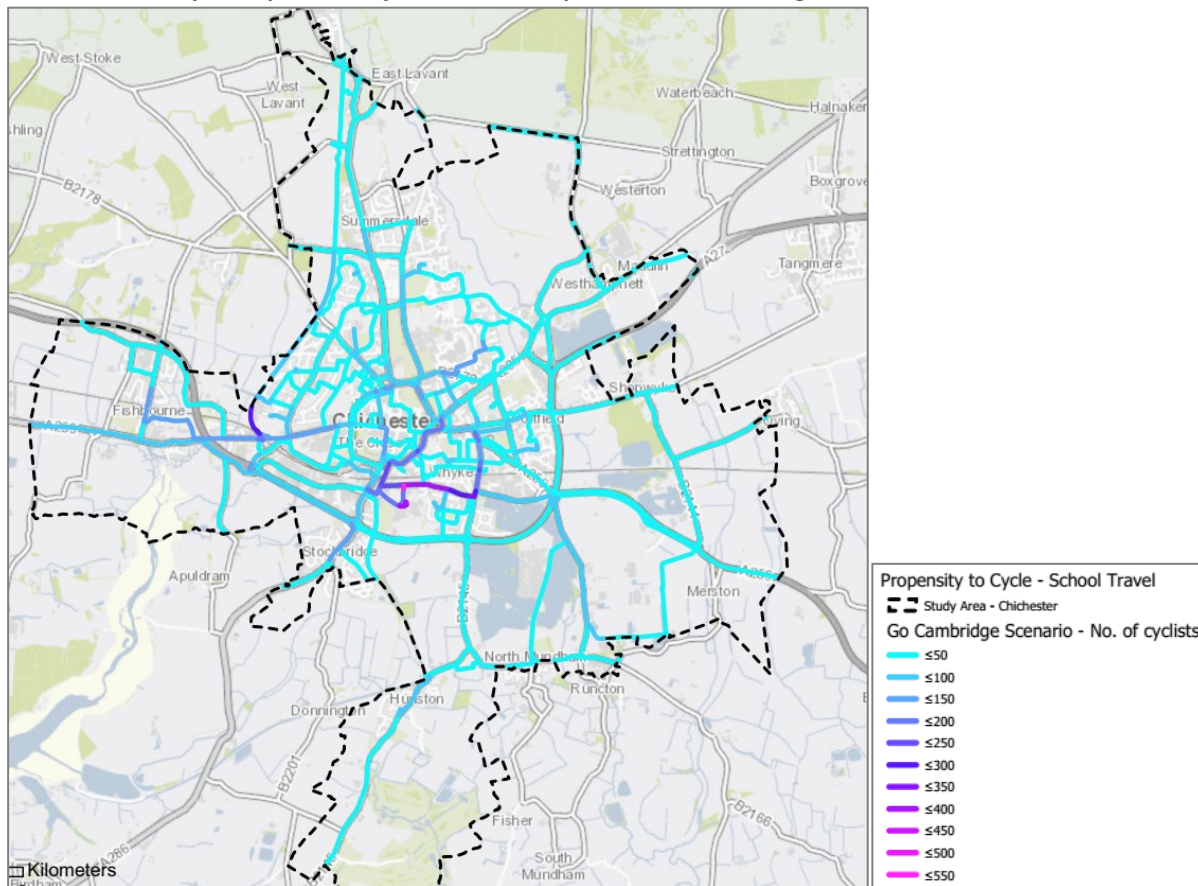
It is important to appreciate that these are potential trips assuming improvements for cycling. Hence some trips are shown along roads which most people would consider to be currently unsuitable for cycling.

Plan 13: PCT analysis of top 30 potential trip alignments under Government Target – near market scenario



While the PCT was initially designed only to assess data on cycling to work, it has recently been revised to include cycling to school, with different scenarios. Plan 14 shows potential cycle journeys under the “Go Cambridge” scenario, in which the pattern of pupils travelling to school would be similar to that in Cambridge.

Plan 14: PCT analysis of potential cycle to school trip under “Go Cambridge” scenario



Issues with cycle demand analysis

It is important to note that the PCT is based on the 2011 census and hence does not take into account any changes in either residential or workforce population since that date. It also only uses travel to work or school data.

Furthermore, the modelling does not allow for future developments, such as those planned at White House Farm and Tangmere. As these are highly significant in the study area, these need to be addressed in terms of the potential for cycling based on the level of population increase. A realistic target would be for 15% of trips to be made by cycle, matching the highest level in the Government Target scenario shown above.

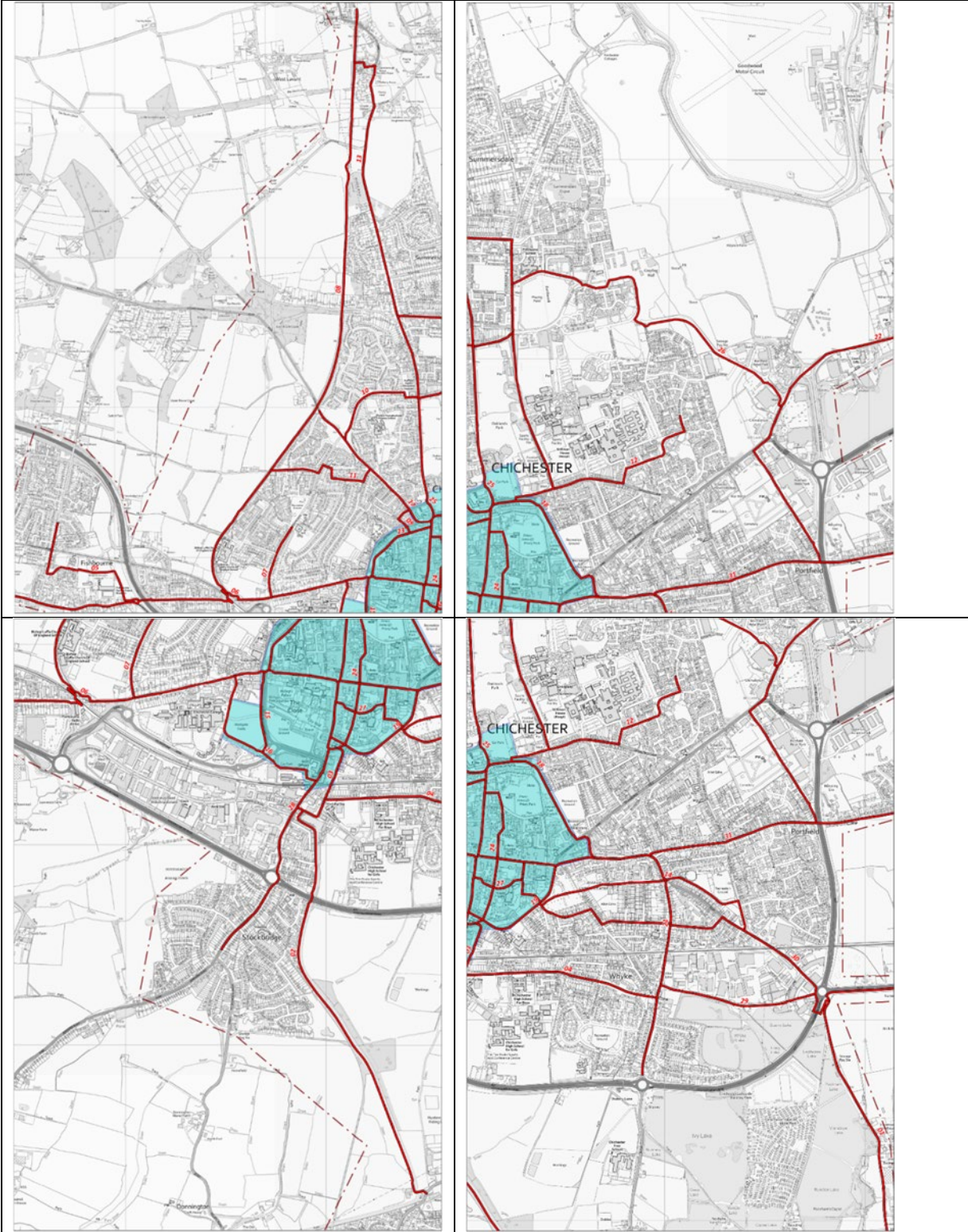
Where there is no evidence of demand, the development of routes along other desire lines identified in policies and plans may still be justified in terms of leisure and recreation. Using this as the basis for a route will lead to a different approach to alignments and type of infrastructure.

Initial suggestions for route corridors

Based on the analysis of the road and path network, a set of possible corridors was developed for further assessment. These were assessed in detail and presented at a second workshop for stakeholders in November 2019. Many detailed comments were

received which were used to help refine the proposed routes. Plan 15 below shows the routes, split into four quadrants to reflect the format used at the workshop.

Plan 15: Potential route options (quadrants as used at Stakeholder meeting)

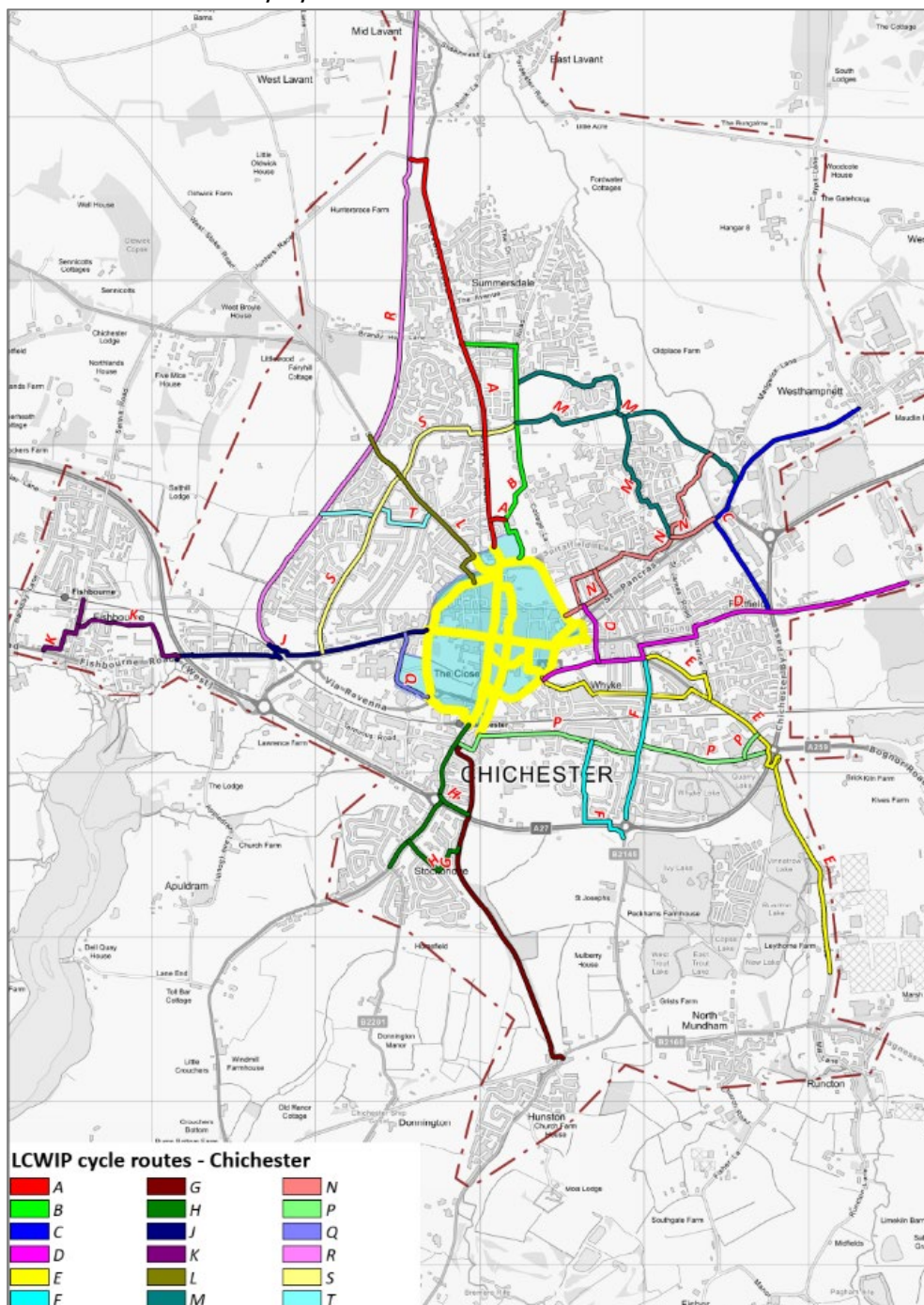


Route network

An initial version of the proposed network was developed taking into account all the factors discussed above. The network was subsequently refined following discussions between the consultants, CDC and WSCC. Routes were split into those where the lead responsibility for promoting the route would be taken by CDC, WSCC or another party (including developers). It was not considered necessary for routes to be prioritised further at this stage.

The initial version of the proposed network is shown in Plan 16, with the final version shown in Plan 19 below. All the proposed routes lie outside the core area and terminate at the A286 ring road. Improvements within the core area were not allocated to individual routes as it would be difficult to define specific alignments and most trips will use a number of links.

Plan 16: Initial version of proposed network



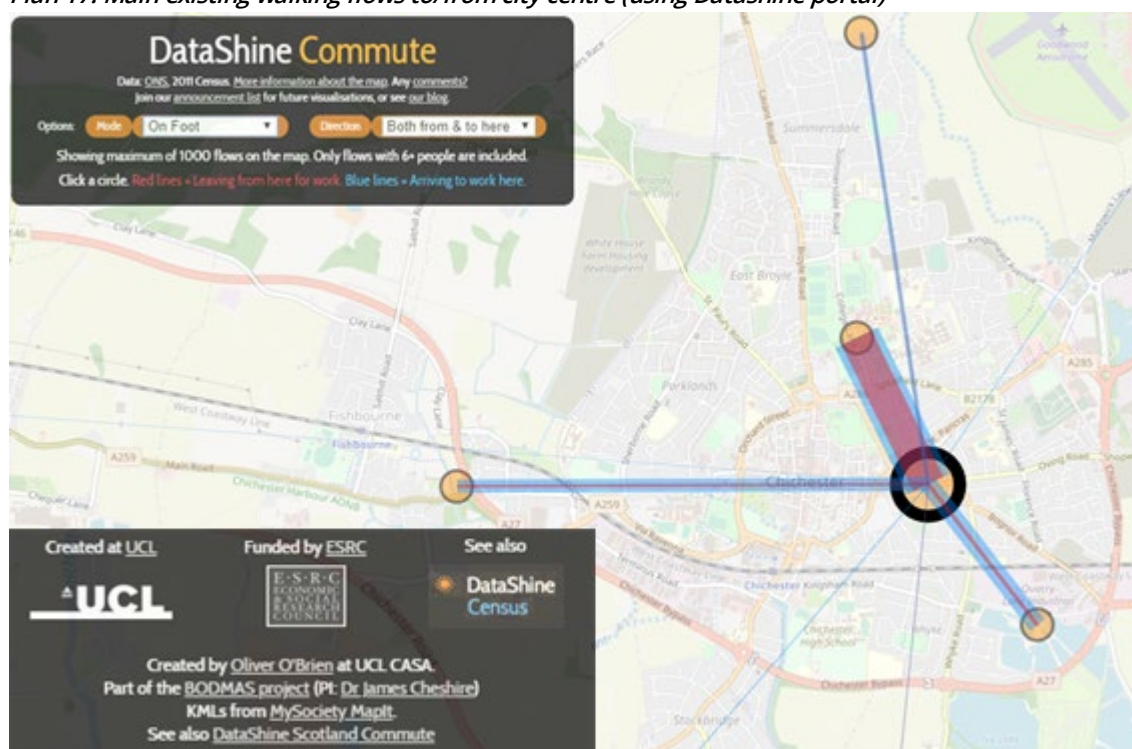
3.2 Potential for walking

There is no version of the PCT which can be used for walking. However, the Core Walking Zone (CWZ) was defined based on the cluster of key destinations in the city centre. The ring road forms a distinct boundary, matching for the most part the historic city walls. Hence this area was defined as the CWZ. This definition was mostly supported by the stakeholder workshop, which recommended extending the CWZ to incorporate three key destinations:

- Chichester station
- Chichester College
- Chichester Festival Theatre

Defining key walking routes is less straightforward and requires detailed analysis of raw census data. A tool which allows this to be done without excessive work is the Datashine portal ⁷ which provides analysis of data from the 2011 census. Plan 17 shows walking trips between areas of Chichester which establishes shows that the main flows are to the north, south-east and west of the city centre.

Plan 17: Main existing walking flows to/from city centre (using Datashine portal)



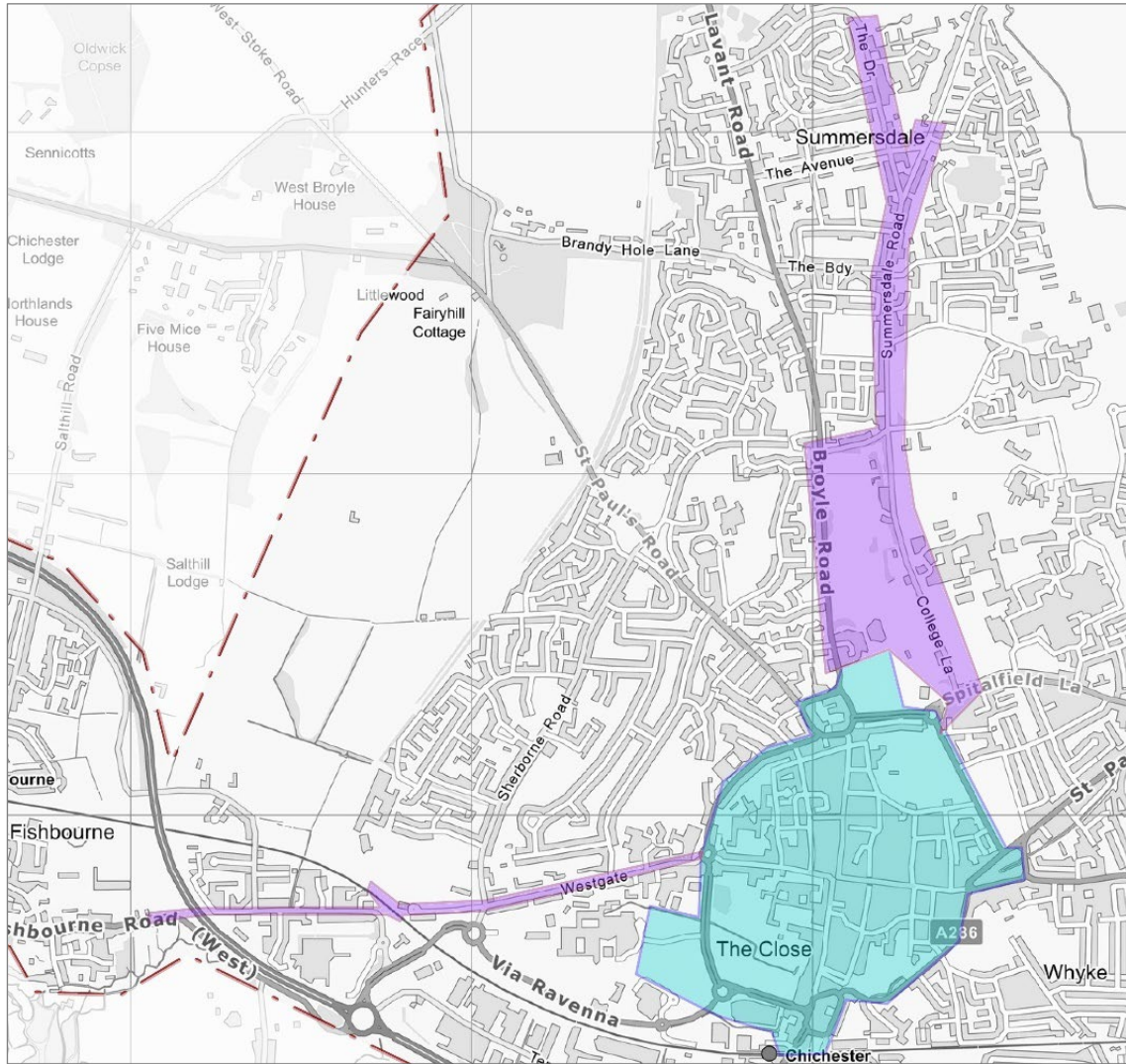
Following discussions with officers, it was agreed that two routes should be assessed in detail:

- North of CWZ – key destinations include Chichester University and St. Richard's Hospital, extended to Summersdale
- West of CWZ – key destinations include Bishop Luffa school, White House Farm development, Centurion Way and links to Fishbourne

Plan 18 shows the Core Walking Zone with the two key walking route corridors.

⁷ <https://datashine.org.uk/>

Plan 18: Core Walking Zone (blue) and key walking route corridors (purple)



Signed walking route to town centre through Northgate car park



4. Cycling assessment & proposals

4.1 Summary

Desk research and site visits were carried out to investigate and assess the existing and potential alignments for the possible route options (both on- and off-road). Plan 19 shows the final version of the network, taking into account changes in Government guidance in July 2020 (notably LTN1/20) and responses to the public consultation in autumn 2020.

The review process included the following stages:

- Assessment of existing routes (both roads and paths) to determine if they are fit for purpose, based on the DfT Route Selection Tool (RST)
- Identification of links to fill gaps in the network or replace sub-standard sections
- Identification of routes and route sections to match the alignments revealed by the demand assessment and/or satisfy desire lines identified by stakeholders.

Note that routes where the “route promoter” is WSCC or developers were not assessed in detail for feasibility or cost. This includes routes forming part of the draft county LCWIP.

4.2 Issues

Table 6 shows comments on issues for cycling along routes outside the core area.

Table 6: Locations of issues on proposed routes (see Plan 19)

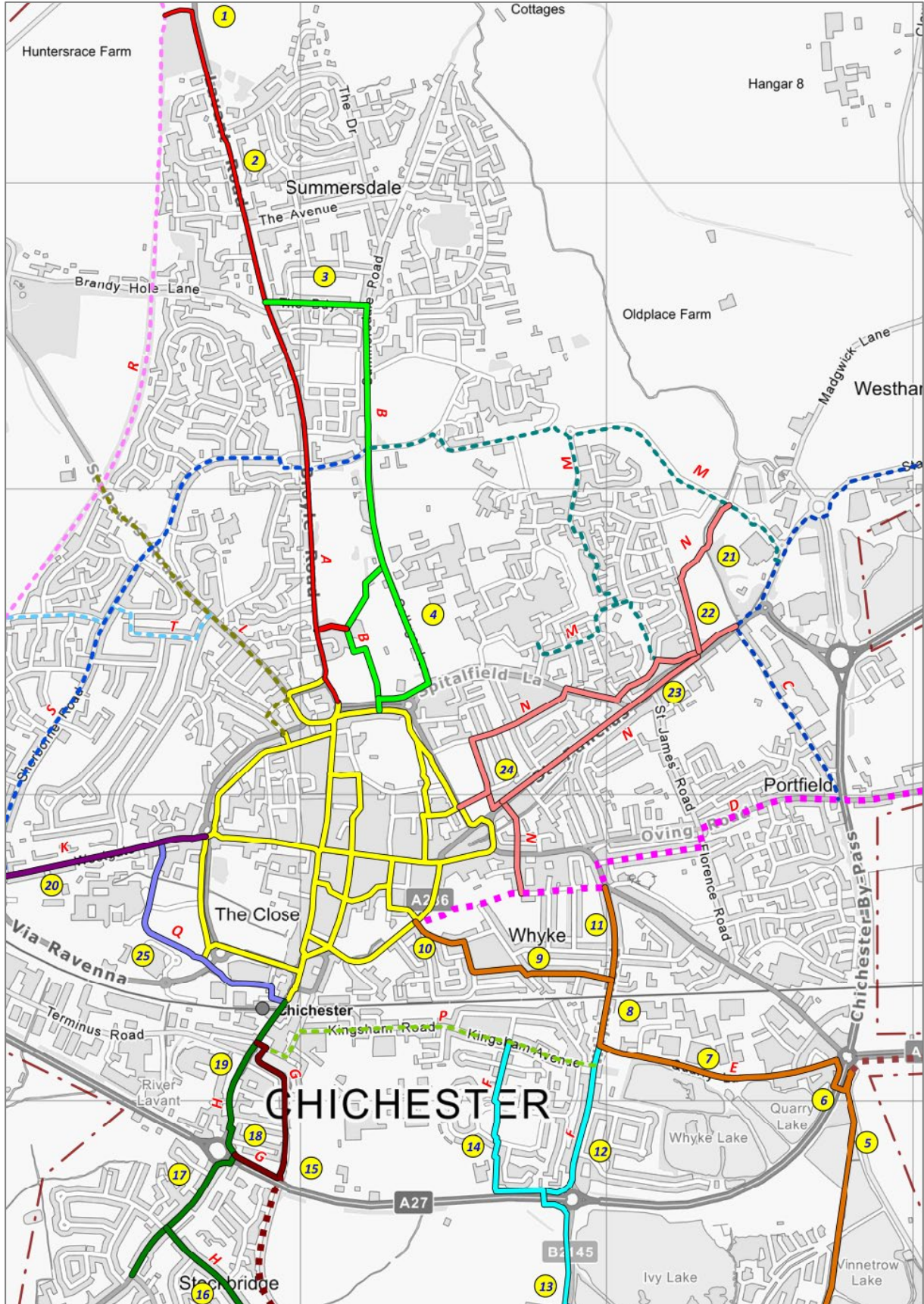
Route	Section	Ref	Existing cycling provision
A	Lavant Rd (Hunters Race - Hunters Way)	1	Recently constructed link between Centurion Way and Lavant Rd, but no cycling provision on road itself
	Lavant Rd / Broyle Rd (Hunters Way - Churchside)	2	Advisory cycle lanes throughout, but with gaps in provision and narrow sections of <1.2m. Space used extensively for wide central hatching & waiting areas for vehicles turning right.
B	Broadway	3	No cycling facilities (also no footway on southern side) – residential street serving as main access to Summersdale area
	College Lane	4	No cycling facilities (similar feel to country lane despite being at edge of city centre), but main access to Chichester University for motor vehicles
E	Vinnetrow Rd	5	Narrow shared use path connecting with public footpath
	A27 bridge	6	Shared use footbridge
	Quarry Lane	7	Limited facilities (short narrow cycle link to bridge)
	Whyke Rd (Quarry Lane - Cleveland Rd)	8	Signed cycle route with no facilities
	Cleveland Rd - Lyndhurst Rd	9	Signed cycle route with no facilities but along quiet residential streets
	Caledonian Rd	10	Signed cycle route with no facilities but along quiet residential street
	Whyke Rd (railway to Bognor Rd)	11	Busy main road, no cycling facilities

Route	Section	Ref	Existing cycling provision
F	Whyke Rd (A27 to railway)	12	Busy main road, cycling no facilities
	B2145 to North Mundham	13	Existing shared use path as far as Free School, track south-east to North Mundham
	Sheffield Park Rd/ Hay Rd to Kingsham Rd	14	White line separated cycle/footpath across park, with poorly detailed crossing by primary school
G	Chichester Canal (north)	15	Shared use towpath with steep link to path along A27, obstructed by barriers
H	Grosvenor Rd	16	No cycle facilities, but quiet residential street
	Stockbridge Rd (Grosvenor Rd - A27)	17	Busy main road, with section of shared footway on western side by shops, plus Toucan crossing linking to shared path running east
	A27 Bridge / King's Ave	18	Ramped bridge across A27 with cycling not permitted, with short shared-use path to King's Ave
	Stockbridge Rd (King's Ave - railway)	19	Narrow shared use path on western footway
K	Westgate	20	Signed route (NCN 2) along residential street (with rat-running traffic) with no cycle facilities apart from very narrow gaps at road narrowings
N	River Lavant open space	21	White line separated cycle/footpath through open space
	Swanfield Drive East	22	New shared path provided as part of Lidl development
	St. Pancras Rd / Westhampnett Rd	23	Busy road with no cycle provision
	Cutten Way	24	No facilities but quiet residential cul-de-sac leading to footbridge across River Lavant
Q	Chichester College Park	25	White line separated cycle/footpath between Chichester and Mount Lane, through College Fields, with no provision at crossing of college access road (Swieqi Rd)

Issue 2: Lavant Road – existing narrow advisory cycle lanes



Plan 19: Main issues on proposed network (note routes are those in draft LCWIP)



4.3 Routes

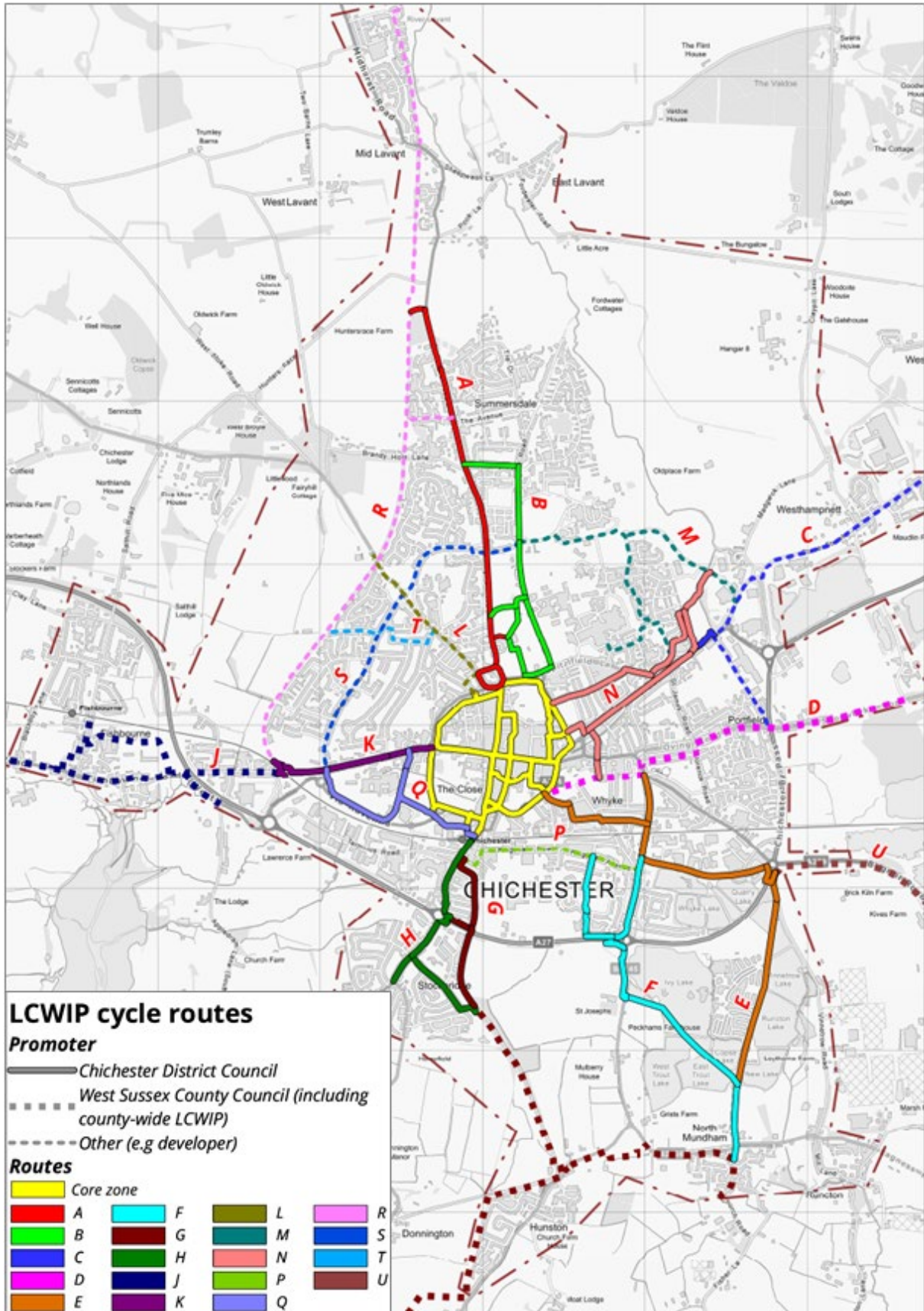
The proposed network comprises 19 individual routes totalling 51.5 km (see Table 7 and Plan 20), with 44.7 km along the main route alignments and a further 6.8 km of links and spurs.

The network in the core area comprises 6.5 km in total (not split into main/spurs).

Table 7: Proposed cycle routes

Route	Name	Promoter	Length (km)	
			Main	Spur(s)
A	Lavant	CDC	2.7	0.2
B	University	CDC	1.8	0.8
C	Westhampnett	Other	2.3	0.2
D	Shopwyke	WSCC	2.5	
E	Vinnetrow	CDC	3.1	
F	North Mundham	CDC	2.7	0.6
G (north)	Chichester Canal	CDC	1.0	0.2
G (south)	Selsey Greenway	WSCC	5.3	
H	Stockbridge	CDC	1.6	0.2
J	ChEmroute	WSCC/Highways England	2.3	1.5
K	Westgate	Other	1.2	
L	St Paul's	Other	1.2	
M	Graylingwell	Other	1.6	1.3
N	St Pancras	CDC	1.9	1.2
P	Kingsham	Other	1.2	
Q	College	CDC	0.8	0.7
R	Centurion Way	Other	6.7	
S	Sherborne	Other	2.1	
T	Parklands	Other	0.8	
U	Bognor-Chichester	WSCC	2.0	

Plan 20: Proposed network (final version)



4.4 Route assessment

As noted above, detailed assessment of the routes focused on those expected to be developed and promoted by CDC: A, B, E, F, G north, H, K, N and Q. While the other routes are also important, these will be promoted and developed by either WSCC or a third party (including developers), or form part of wider plans. Three routes are included in the draft county LCWIP: G south (Selsey Greenway), J (ChEm-route, being developed by Highways England in partnership with WSCC) and U (Bognor – Chichester).






The assessment involved the application of the DfT’s RST to the existing route alignment and then to the route following the proposed interventions. This shows the level of improvement that can be achieved.

The RST measures quality of a route using five key criteria: Connectivity, Safety, Directness (deviation from straight line distance), Gradient and Comfort. Routes were divided into sections with similar characteristics and scored against these five criteria, from 0 (poor) to 5 (excellent). Junctions considered to be hazardous to cycling were also identified and recorded (described as ‘critical junctions’).

The LCWIP technical guidance outlines that the aim is to identify cycle routes which score 3 or above against each of the criteria (or could be improved to score 3 or above), ideally with no critical junctions. Improvements were therefore identified for poor scoring sections. In some cases, alternative routes were required to achieve higher quality.

The intention of the improvements is to meet the key design outcomes which are described in the LCWIP guidance. These include conforming to LTN1/20.

Key design outcomes, DfT LCWIP guidance

<p>Coherent</p> 	<p>The network must be coherent; it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users.</p>
<p>Direct</p> 	<p>Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct – and preferably more direct – than that available for private motor vehicles. An indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.</p>
<p>Safe</p> 	<p>Cycle networks must not only improve cyclists’ safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The need for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.</p>
<p>Comfortable</p> 	<p>Smooth surfaces, with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with other users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.</p>
<p>Attractive</p> 	<p>Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.</p>

An example of the RST output, for Route A, is given below (Appendix B has RSTs for all routes). The key route proposals are summarised in Table 8, with more detail in Section 6.

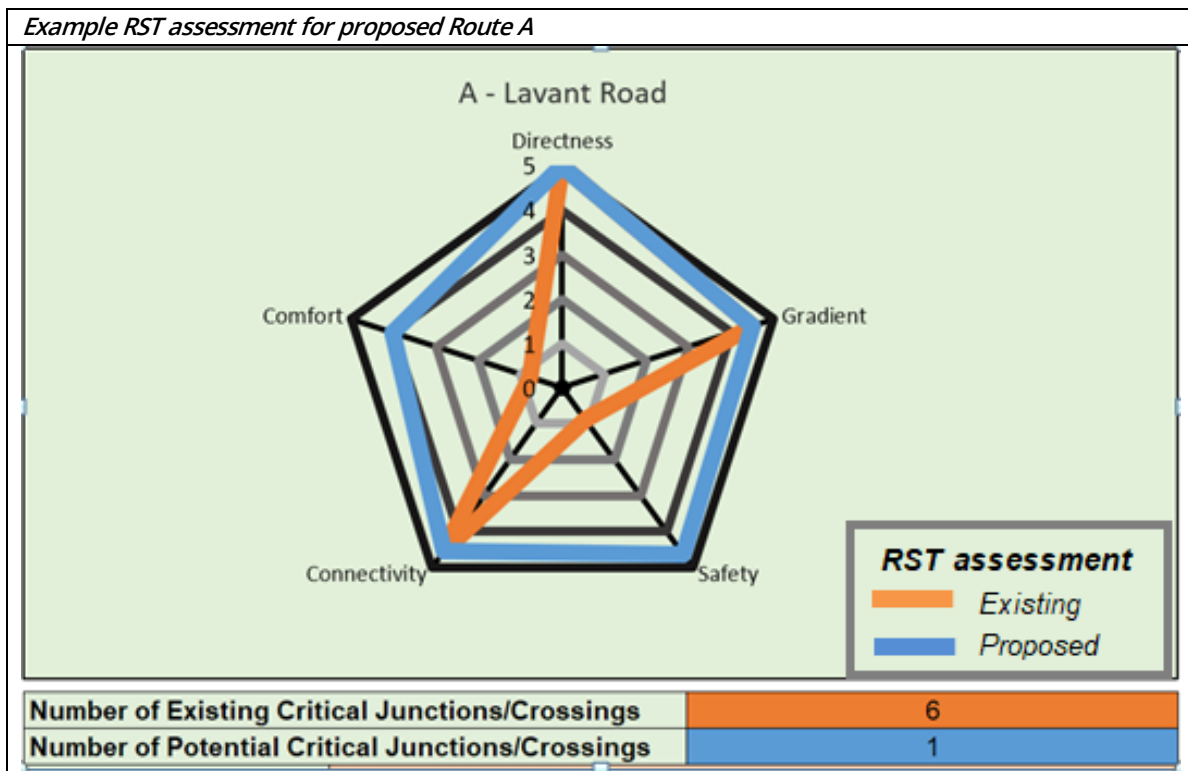


Table 8: Summary of key measures on routes promoted by CDC

Route	Name	Summary of key proposed measures
A	Lavant	New section of shared use path at northern end to connect with improved surface on recently constructed link to Centurion Way Protected cycle lanes along Lavant Road & Broyle Road (using space redistributed from unused central hatching)
B	University	Cycle street proposals on College Lane with improved links at Oaklands Park connecting to Chichester University, possible Low Traffic Neighbourhood (LTN) in Summersdale
E	Vinnetrow	New protected facilities for cycling and upgrades to existing facilities where necessary, with two-way track on Quarry Lane
F	North Mundham	Improvements by Chichester Free School and in Whyke (possible LTN), including School Street at Kingsham Primary School Improved surface on path to North Mundham
G (north)	Chichester Canal	Improved surfacing on canal towpath and better access to shared path along A27
H	Stockbridge	Protected cycle lanes (replacing existing shared use path) with continuous footways at side roads (using space redistributed from unused central hatching) Upgrade of Stockbridge Road/Terminus Road junction to incorporate proposed cycle tracks/lanes with cycle priority facilities on all approaches and pedestrian crossings on all arms

K	Westgate	Major improvement at Orchard Street/Westgate junction Cycle street, cycle lanes/tracks and/or filtered permeability between Orchard Street and Centurion Way
N	St Pancras	Protected cycle lanes on St. Pancras Road, possible LTN in Swanfield Park area
Q	College	Improvements to existing path with new crossing of Swieqi Road at Chichester College to maintain cycle and pedestrian priority Improved links at Chichester station

5. Walking assessment & proposals

5.1 Introduction

As noted above, the DfT has set out guidance on how to assess infrastructure for walking using the 'Walking Route Audit Tool' (WRAT). Three areas were identified as being the priority for walking assessments:

- Core Walking Zone
- Northern walking route
- Western walking route

The highway network (including all pavements) was first divided into links and areas for more detailed auditing, using a desk-based approach. Each link or area began and ended where the characteristics of the pedestrian environment changed significantly or were interrupted by a major junction.

Site visits and detailed surveys were then carried out for all of these. The links and areas were assessed using the WRAT process (see Appendix C for the full scoring criteria from the WRAT guidance). This looks at five core categories (divided into 20 sub-categories):

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

Each of the subcategories was scored on a three point scale:

- 0 - Poor provision
- 1 - Adequate but should be improved if possible
- 2 - Good quality provision

The maximum score possible is 40. The WRAT guidance recommends that any item with a score under 70% (28 out of 40) is considered to be poor. While the guidance does not differentiate between items scoring over 70%, these have been divided into two groups for this LCWIP: Adequate (70%-85%) and Good (over 85%). This will assist development of measures to improve walking by allowing interventions to be prioritised

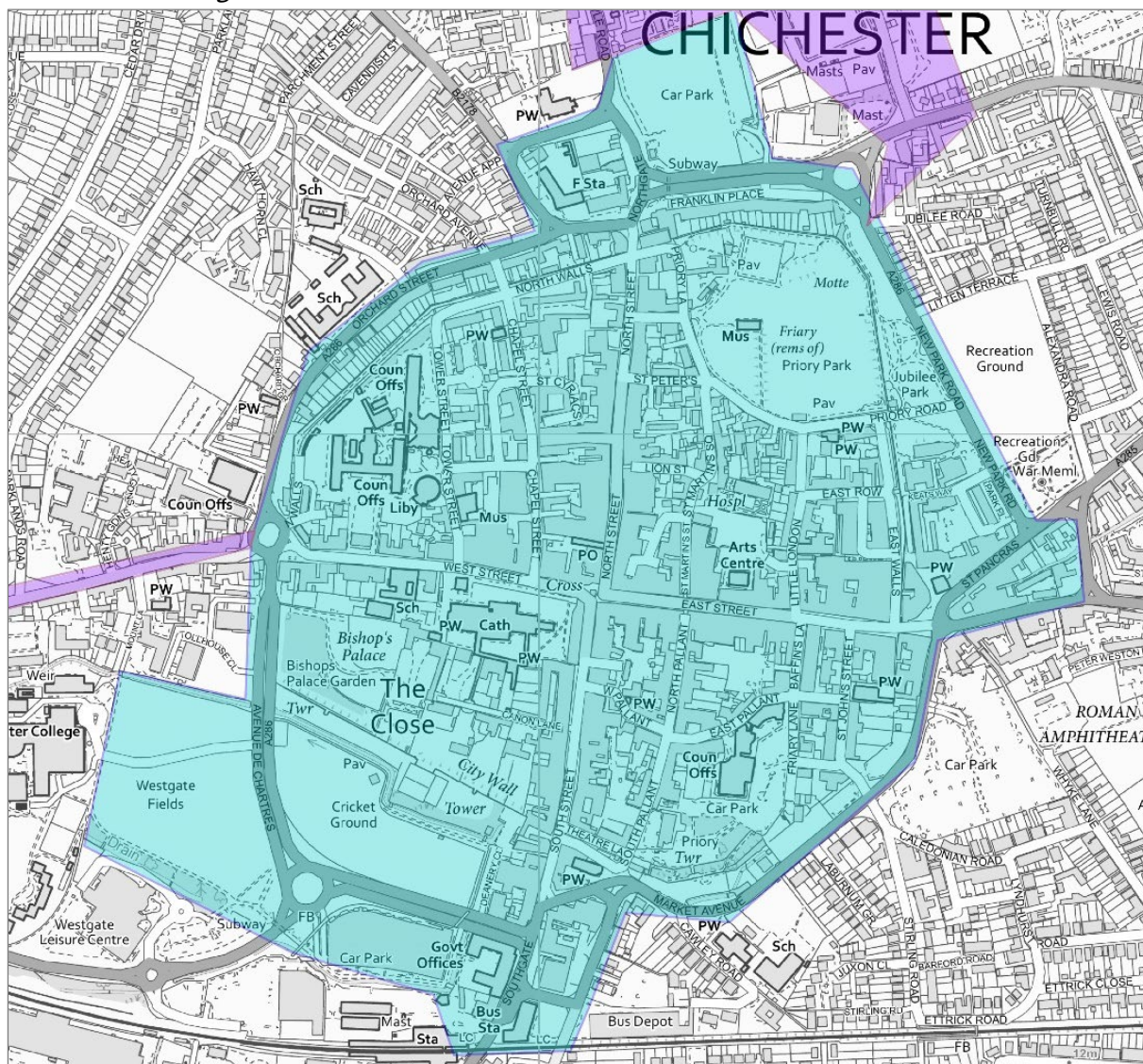
Example of poor provision (crossing - subcategory 12), South Street



5.2 Core Walking Zone (CWZ)

The CWZ is shown in Plan 21 and covers central Chichester. As noted above, the CWZ was defined initially on the basis of local geography, with a number of changes from feedback from stakeholders as well as observations gathered during the cycling assessment.

Plan 21: Core Walking Zone



Each link was scored and assessed as shown in Plan 21 below. The results of the assessment are shown in Table 9. Appendix C contains full details of the assessment.

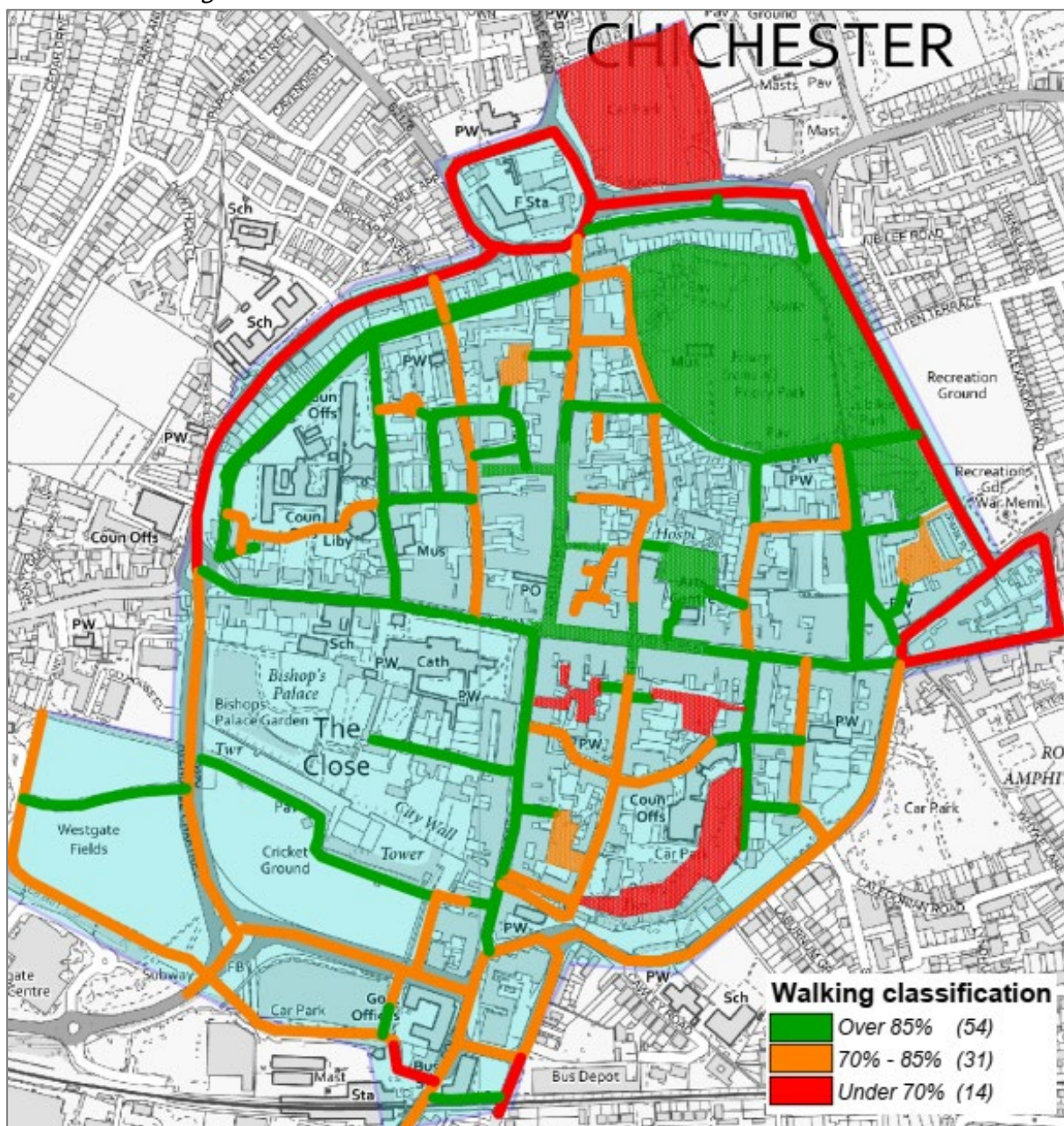
Table 9: Links in CWZ

Classification	No. of links/areas
Good	54
Adequate	31
Poor	14

Most of the links assessed were classified as good or adequate, and hence according to the DfT criteria did not need attention.

Plan 22 shows the links, colour coded using a Red-Amber-Green scale (an alternate version suitable for people with colour-blindness is provided in Appendix C).

Plan 22: Core Walking Zone assessment



The areas with poor provision for walking fall into two main categories:

- Footways on the main roads around the centre (including the Northgate and St. Pancras/Horner gyratory systems)
- Walking links through car parks, including at Chichester station’s northern entrance

Despite the relatively good performance, there are some significant issues to be addressed to make walking in the core area of Chichester attractive and convenient for both residents and visitors. These are set out in more detail in Appendix C.

The density of car parks in and around the city centre makes a clear statement that people arriving by car are welcome. However, once drivers have parked the consistency of their experience on foot (including that of their passengers) was assessed as being generally

unsatisfactory, particularly if they are disabled or have other mobility issues. There is very little dedicated pedestrian provision within car parks and hence after leaving their cars, drivers and passengers are generally expected to share car park roadways with vehicles arriving or leaving. In particular Northgate, Baffins Lane and Cawley Priory/East Pallant car parks were all classified as Poor for people walking.

The poor performance in some areas should be considered in the light of the overall circumstances. Chichester is an historic city with historic streetscapes. Preserving these restricts some of the things which can be done to change existing infrastructure. In the historic core there are many places where narrow pavements result in a zero score, but where pavement widening is not a realistic option.

South Pallant - very narrow footway on one side only



Similarly, many links scored low on fear of crime where paths are not well overlooked, such as those through most parks or along the city walls. These will be fine during daylight hours but less so in darkness (two parks, Priory Park and Bishops Palace Gardens are locked at night, but the rest are open). However, it would not be reasonable to expect that this could or should be changed significantly as this is due to the nature of those locations.

Unavoidably narrow shared path at East Walls



5.3 Key walking routes

Two corridor routes were assessed for walking, heading north and west from the core area:

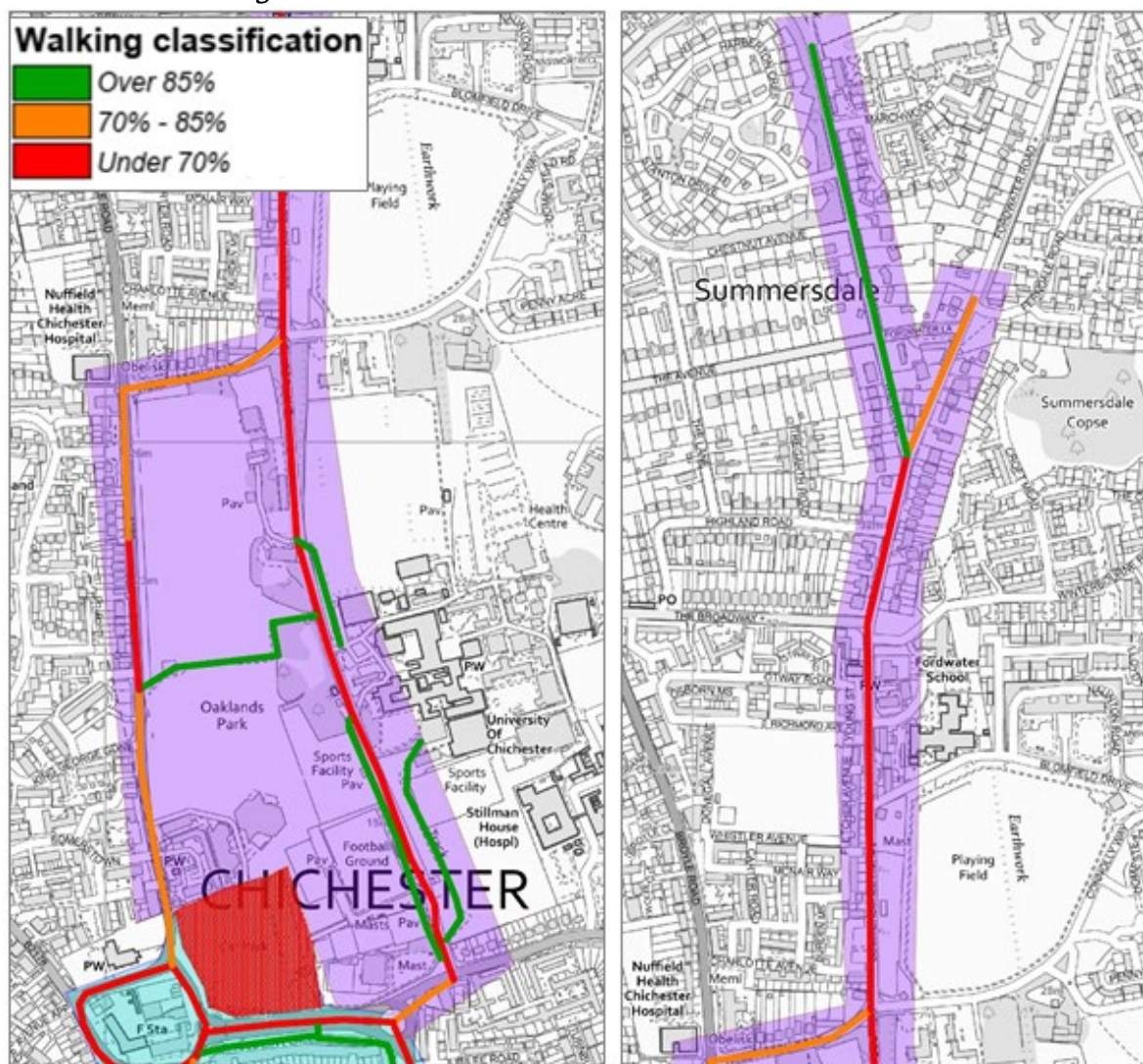
- **Northern route** – about 2km long, from the north of the CWZ at Northgate car park. It includes access to the University along College Lane and then further to the north to residential areas along Summersdale Road. A linking section along Broyle Road and Wellington Road completes this corridor. The path from College Lane across Oaklands Park was also surveyed. It is roughly aligned with proposed cycle route B.
- **Western route** – this runs for 1.7km, from the west of the CWZ along Westgate as far as Fishbourne Road West and the link to Fishbourne Palace. It follows the same alignment as cycle routes J and K.

Northern route

The Northern route was split into 14 separate sections, shown in Plan 23 below. Every section failed on at least one of the twenty assessment criteria.

The lowest performing link was College Lane between the University of Chichester and Oaklands Way, which failed on several issues. This is a key link to the University (and also potentially St Richards Hospital) and hence should be a priority for any future intervention.

Plan 23: Northern walking route assessment



Northern walking route – link between Northgate car park & Chichester Festival Theatre

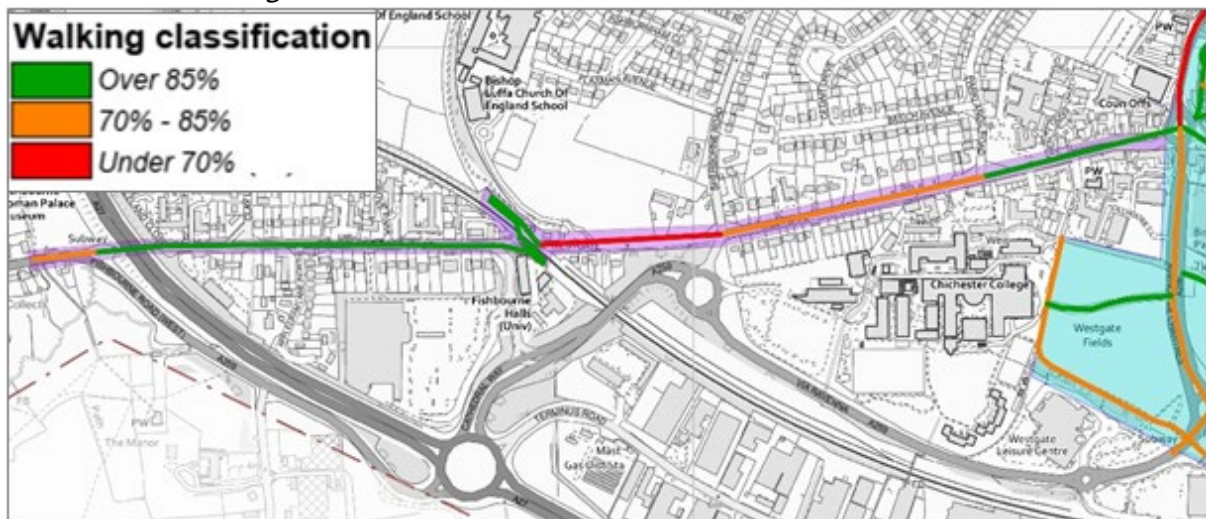


Western route

The western route was divided into eight sections, shown in Plan 24 below. Five of the sections failed on one or more criteria.

The key sections were on Westgate where there was poor crossing provision, inconsistent footway provision, and lack of consistent tactile paving.

Plan 24: Western walking route assessment



Western walking route – pinch points on footway of Westgate at Henty Gardens



6. Detailed proposals & costs

6.1 General

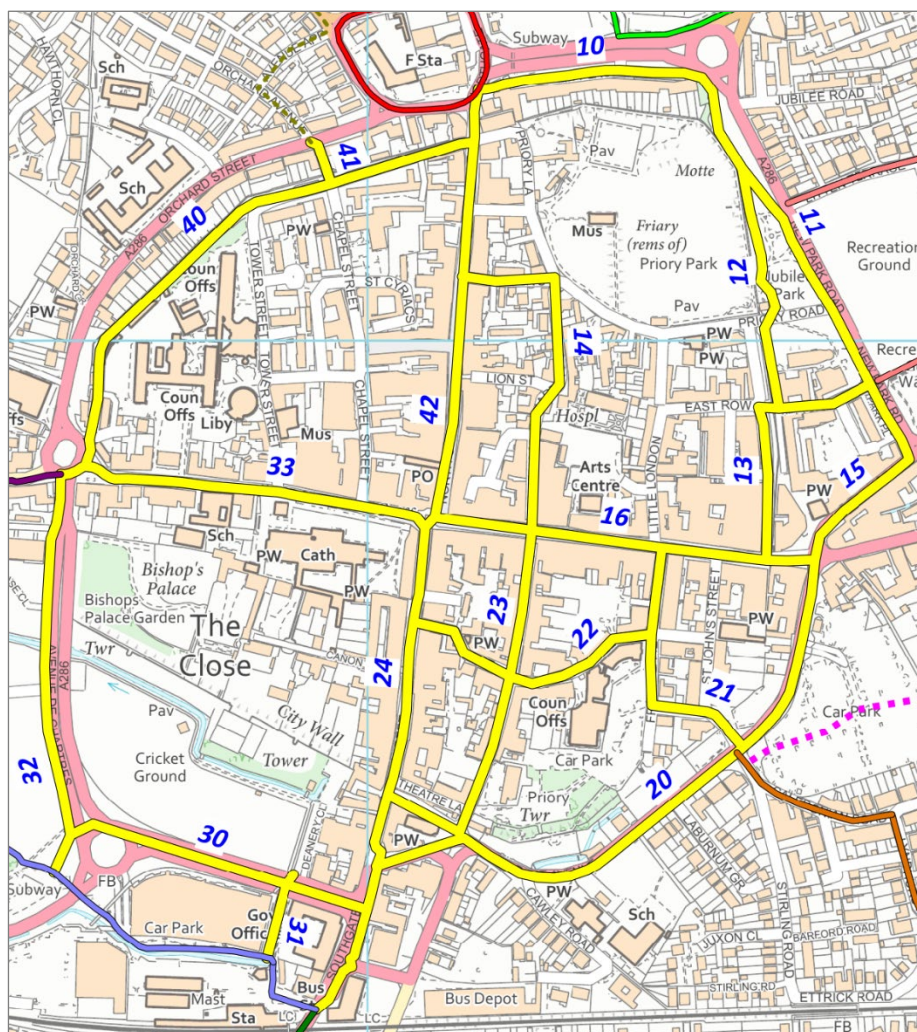
A range of sources were used to develop detailed proposals for cycling and walking. As well as best practice examples from other locations in West Sussex, good practice elsewhere in the UK and indeed abroad was used. The final LCWIP has been revised to take account of LTN1/20, DfT's guidance on design for cycling, which was published in July 2020.

6.2 Proposals for cycling - core area

A variety of inputs was used to develop detailed proposals for the core area, plus the routes outside the core area being promoted by CDC. These included feedback from stakeholders and site visits, as well as comments from the public consultation in late 2020.

Proposals have been drawn up and costed for cycle provision in the core area, shown in Plan 25. The network in the core area has been split into 19 links which are described in Table 10, with proposed 'Do Minimum' and 'Do More' measures.

Plan 25: Cycling proposals in core area



The interventions in the core area include cycle direction signing. As the core area is the main destination for increased cycle trips, there should be a significant increase in cycle parking provision to LTN1/20 standards, to offer higher security in busier areas.

The overall estimated costs for the measures in the core area (including signing and cycle parking) are £1.14m (Do Minimum) or £3.5m (Do More).

The estimated costs exclude measures that are an integral part of larger developments, particularly at the Southern Gateway. While these are at various stages, they should be examined in detail. The broader aspirations for walking and cycling access at these developments should be upgraded to match those in the Government's 'Gear Change' strategy, published in July 2020. Where necessary, detailed proposals should also be updated to ensure that they fully meet the higher standards for cycling set out in LTN1/20 – for example, there should be no routes with shared use by walking and cycling.

Table 10: Main interventions – core area

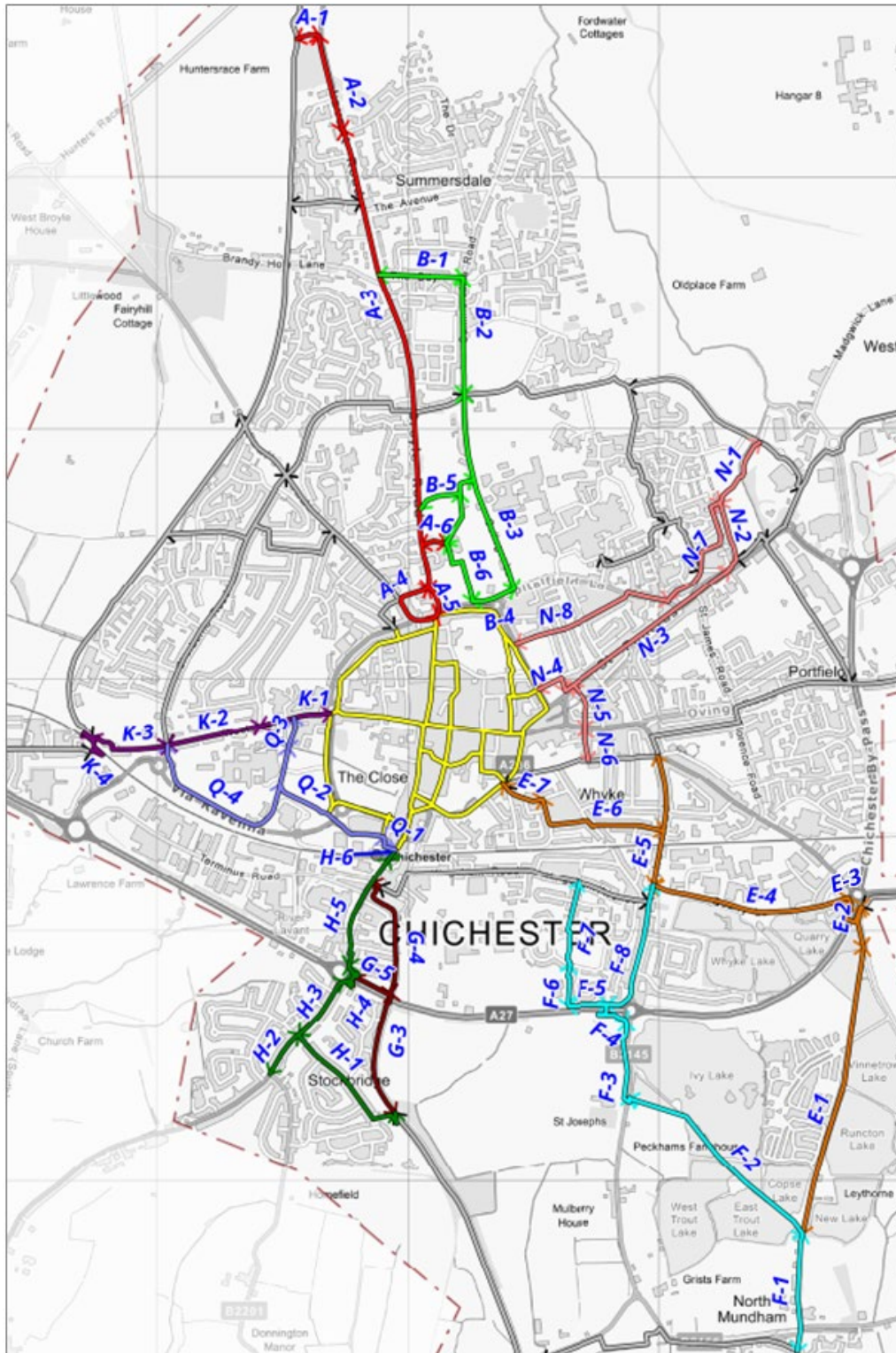
Link	Quad-rant	Name	Do Minimum	Do More	Length (km)
10	NE	Franklin Place	New parallel route on quiet side street with Toucan crossing of Oaklands Way (see B4)	See B4	0.211
11	NE	New Park Road	Parallel two-way cycle track	Toucan crossing to Litten Terrace	0.464
12	NE	Jubilee Gardens	Widen path, introduce separation between walking & cycling sides Parallel crossing of Priory Road	Low Traffic Neighbourhood	0.255
13	NE	East Walls / Keats Way	Clearer link at Keats Way with continuous footway		0.275
14	NE	St Peters / St Martin's Square / St Martin's Street	Parallel route when cycling not permitted in North St (two-way cycling in St Peters with improvements at Priory Road junction) Allow cycles to cross East Street without dismounting with clear priority to pedestrians		0.359
15	NE	St Pancras		Consider removal of A259/A286 gyratory with two-way traffic on The Hornet & extension of pedestrian/cycle priority area to St Pancras west	0.145
16	NE	East Street	Pedestrian/cycle priority area extended eastwards to East Walls, with improved junction with St Pancras	Experimental removal of cycling restriction	0.389

Link	Quad-	Name	Do Minimum	Do More	Length (km)
	rant				
20	SE	Market Avenue		Two-way cycle track	0.643
21	SE	St John's Street / Friary Lane	Improved links to existing Toucan crossing	Low Traffic Neighbourhood	0.180
22	SE	East Pallant / West Pallant	Parallel route when cycling not permitted in East St (with two-way cycling in one-way sections) Continuous footway / modal filter at west end of West Pallant		0.368
23	SE	North Pallant / South Pallant / Old Market Avenue	Parallel route when cycling not permitted in North St (cycle street treatment at southern end of South Pallant/Old Market Ave)		0.399
24	SE	South Street / Southgate	Cycle street with improved links at southern end	15mph speed limit for buses Southgate to be remodelled as part of Southern Gateway, with high quality walking and cycling provision throughout and in particular between Chichester station and South Street	0.533
30	SW	Avenue de Chartres (south)	New Toucan crossing at Deanery Close	Protected cycle lanes with Dutch-style redesign of Via Ravenna roundabout	0.316
31	SW	Deanery Close - station	Widen path, with separation between walking & cycling sides		0.090
32	SW	Avenue de Chartres (west)	Widen path, with separation between walking & cycling sides New signalled junction at Westgate roundabout, with cycle provision on all arms	Protected cycle lanes	0.412
33	SW	West Street	Widen cycle gaps & redesign as cycle street	15mph speed limit for buses	0.383
40	NW	North Walls	Cycle street		0.570
41	NW	Chapel Street	Modal filter at walls		0.050
42	NW	North Street / Northgate	North of Guildhall St: cycle street treatment Guildhall St-St Peters: removal of parking on east side to create wide footway & wand protection for existing contraflow	South of St Peters: Experimental removal of cycling restriction on southern section	0.437

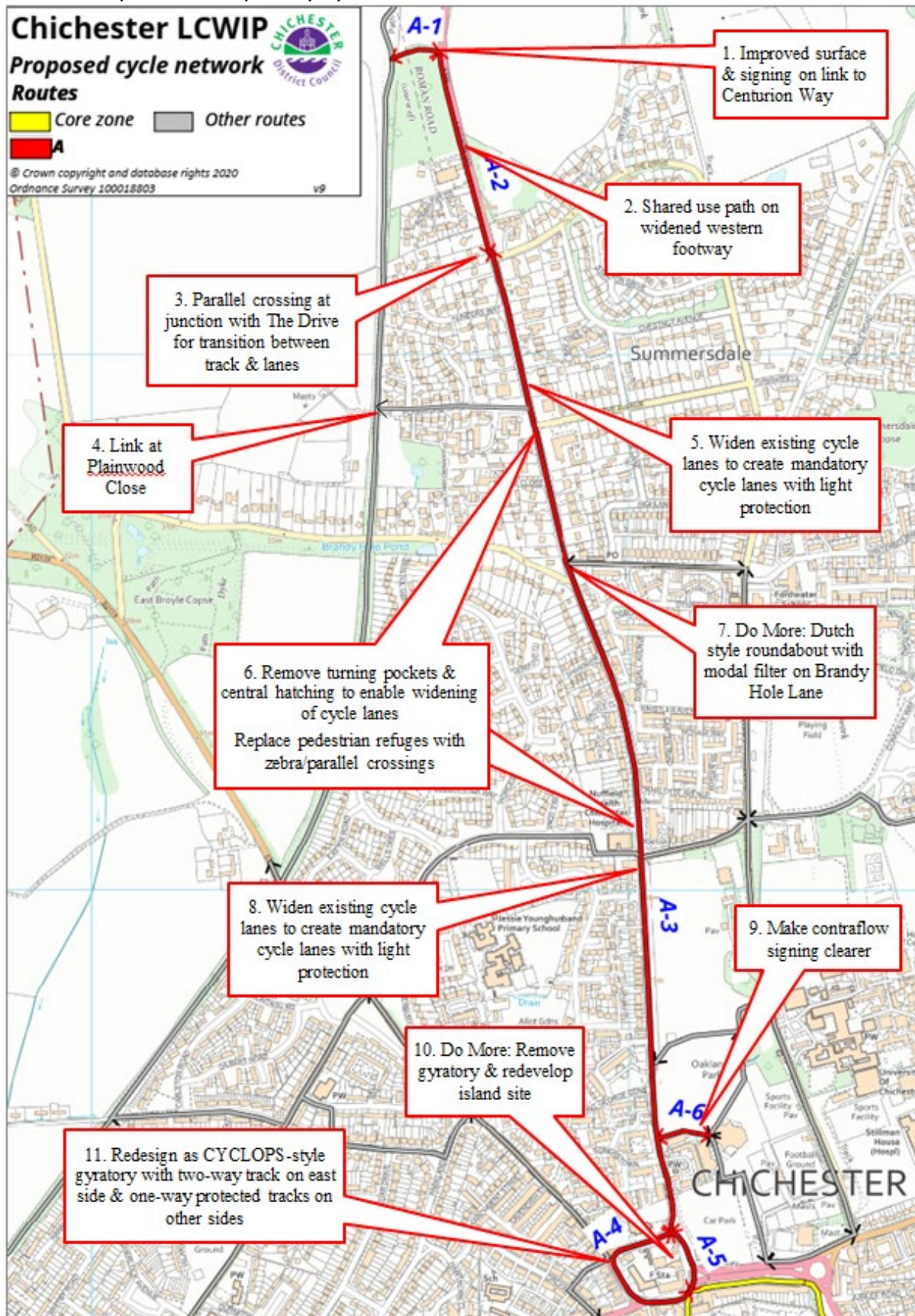
6.3 Proposals for cycling – routes outside core area

Plan 26 shows the proposed route network, with routes promoted by CDC split into numbered sections. Table 11 summarises the suggested interventions on these routes. Larger scale plans of each route with additional details on proposed interventions are included in Appendix B (see Plan 27 for example of Route A).

Plan 26: Plan of proposed routes, showing individual sections



Plan 27: Example of detailed plan of proposed interventions (Route A)



Chichester LCWIP Proposed Cycle Network Key	
1.	Improved surface & signing on link to Centurion Way
2.	Shared use path on widened western footway
3.	Parallel crossing at junction with The Drive for transition between track & lanes
4.	Link at Plainwood Close
5.	Widen existing cycle lanes to create mandatory cycle lanes with light protection
6.	Remove turning pockets & central hatching to enable widening of cycle lanes Replace pedestrian refuges with zebra/parallel crossings
7.	Do More: Dutch style roundabout with modal filter on Brandy Hole Lane
8.	Widen existing cycle lanes to create mandatory cycle lanes with light protection
9.	Make contraflow signing clearer
10.	Do More: Remove gyratory & redevelop island site
11.	Redesign as CYCLOPS-style gyratory with two-way track on east side & one-way protected tracks on other sides

Table 11: Main interventions – “Do Minimum” & “Do More” (references are to Plan 26)

Route	Section		Main/ spur	Existing situation	Do Minimum	Do More (extra measures)
	Location	Ref				
A	Path between Centurion Way & Lavant Rd	1	Main	Shared path (no cycling)	Sealed surface on path between road & Centurion Way & sign for cycling	
	A286 Lavant Rd (Hunters Race - The Drive)	2	Main	No provision, 60mph road (apart from short section just north of The Drive)	Widen western footway of Lavant Rd to create 3m shared use path with 0.5m buffer to road (slight reduction of carriageway width) New parallel crossing (just north of junction with The Drive, at existing refuge) to enable transition Provide Plainwood Close - Centurion Way link	
	A286 Lavant Rd/ Broyle Rd (The Drive - Churchside)	3	Main	Advisory cycle lanes, with gaps in provision & narrow sections of <1.2m Generous provision of central hatchings & turning pockets Shared path south of Wellington Road	Convert & widen existing cycle lanes to mandatory cycle lanes with light protection, with floating bus stops at locations of existing bus stop bays Remove existing turning pockets & hatchings to provide space for widening, & reduce speed limit to 20mph (south of The Avenue) Upgrade existing pedestrian refuges to zebra crossings (parallel crossing at The Broadway) Tighter radii & continuous footways at side streets	Convert & widen existing cycle lanes to stepped cycle tracks (min 1.5m), with floating bus stops Speed limit on Lavant Rd reduced to 20mph between The Broadway & the Avenue Dutch-style roundabout at The Broadway with modal filter on Brandy Hole Lane
	Northgate gyratory	4	Main	Busy single lane gyratory with	Redesign as CYCLOPS-style gyratory with two-way track on east side only	Opportunity to redevelop island site - remove gyratory, with closure of north or south side (Church-side or Northgate) except for cycling & access, two-way traffic on other 3 sides (St Paul's Rd, Broyle Rd & Northgate/Churchside) & full signalisation of 2 remaining junctions
		5	Spur	intermittent cycle lanes (cyclists giving way at arms)	Redesign as CYCLOPS-style gyratory with one-way protected tracks on south, west & north side	

Route	Section		Main/ spur	Existing situation	Do Minimum	Do More (extra measures)
	Location	Ref				
B	Oaklands Park / Chichester Festival Theatre access Rd	6	Spur	Shared path accessed from Lavant Rd One-way access road, inconsistent contraflow cycle signing	Localised improvement to existing shared path to retain access to Oaklands Park & University, with new ramp at bus stop Make contraflow signing clearer on theatre access road	
	The Broadway	1	Main	No provision – 20mph residential street but also access to residential area, including Graylingwell development	Two-way track on south side Upgrade existing side-entry junctions to continuous footways. Combine with parallel crossing facility of Lavant Road & proposed cycle facilities (Route A)	Low Traffic Neighbourhood in Summersdale area with modal filter on The Broadway or Wellington Rd.
	Summersdale Rd	2	Main		Cycle street treatment including removal of on-street parking Upgrade existing side-entry junctions along route to continuous footways	NB this would also benefit Routes M & S.
	College Lane/ Chichester University	3	Main	20 mph road with no provision (should be quiet lane but relatively busy as only vehicular access to University campus), existing shared use path to south side of campus	Cycle street treatment north of University entrance (NB no alternative access to University) Widen & extend existing shared path to provide separated path, with barriers & gates removed & installation of lighting Upgrade junction at Chichester University to include continuous footway & crossing to Oaklands Park	Include in Summersdale area Low Traffic Neighbourhood Modal filter (with bus gate) on College Lane north of University entrance, or at junction of Spitalfield Lane with new entrance to University car parks
	Oaklands Way	4	Main	Dual carriageway, no cycling provision	New separated path on north side with localised widening of footway New Toucan crossing to Franklin Place	New two-way track on north side with space from redesign as 3 lane road with 2 lanes on approach to junction
	Oaklands Park	5	Spur	Narrow, unsealed paths in park	New sealed surface on existing paths	Widen existing E-W path across Oaklands Park to create separate cycle track New shared path across park to link College Lane & theatre

Route	Section		Main/ spur	Existing situation	Do Minimum	Do More (extra measures)
	Location	Ref				
	Chichester Festival Theatre access road / Northgate car park	6	Spur	One-way access road with inconsistent contraflow cycle signing Signed pedestrian route signed across car park without any provision	Dedicated & separated cycling & walking paths across Northgate car park	Full redesign of car park (rough estimate)
E	Peckhams Copse Lane	1	Main	Bridleway with unsealed surface	New all-weather sealed surface along path north of goods yard, with improved lighting at goods yard Speed table & signing at crossing of campsite access road	Low level lighting along path Parallel crossing at campsite access road
	Vinnetrow Rd	2	Main	Narrow shared use footway with hatched verge markings	Extend existing shared footway to bridleway access – will probably need bollards to stop parking Increase width of shared footway to min 3m with wand protection	
	A27 bridge	3	Main	Shared use footbridge with narrow cycle links at foot of ramps	Widen paths at foot of ramps including improving turns & move guardrail to 0.5m from path edge (HE)	Address in future HE A27 scheme - signalisation of roundabout and/or new flyover could include surface-level crossing
	Quarry Lane	4	Main	Busy industrial estate access road with shared use footway	Replace shared footway with two-way track on south side of road (will require removal of on-street parking but there is ample capacity within business sites) Continuous footway on north side with priority at side roads	Modal filter west of Gravel Lane (access from Bognor Road)
	B2145 Whyke Rd (Quarry Lane - Bognor Rd)	5	Main & Spur	Busy B road	Provide either mandatory cycle lanes between Quarry Lane & Cleveland Lane, with light protection/stepped cycle tracks (removal of parking on both sides) or two-way track (removal of parking on one side only) Improve junctions of Whyke Road/Quarry Lane with parallel crossing	HE A27 scheme options include Whyke Rd bridge with no A27 access or restricting Whyke Rd to left in/out only at A27 (not costed) Alternatively consider modal filter on Whyke Rd at railway

Route	Section		Main/ spur	Existing situation	Do Minimum	Do More (extra measures)
	Location	Ref				
	Cleveland Lane / Lyndhurst Rd	6	Main	No provision – quiet residential streets, 20mph zone	Modal filter at junction of Cleveland Lane/Whyke Road with parallel crossing Speed table at Whyke Lane/Lyndhurst Rd junction with change of priority	Low Traffic Neighbourhood in Whyke area north of railway
	Caledonian Rd / Stirling Rd	7	Main	No provision – quiet residential street, 20mph zone	Introduce continuous footway at junction with Market Avenue & de-clutter existing footways surrounding toucan crossing to improve the effective widths of footways. Create two-way track between Market Rd & Stirling Rd south	
F	School Lane, North Mundham	1	Main	Narrow lane with bridleway status	20mph speed limit, with 'Access Only' signing & priority for pedestrians, cyclists & equestrians	Signals at junction with B2166 School street
	School Lane - B2145	2	Main	Track (bridleway)	Improve surface of southern section New route at western end to link to crossing of B2145	Surface western end of bridleway with new signalled crossing of B2145
	B2145 (Free School - A27)	3	Main	Existing shared use path	De-clutter existing shared use path & remove excessive markings. Introduce raised tables at school's delivery access & quarry access	Widen path to provide separate cycle track
	A27 bridge	4	Main	Shared use footbridge with narrow cycle links at foot of ramps	Widen paths at foot of ramps including improving turns & move guardrail to 0.5m from path edge (HE)	Address in future HE A27 scheme - option of new Whyke Road bridge could include 3m separated cycle track, plus footway
	A27 (Whyke Rd - path to Hay Rd)	5	Main	Substandard width shared path alongside 70mph dual carriageway 25m section with no crash barrier & sub-standard separation from traffic	Widen path to 3m & increase separation between cycle track & carriageway to 3m over section with no barrier (both as set out in DMRB CD195). Alternatively provide crash barrier at missing section (HE). Install low level lighting	

Route	Section		Main/ spur	Existing situation	Do Minimum	Do More (extra measures)
	Location	Ref				
	A27 - Hay Rd south	6	Main	Shared use path & dead- end street by school, connecting into park	Widen path between A27 & Sheffield Park Road, with removal of barriers & new surface at northern end School Street at Kingsham Primary School (Sheffield Park Road) Upgrade crossing of Hay Road south to parallel crossing on raised table (or priority crossing)	
	Hay Rd south - Kingsham Rd	7	Main	Separated cycle/pedes- trian path across park, 20mph residen- tial street	Widen cycle side of path across park Provide new parallel crossing (or priority crossing) on raised table of Hay Road north	Modal filter on Cherry Orchard Road
	B2145 Whyke Rd (A27 to Quarry Lane)	8	Spur	No provision		Address in future HE A27 scheme - options could include Whyke Rd bridge with no A27 access or restricting A27 access to left in/out
G	Chichester Canal (south of A27)	3	Main	Shared use towpath	Surface improvements to provide surface suitable for use by disabled people (sealed/flexipave)	
	Chichester Canal (north of A27)	4	Main	Shared use towpath	Widen path to 3m where needed	Improved links at Canal Wharf (part of Southern Gateway) (not costed)
	A27 (Chich- ester Canal - Stockbridge Rd)	5	Spur	Substandard width shared path adjacent to lay-by on 70mph dual carriageway	Widen path to 3m & install bollards at lay-by to prevent encroachment by parked vehicles (HE) Minor improvements to access ramp between A27 & towpath including replacement of staggered barrier with bollard (HE)	Redesign & extend ramp to reduce gradient (HE)



Ramp with staggered barriers between Chichester Canal towpath & A27 cycle track

Route	Section		Main/ spur	Existing situation	Do Minimum	Do More (extra measures)
	Location	Ref				
H	Grosvenor Rd	1	Main	No provision - quiet residential street with link to towpath	20mph speed limit with minimal traffic calming, with parallel crossing at junction with Stockbridge Road Widen link to towpath	Stockbridge Low Traffic Neighbourhood
	A286 Stockbridge Rd (B2201 - Grosvenor Rd)	2	Spur	No provision - main road to Selsey/ Witterings	Mandatory cycle lanes with light protection, with floating bus stops at locations of existing bus stop bays Remove existing turning pockets & hatchings to provide space for widening, with speed limit reduced to 20mph	Stepped cycle tracks, with floating bus stops
	A286 Stockbridge Rd (Grosvenor Rd - A27)	3	Main	No provision apart from short shared-use path on western footway & Toucan crossing at shops	Reduce speed limit to 20mph South of Toucan: mandatory cycle lanes with light protection, with floating bus stops at locations of existing bus stop bays North of Toucan: two-way track on eastern side (may need shorter stacking lane south of A27)	South of Toucan: stepped cycle tracks, with floating bus stops Address A27 crossing in future HE A27 scheme - options could include Stock-bridge Rd bridge with no A27 access or restricting A27 access to left in/out
	A27 footbridge / King's Avenue	4	Main	Cycling not allowed on bridge	Allow cycling on bridge with improved links either side of bridge (HE) including wider access at King's Ave	Investigate widening of bridge deck (HE)
	A286 Stockbridge Rd (King's Avenue - railway line)	5	Main	Busy A road, narrow shared use path on western footway	Remove existing shared use path & replace with mandatory cycle lanes with light protection Continuous footway provision at all side roads Upgrade junction of Stockbridge Road/Terminus Road to incorporate proposed cycle tracks/lanes, include cycle priority facilities on all approaches	Remove existing shared use path & replace with stepped cycle tracks Stockbridge Road to have bus gate, restricting access to cycles, buses & taxis only, as part of Southern Gateway
	A286 Stockbridge Rd at Chichester Station	6	Main	Busy A road across level crossing, no cycle provision	Mandatory cycle lanes with light protection / stepped cycle tracks & advance green signals at level crossing	
K	Westgate (Orchard St - Parklands Rd)	1	Main	Quiet road (some rat-running) with traffic calming	Cycle street with improved traffic calming Continuous footways at Henty Gardens (with raised table) & Parklands Rd	Modal filter at Henty Gardens

Route	Section		Main/ spur	Existing situation	Do Minimum	Do More (extra measures)
	Location	Ref				
	Westgate (Parklands Rd - Sher- borne Rd)	2	Main	Quiet road (rat- running & school traffic), narrow gaps at traffic calming	Alternative approaches: <ul style="list-style-type: none"> Stepped one-way tracks / two way track Low Traffic Neighbourhood with modal filter & full cycle street treatment 	
	Westgate (west of Sherborne Rd)	3	Main	Quiet road but with school traffic including school buses	Two way track on south side to connect to existing Centurion Way access at Bishop Luffa school Replace existing roundabout with crossroads with E-W priority & continuous footway at Sherborne Road	Dutch style roundabout at Sherborne Rd as part of White House Farm development
	Railway bridge	4	Main	Existing bridge over railway (narrow ramps & tight turns)	Investigate potential to widen bridge at tight turns (Network Rail)	Investigate potential to fully replace bridge ramps (Network Rail)
N	River Lavant open space (Kingsmead Avenue - Swanfield Dr)	1	Main	Separated cycle/ pedestrian path through open space	Widen cycle side of path & replace white line with sloping raised separator Replace staggered barriers with bollards	
	Swanfield Drive East - St Pancras Rd	2	Main	New shared path by Lidl	Widen path to create separated cycling/walking path with raised separator Convert existing Pelican to Toucan with wider approach path on north side (may have to be shared)	Replace existing narrow bridge over River Lavant with wider bridge on skew (permeable deck to reduce flood risk)
	A285 West- hampnett Rd / St. Pancras	3	Main	A road, no cycle provision Generous provision of central hatchings & turning pockets	Mandatory cycle lanes with light protection Remove existing turning pockets & hatching to provide space for widening, with speed limit reduced to 20mph	Stepped cycle tracks A285 Westhampnett Road Sustainable Transport Corridor plan to be updated to meet current cycling & walking standards, with Dutch style roundabouts at St James Rd & Spitalfields Rd junctions
	Alexandra Rd - New Park Rd	4	Main	Short residential street, shared path across park	New parallel crossing of St. Pancras Road at junction with Alexandra Road	Two way track on west side of Alexandra Road Move existing Toucan north to make crossing of New Park Rd more direct
	Cutten Way	5	Main	Private residential dead-end with public cycle & walking access to footbridge	Improved signing clarifying legal access for cyclists & pedestrians	

Route	Section		Main/ spur	Existing situation	Do Minimum	Do More (extra measures)
	Location	Ref				
	Velyn Avenue	6	Main	Shared path through development	New parallel crossing of The Hornet	
	Swanfield Drive East	7	Spur	Residential road, separated cycle/ pedestrian path	Widen cycle side of path where possible & replace white line with sloping raised separator Continuous footways at junctions	Low Traffic Neighbourhood in Swanfield Park area
	Spitalfield Rd	8	Spur	Local road with shared footway (hospital link)	Convert shared footway on Spitalfield Rd to separated path	
Q	Chichester station car park	1	Main	Painted lane across car park	Improve walking & cycling route by creating protected separated path with formal crossing	Redevelopment of car park as part of Southern Gateway
	Chichester station - Chichester College Park/ Westgate Fields	2	Main	Shared use separated path	Widen cycle side of track & resurface in coloured bitmac, realigned so that layout is consistent. Also replace white line with sloping raised separator. Parallel crossing of Swieqi Road (college access road) on raised table	
	Mount Lane	3	Main	Quiet dead-end with cycle access	Replace "END" marking with correct signs & marking	
	A259 Via Ravenna	4	Spur	Shared use footway alongside road	Parallel crossing at College access roundabout	Provide separated path with sloping raised separator

Table 12 sets out overall capital costs for these routes, plus signing of part (Do Minimum) or all (Do More) of the network.

Table 12: Proposed route costs - "Do Minimum" & "Do More"

Route	Name	Do Minimum (£m)	Do More (£m)
A	Lavant	2.23	1.03
B	University	0.73	0.98
E	Vinnetrow	1.62	0.56
F	North Mundham	0.42	0.34
G (north)	Chichester Canal	0.1	0.05
H	Stockbridge	0.78	1.61
K	Westgate	0.57	1.54
N	St Pancras	0.5	2.35
Q	College	0.25	0.11
Signing of whole network		0.1	0.16
TOTAL		7.29	8.57

Costs

Table 13 shows the overall combined cost of the proposed cycle network measures.

It is important to note that the Do More estimates include some very large-scale projects such as completely removing the Northgate gyratory. Clearly, projects such as these are not straightforward removing and would need to be developed over the full ten-year timescale of the LCWIP. However, the benefits they would bring to Chichester which go far beyond the impact on cycling, as they would reduce the wider effects of motor traffic on the city.

Note the costs include works associated with currently proposed developments (e.g. at White House Farm) if they are part of routes promoted by CDC.

Table 13: Estimated costs – all cycle measures

Area	Do Minimum	Do More
Cycle network outside core area	£7.29m	£8.57m
Core area	£1.14m	£3.5m
TOTAL (CYCLING)	£8.44m	£12.06m

6.4 Proposals for walking

Developing specific recommendations for the core walking zone and key walking routes is more complex than for cycling, as there are a much larger number of smaller measures. Full details are therefore provided in Appendix C rather than in the main LCWIP.

The cost estimate in Table 14 is based on the range of measures set out in the Appendix. However, the estimate is not a simple sum of each proposed measure but is instead a global estimate based on the scale of interventions. Note that the estimate includes several proposals that would be delivered in conjunction with the proposed cycling measures.

Table 14: Estimated costs – all walking measures

Area	Do Minimum	Do More
Core Zone	£0.25m	£0.45m
Key route (west)	£0.1m	£0.2m
Key route (north)	£0.15m	£0.25m
TOTAL (WALKING)	£0.5m	£0.9m

Link across Chichester station car park, with no provision for people walking (and poor for cycling)



6.5 Overall estimate of costs

Table 15 shows the overall estimate, with an additional 10% for contingency/optimism bias. Note that these costs exclude project management, planning issues, detailed design or other costs (including land acquisition if required).

Based on the table of recommendations we have arrived at the outline cost of around £9.8 million (“Do Minimum”) for the LCWIP as a whole, or a total of £14.3 million for “Do More” measures.

Table 15: Estimated costs – all measures

Focus	Do Minimum	Do More
Cycling network	£9.28m	£13.27m
Walking measures	£0.55m	£0.99m
TOTAL	£9.83m	£14.26m

As noted above, some measures proposed for walking and cycling will overlap (e.g. the southern end of College Lane). Hence it is likely that the overall costs would be lower when areas are examined in detail rather than from the perspective of walking or cycling alone.

Example of potential low cost improvement – removal of unnecessary “END” marking at Mount Lane



Example of potential high cost improvement – replacement of Northgate gyratory



7. Conclusions

7.1 General

Assessment of the demand for both walking and cycling in Chichester shows there is clear potential to further develop the existing levels, which are already the highest in West Sussex.

However, developing proposals of sufficient quality to have an impact will require significant investment, both in terms of cost and resources. The importance of political leadership to take the proposals forward should not be underestimated.

7.2 Funding

Funding for these schemes is not expected to be provided by CDC and WSCC alone. As is generally the case with projects such as these, a variety of funding sources are likely to be needed, including external grants, other third parties and contributions from developers. This could include future phases of the Government's Active Travel Fund (ATF), as part of the overall national funding of over £250m announced in late 2020.

The LCWIP is intended as a 10 year programme for the delivery of infrastructure. The average cost of around £1m/year if all the Do Minimum measures were implemented would be equal to around £25/year for each person in the LCWIP area. While this is a significant increase on current levels of expenditure, it matches the level regarded as being necessary to have a significant impact on cycling levels, including by the All Party Parliamentary Cycling Group report "Get Britain Cycling" in 2013.

Expenditure to deliver Do More measures would result in an annual cost of £1.4m. While this equates to over £35/year per person, this sum would deliver a much higher quality of interventions. It is predicted to lead to a higher level of shift to cycling in particular, as well as benefitting walking through measures such as Low Traffic Neighbourhoods. There would be a significant positive impact on local communities as well as the city's overall environment and economy.

7.3 Impact of COVID-19 pandemic

The impact of the pandemic has been unprecedented. As well as the tragic loss of life and the wider effect on health, there have been major impacts on the economy and travel. One of these has been a rise in cycling and walking during the Lockdown period. This is at risk as motor traffic rises, in part due to the loss of capacity on public transport.

The Government launched the Emergency Active Travel Fund (EATF) in May 2020 to help local authorities deliver significant measures to provide infrastructure for walking and cycling, helping to address the impact of COVID-19. Guidance from the DfT stated that councils should introduce *“swift and meaningful plans to reallocate roadspace to cyclists and pedestrians, including on strategic corridors.”* Funding was provided in for Tranche 1 of the EATF in June 2020, with WSCC receiving £781,000 which was used to deliver 21km of new and improved cycle infrastructure across the county.

While the Tranche 1 EATF measures in Chichester led to a small increase in cycling (recorded by WSCC counters), they were not well received locally. This was partly reflected in a number of responses to the LCWIP public consultation which confused the EATF measures with longer term infrastructure changes which would require more detailed design and consultation. The schemes were removed in November 2020.

A further sum of £2.35m was provided to WSCC under Phase 2 of the Active Travel Fund (ATF2) in November 2020. In late December 2020 a Summary Consultation Plan was published by WSCC outlining how the council will consult and engage on delivery of the measures funded by the Phase 2 ATF award.

Details of ATF2 schemes will be made available on the WSCC website in due course.

7.4 Next steps

Stage 5 of the LCWIP covers prioritisation of proposed measures. Initially it was intended for this to be included as part of this LCWIP. However, this will now be delivered by WSCC in conjunction with the county-wide, South Downs National Park Authority and other District and Borough LCWIPs.

WSCC is exploring the possibility of further support to allow a consistent approach to all LCWIPs. This will include application of a Multi-Criteria Assessment Framework so that proposals in different areas (and LCWIPs) can be assessed on the same basis. This will include use of the DfT's Active Mode Appraisal Tool (AMAT) which will further allow a degree of comparison and consistency with LCWIP projects elsewhere in England.

The final Stage 6 of the LCWIP is integration and application. This will be developed by CDC following the adoption of the current document. It will include consideration of how the LCWIP proposals will be associated with a policy in the revised Local Plan and incorporated into the council's Infrastructure Business Plan (IBP).

The IBP prioritises the infrastructure needed to support growth identified in the CDC Local Plan via a five year rolling programme for its delivery, together with possible funding broken down by source (including the CIL Spending Plan). The latest IBP was approved in March 2020.

Chichester City LCWIP



Appendix A. Glossary





1. Acronyms

AMAT	Active Mode Appraisal Tool
CDC	Chichester District Council
CIL	Community Infrastructure Levy
CWIS	Cycling & Walking Investment Strategy
CWZ	Core Walking Zone
DfT	Department for Transport
IBP	Infrastructure Business Plan
KSI	Killed or Seriously Injured
LCWIP	Local Cycling & Walking Infrastructure Plan
LSOA	Lower Super Output Area
LTIP	Local Transport Investment Programme (WSCC)
LTN	Low Traffic Neighbourhood (<i>also</i> Local Transport Note <i>in</i> LTN1/20)
LTP	Local Transport Plan
PCT	Propensity to Cycle Tool
RST	Route Selection Tool
SDNPA	South Downs National Park Authority
STP	Sustainable Transport Package (WSCC)
TI	Transport Initiatives
WRAT	Walking Route Assessment Tool
WSCC	West Sussex County Council

2. Technical terms



Measure & description	Photo ref
<p>Bus gate</p> <p>A modal filter (see below) where only buses, cycles and pedestrians (and sometimes taxis) are allowed to pass. The most effective bus gates use automated rising/falling bollards which lower to allow buses to pass (as in Graylingwell Drive) but can also be enforced by camera. Sign-only restrictions may be ignored.</p>	
<p>Continuous footway</p> <p>A way of providing priority for pedestrians over turning vehicles at side roads by continuing the footway surface across the junction, giving strong visual priority to people walking. A 'continuous cycleway' can be provided in a similar way for a cycle lane or track.</p>	
<p>Contraflow cycling</p> <p>Where cycles are allowed to travel in both directions on streets that are one-way for motor traffic. It can be implemented using lane markings and signing (with or without some form of physical protection), or by using signing only at the entrance to the contraflow section.</p>	
<p>Cycle bypass</p> <p>Physical separation for people cycling enabling them to avoid a restriction for other road users such as traffic signals and chicanes</p>	

Measure & description	Photo ref
<p>Cycle lane</p> <p>Advisory – dashed white line marking out a lane intended for cycling. Motor vehicles should not enter the lane unless it is unavoidable but are not legally prohibited from doing so. Advisory lanes offer very little benefit to people cycling.</p> <p>Mandatory – solid white line marking out a lane for the exclusive use of cycles. Motor vehicles are legally prohibited from driving in the lane. Mandatory lanes offer some benefit to people cycling but do not provide any protection from encroachment by motor vehicles.</p>	
<p>Cycle parking</p> <p>Cycle parking ranges from hoops ('Sheffield stands') on pavements or carriageway, to secure on street parking ('bike hangars'). It can also include lockers and free-standing compounds, as well as secure areas inside buildings. Cycle parking should be fit for purpose, secure and well located, and allow all types of cycles to be parked.</p>	

Measure & description	Photo ref
<p>Cycle street</p> <p>Low traffic street where motor vehicles are allowed but cycling has priority</p>	
<p>CYCLOPS</p> <p>CYCLOPS (CYCLE Optimised Protected Signals) junctions are a unique design, piloted in Greater Manchester, which can be used at large intersections. They fully separate people cycling from motor traffic, reducing the possibility of collisions or conflict. People walking and cycling are able to get where they want to be in fewer stages with more space to wait than in standard junction designs.</p>	
<p>Dutch style roundabout</p> <p>Roundabout based on Dutch designs, with an outer cycle track ring and parallel crossings for cycles to give them equal priority with pedestrians over oncoming vehicles.</p> <p>Zebra crossings across the cycle tracks give pedestrians priority over cycles.</p> <p>The roundabout is designed to encourage slower driving, with a central over-run area allowing larger vehicles to turn safely.</p>	
<p>Floating bus stop / bus stop bypass</p> <p>Cycle track running behind a bus stop so that people cycling do not have to interact with buses, making it safer and also reducing delay for bus passengers. May be at a lower level than the stop and footway, or at the same level. In busier areas there can be a zebra crossing for bus passengers to cross the cycle track (this can be on a raised table).</p>	

Measure & description	Photo ref
<p>Light protected cycle lane</p> <p>Intermittently placed objects (e.g. wands, bollards, posts, planters or sections of low kerb) to separate and protect people cycling from motor traffic. Usually used in conjunction with a mandatory cycle lane. Can also take the form of a stepped track, with cycling at an intermediate level between the pavement and road.</p>	 <p>The top photograph shows a cyclist in a high-visibility vest riding on a road. To the left of the cyclist, a series of red and white bollards separates the cycle lane from the motor traffic lane. A silver car is visible in the motor traffic lane. The bottom photograph shows a road with a painted cycle lane. A white bicycle symbol is painted on the pavement. To the left of the cycle lane, a series of red and white bollards separates it from the motor traffic lane. The road is lined with trees and parked cars.</p>
<p>Low Traffic Neighbourhood (LTN)</p> <p>An area of streets (usually mostly residential) where <u>through</u> motor traffic is removed or reduced and calmed. Access by motor vehicles (including buses) for residents and visitors is fully retained, though routes may be slightly longer. LTNs have been clearly demonstrated to provide better, more liveable neighbourhoods with a higher level of walking, cycling, play and community use. There is also strong evidence that they can improve air quality, health and the local economy.</p>	 <p>The photograph shows a residential street with a low traffic neighbourhood (LTN) design. The street is lined with white and red brick houses. In the foreground, there is a wide, paved pedestrian area with a central metal bollard and two large wooden planters filled with greenery. The road is narrow and has a few parked cars. A sign for 'Millfield Park' is visible on the left.</p>
<p>Modal filter (road closure)</p> <p>A permanent or part-time road closure for motor traffic with access for pedestrians and cycles. It may be enforced by physical measures or signing. Only London councils have legal powers to use camera enforcement at all filters, though 'Gear Change' included a commitment to extend these powers to councils in the rest of England (currently only allowed at Bus Gates – see above)</p>	 <p>The photograph shows a road closure with a modal filter. The road is paved and has a narrow lane for pedestrians and cyclists. The lane is separated from the motor traffic lane by a series of metal bollards. A young tree is planted in a planter box on the right side of the lane. The background shows residential buildings and a cloudy sky.</p>

Measure & description	Photo ref
<p><i>Parallel crossing</i></p> <p>A crossing similar to a zebra crossing, which can be used by cycles as well as pedestrians with the same legal requirements on drivers and other road users to stop for those crossing whether walking or cycling. It may be on a raised table.</p>	
<p><i>Parklet</i></p> <p>A structure built on the carriageway in place of car parking allowing use by people sitting, with planting and cycle parking. Parklets outside cafes and restaurants can be used to allow customers space to eat and drink in the open air, especially when pavements are narrow.</p>	
<p><i>Protected cycle track</i></p> <p>A path for cycling physically separated from areas used by motor vehicles and pedestrians. It may be next to, or completely away from the carriageway.</p>	
<p><i>Raised table</i></p> <p>A flat raised section of the carriageway, used to slow traffic and make it easier for pedestrians (and cycles, where appropriate) to cross</p>	

Measure & description	Photo ref
<p>School Street</p> <p>Section of street outside a school with restricted access during school pick-up and drop-off times, enforced by physical measures or signs. Camera enforcement can be used but only London councils have legal powers to do this, though the DfT have announced plans for this to be extended to Highway Authorities in the rest of England in late 2021.</p>	
<p>Separated path</p> <p>A motor traffic-free path where pedestrians and cycles can travel in parallel, with their areas separated by a physical feature, such as a kerb, flat or raised white line or surfacing in different colours or materials</p>	
<p>Shared use path</p> <p>A motor traffic free path where the surface is fully shared by pedestrians and cycles. It can include pavements alongside carriageways as well as routes completely away from roads, like in parks. LTN1/20 recommends that shared paths are only used outside urban areas and where there is low pedestrian use.</p>	
<p>Signing</p> <p>Cycle direction signs help people cycling to navigate and can include information on destinations, distances (and times) as well as the name and numbers of cycle routes. Clear and accurate signing is important, not just to guide people who are already cycling, but also to market cycling to other people.</p>	

Measure & description	Photo ref
<p><i>Staggered barriers & access controls</i></p> <p>These are often used on shared or separated paths with the intention of slowing cycles. However they are a major barrier to people using cycle, especially with non-standard cycles. They also restrict movement by disabled people using wheelchairs and mobility scooters as well as people with pushchairs, and also obstruct use by blind and visually impaired people. For these reasons they are generally considered to breach the Equality Act and should only be considered following an Equality Impact Assessment.</p>	
<p><i>Tactile paving</i></p> <p>Paving with raised lines or dimples alerting blind and visually impaired people to different uses of a path or area. 'Tramline' and 'ribbed' paving is used at the ends of sections of separated cycle and pedestrian paths.</p>	
<p><i>Toucan crossing</i></p> <p>A signal controlled crossing that can be used by both pedestrians and cycles (may be on a raised table)</p>	

Chichester City LCWIP



Appendix B

Cycling audit & route assessments



V1 June 2020

V2 Feb 2021

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1. Introduction

To assess how safe and convenient it is to cycle around Chichester, a desk-based study was carried out to assess the level of cycling skills needed to use the highway network. This was followed up by a number of site visits to confirm the desk research and investigate crossing points on the network.

The process was based on Transport Initiatives' Cycle Skills Network Audit, scaled back for speed and cost-effectiveness (omitting an area-wide assessment of paths and cycle tracks). Detailed plans of the audit are given below, followed by assessments of the identified routes. These were revised following public consultation in late 2020, also taking into account new Government cycle design guidance LTN 1/20 published in July 2020.

Family cycling, South Street



NCN 2 path between Chichester station and Chichester College



2. Cycle audit plans

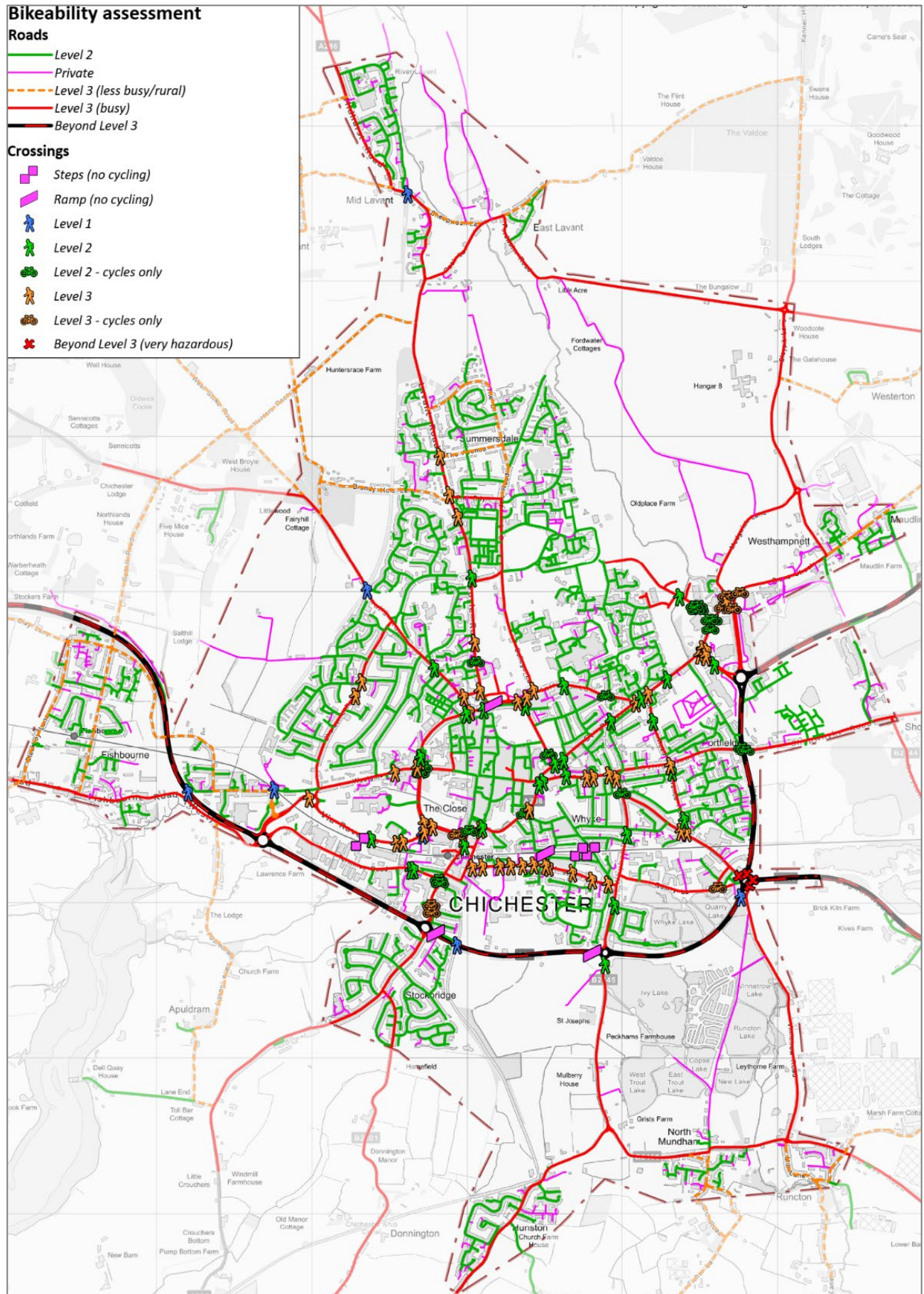
Table 1 sets out the Bikeability assessment levels used in the following plans.

These are based on the Cycle Skills Network Audit (CSNA) process developed by Transport Initiatives. This has been carried out in many councils across the UK over the last ten years.

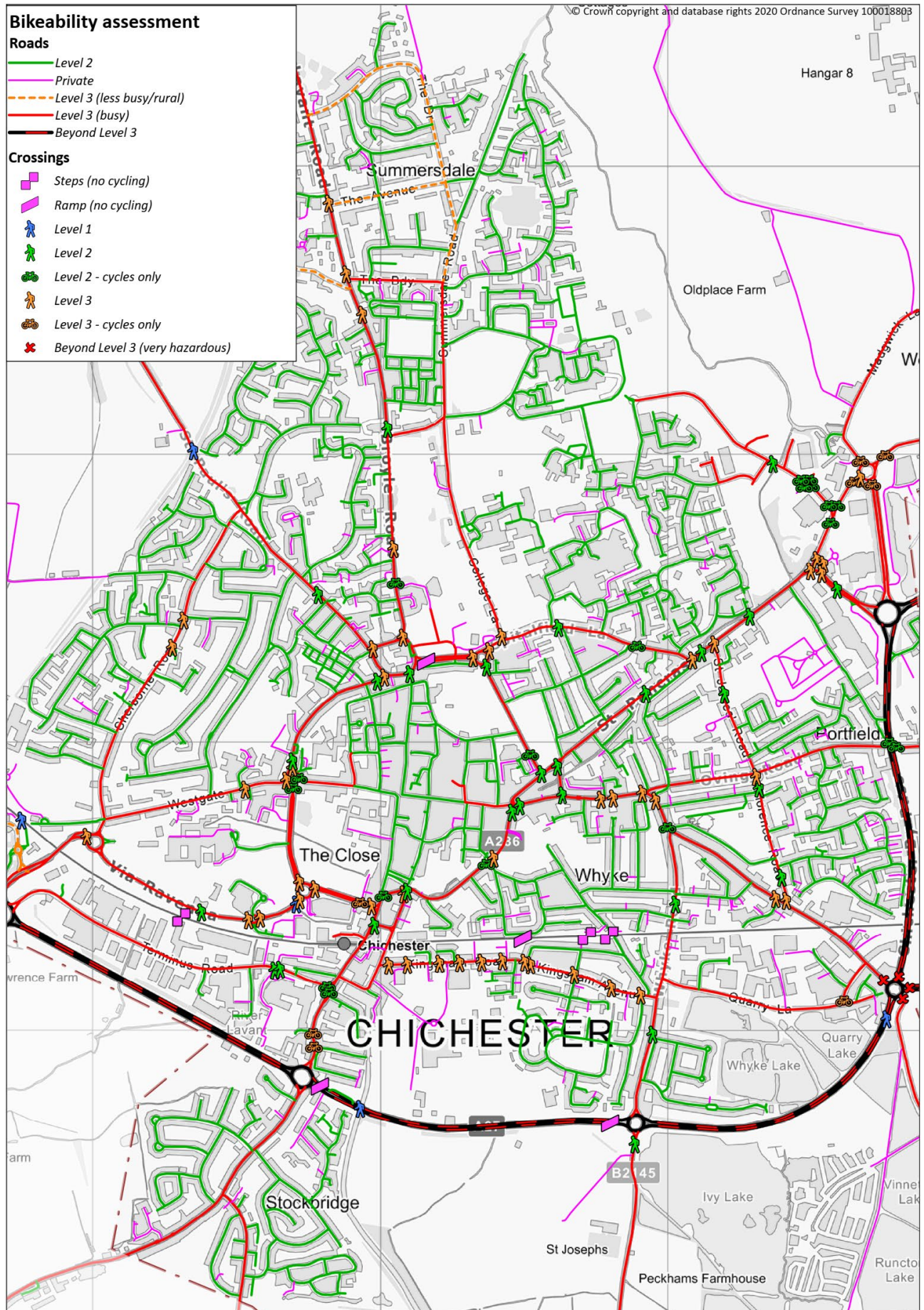
Table 1: Bikeability assessment audit levels

Level	Type	Description
Level 2	Road	Residential or other quiet street, suitable for most people cycling including older children (i.e. with skills equivalent to Level 2 Bikeability)
Private	Road	Private street – access may be allowed at some times (generally similar to Level 2)
Level 3 (less busy/rural)	Road	Busier road in urban areas (e.g. rat run) or minor road in rural areas with lower traffic but high speeds, generally only suitable for less risk averse cyclists
Level 3 (busy)	Road	Busy road only suitable for less risk averse cyclists (i.e. with skills equivalent to Level 3 Bikeability)
Beyond Level 3	Road	Very busy road with fast moving traffic, unsuitable even for experienced cyclists (e.g. A27)
Steps	Crossing	Grade-separated crossing (bridge or subway) with steps
Ramp	Crossing	Grade-separated crossing with ramp but cycling prohibited
Level 1	Crossing	Grade-separated crossing with ramp with cycling allowed
Level 2	Crossing	Higher quality/protected crossing – walking only
Level 2 – cycles	Crossing	Higher quality/protected crossing – walking & cycling (or cycling-only)
Level 2	Crossing	Lower quality/unprotected crossing – walking only
Level 2 – cycles	Crossing	Lower quality/unprotected crossing – walking & cycling (or cycling-only)
Beyond Level 3	Crossing	Very hazardous crossing for any user

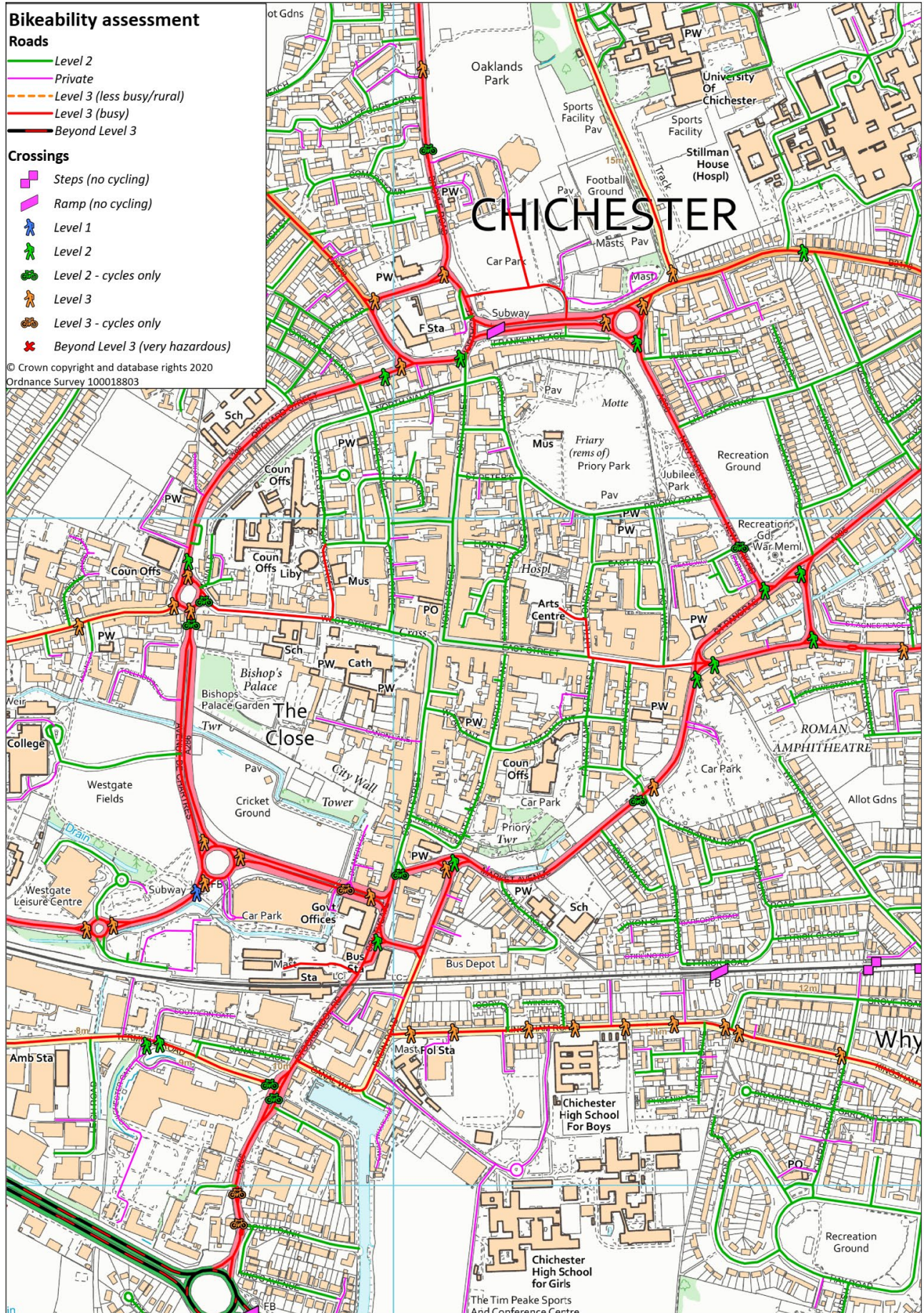
Plan 1: Bikeability assessment of roads and crossings in the LCWIP area



Plan 2: Bikeability assessment of roads and crossings in the Chichester city area



Plan 3: Bikeability assessment of roads and crossings in Chichester city centre

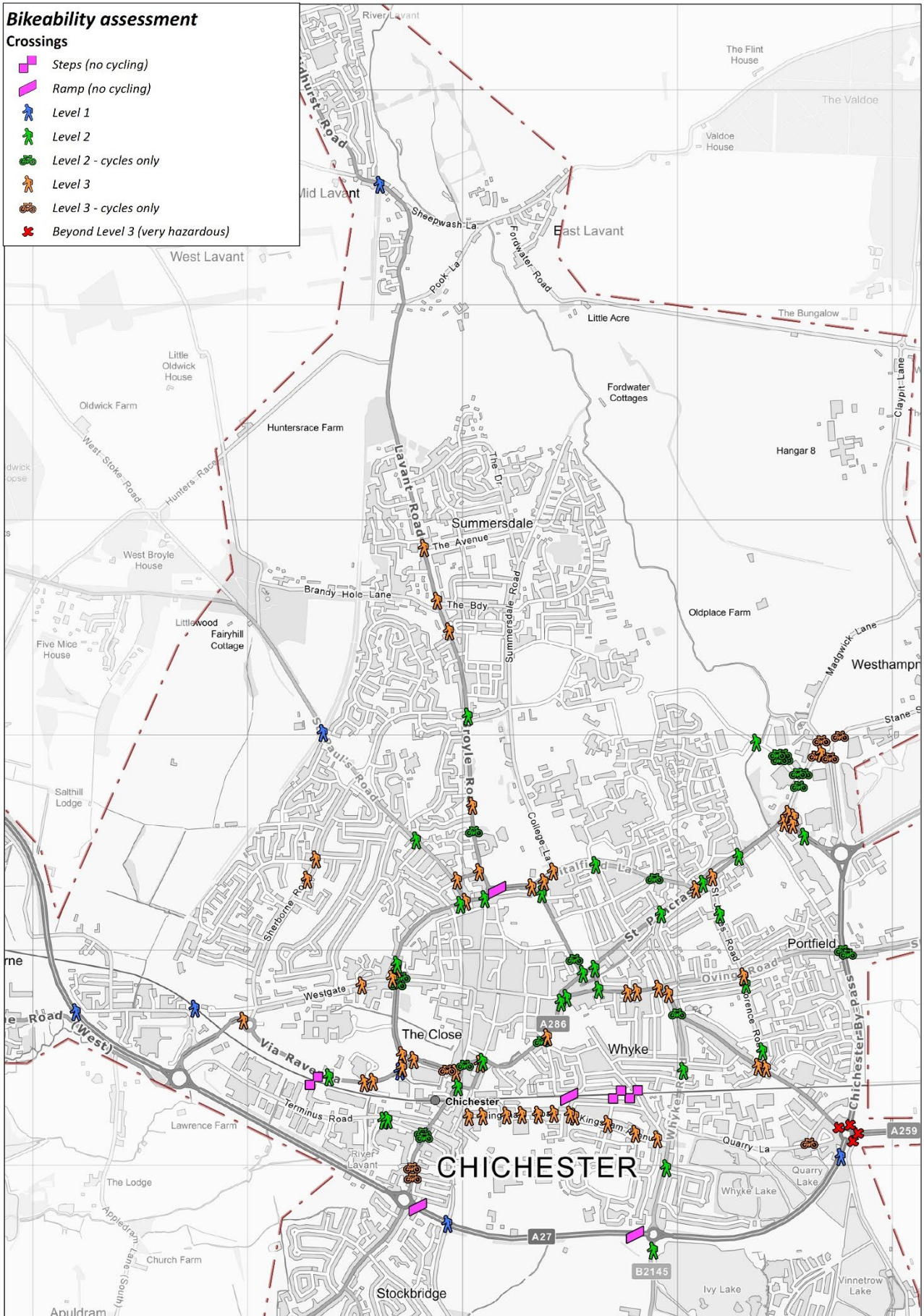


Plan 4. Crossings

Bikeability assessment

Crossings

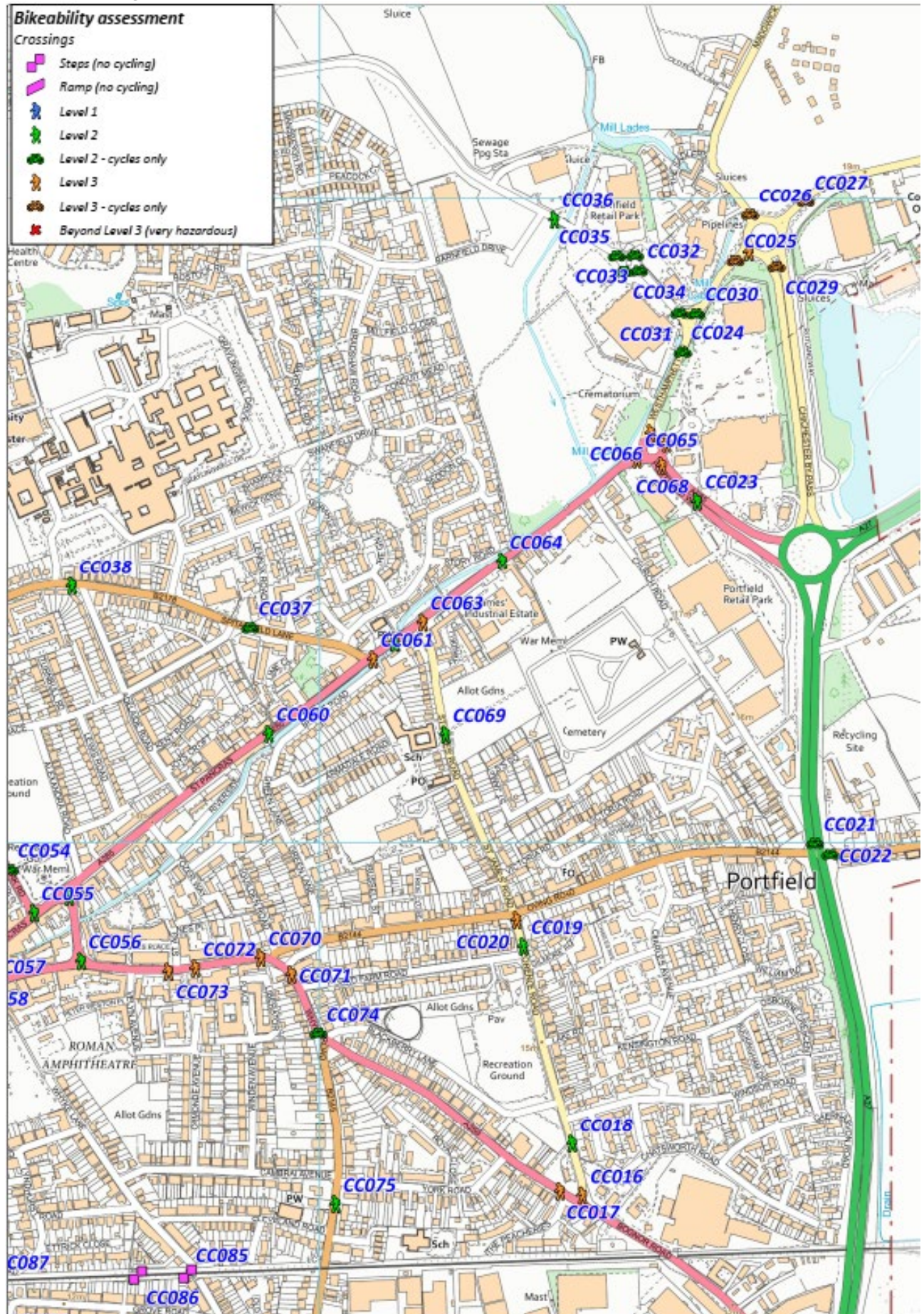
-  Steps (no cycling)
-  Ramp (no cycling)
-  Level 1
-  Level 2
-  Level 2 - cycles only
-  Level 3
-  Level 3 - cycles only
-  Beyond Level 3 (very hazardous)



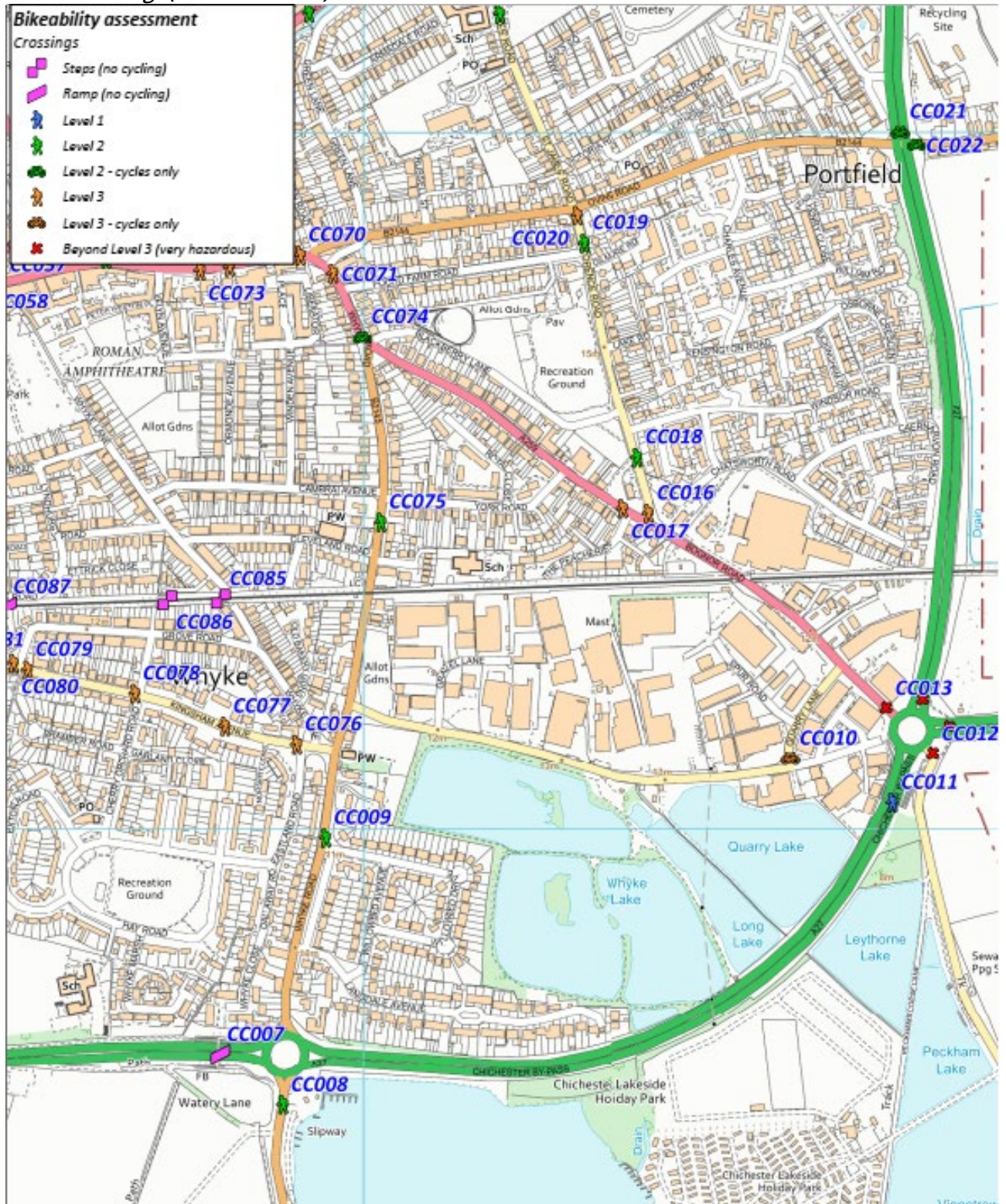
Plan 5. Crossings (north-west area)



Plan 6. Crossings (north-east area)



Plan 7. Crossings (south-east area)



Plan 8. Crossings (south-west area)

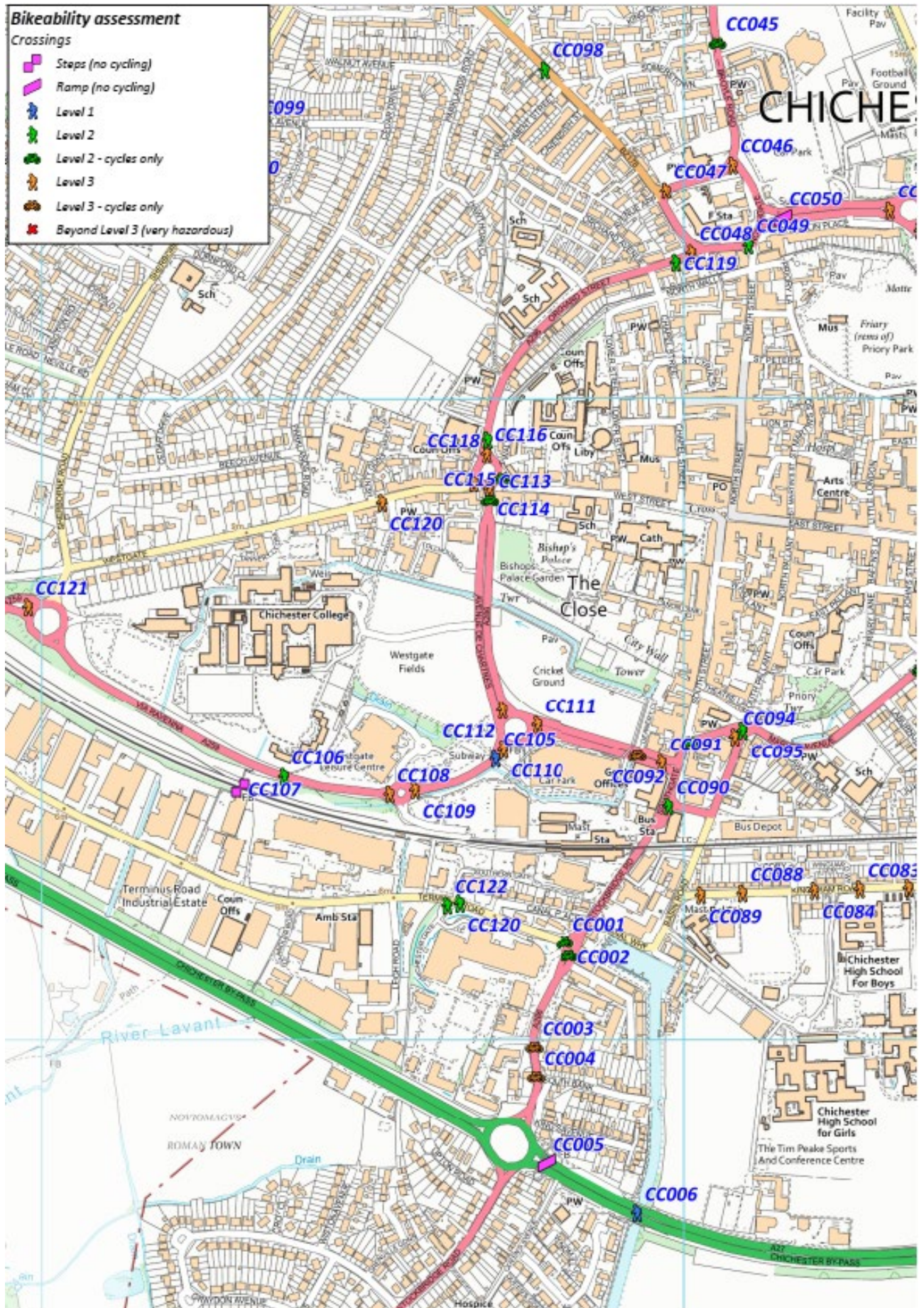


Table 2. Schedule of Crossings

Ref	Crossing type	Level	Gateway	Comments
CC001	Toucan phase	2.1	Existing shared	
CC002	Toucan phase	2.1	Existing shared	Adequate for pedestrians but the intention is that southbound cyclists turn into very sub-standard cycle lane so Level 3 for cyclists
CC003	Refuge	3.1	Existing pedestrian & potential shared	
CC004	Cycle only refuge into cycle lane	3.1	Potential cycle	Lane is narrow & lost in vegetation
CC005	Footbridge	0.5	Existing pedestrian & potential shared	
CC006	Under bridge	1	Existing shared	
CC007	Footbridge	0.5	Existing pedestrian & potential shared	
CC008	Refuge	2	Existing pedestrian & potential shared	
CC009	Puffin	2	EP	
CC010	Dropped kerbs	3.1	Potential shared	
CC011	Footbridge	1	Existing shared	
CC012	Dropped kerbs	4	Potential shared	Awful
CC013	Dropped kerbs	4	Potential shared	Awful
CC014	Island	4	Potential shared	5 lanes of fast moving traffic to cross
CC015	Reservation	4	Potential shared	It may be wide but it is still very hazardous getting to it
CC016	Refuge	3		Narrow & no tactile
CC017	Refuge	3		Narrow & no tactile
CC018	Puffin	2	Existing pedestrian & potential shared	
CC019	Puffin	2		
CC020	Refuge	3		Narrow
CC021	Toucan phase with reservation	2.1		
CC022	Cycle only phase	2.1		Pointless as you need level 3 skills to get to it along the very hazardous Shopwyke Road
CC023	Puffin with reservation	2	Existing pedestrian & potential shared	
CC024	Toucan	2.1	Existing shared	
CC025	Dropped kerbs	3.1		
CC026	Island	3.1		
CC027	Dropped kerbs	3.1		
CC028	Island	3		
CC029	Reservation	3.1		All this roundabout should be tightened up
CC030	Island	2.1	Existing shared	
CC031	Island	2.1	Existing shared	
CC032	Island	2.1	Existing shared	
CC033	Island	2.1	Existing shared	

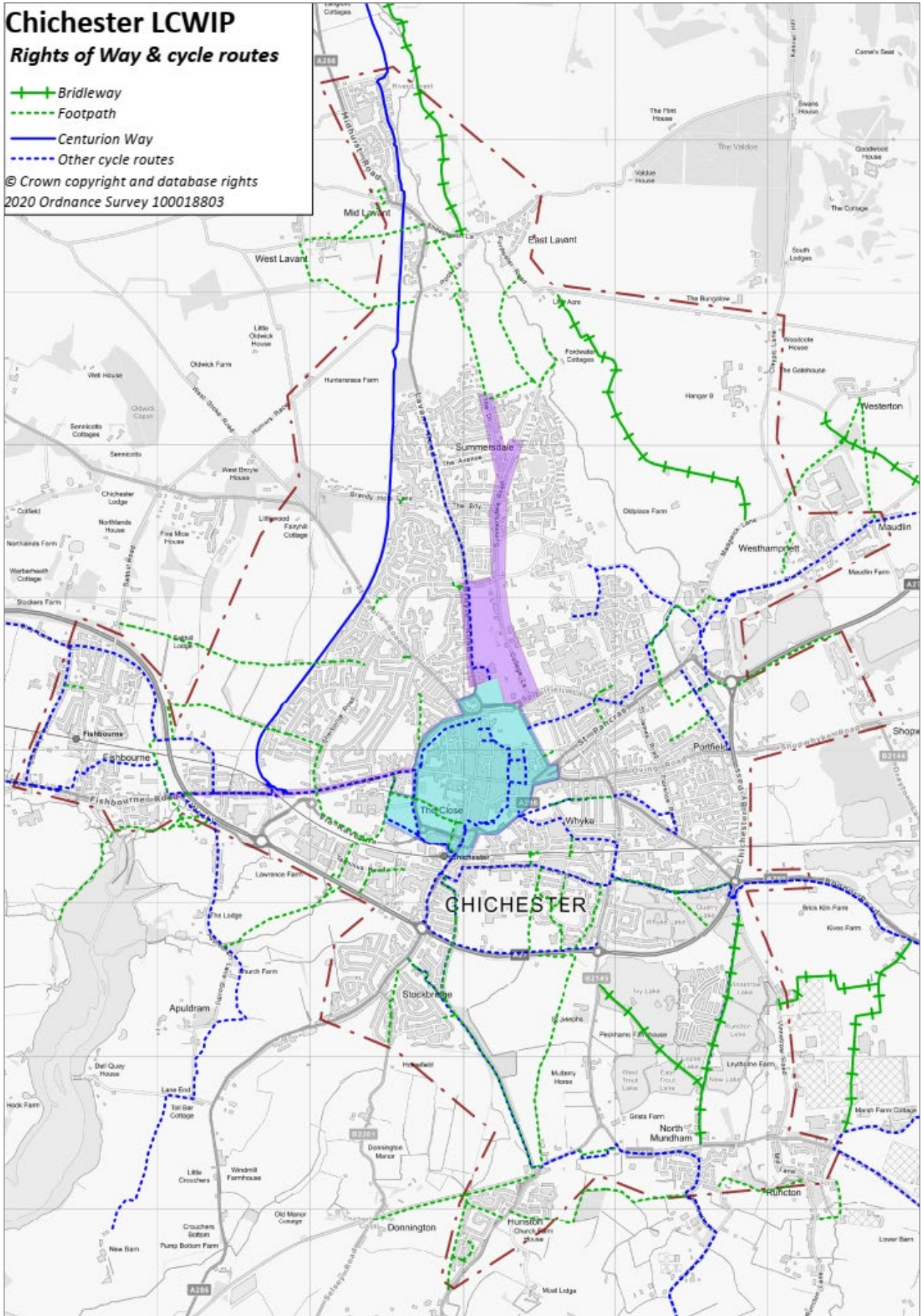
Ref	Crossing type	Level	Gateway	Comments
CC034	Island	2.1	Existing shared	
CC035	Island	2.1	Existing shared	
CC036	Puffin	2	Existing pedestrian	
CC037	Toucan	2.1	Existing shared	
CC038	Pelican	2	Existing pedestrian & potential shared	
CC039	Refuge	3		Narrow
CC040	Refuge	3	Potential shared	Narrow & no tactile
CC041	Refuge	3		Narrow & no tactile
CC042	Refuge	3		Narrow
CC043	Puffin	2	Existing pedestrian & potential shared	
CC044	Refuge	3		Steps on east side render this redundant for other than access to bus stop
CC045	Toucan	2.1	Existing shared	
CC046	Island	3		Alignment of dropped kerbs is terrible to accommodate hazardous cycle give way & puts all users at more risk
CC047	Island	3		Only access from east side of St Pauls Road to centre of gyratory. Angle of crossing awful & signs in island obstruct badly
CC048	Island	3		No tactile & no proper dropped kerb on south side where pedestrians are pitched into a bus stop
CC049	Island	2		Not great
CC050	Subway	0.5	Existing pedestrian & potential shared	
CC051	Reservation	3		Two lanes of fast approaching traffic. No tactile
CC052	Island	2		No tactile
CC053	Island	3		Poor sightlines on south side
CC054	Toucan	2.1	Existing shared	
CC055	3 way island	2		No tactile on north/south arm
CC056	3 way island	2		No tactile
CC057	Puffin	2		
CC058	Puffin	2		
CC059	3 way island	2		No tactile
CC060	Puffin	2	Existing pedestrian & potential shared	
CC061	Refuge	3		Narrow & no tactile
CC062	Puffin	2	Existing pedestrian & potential shared	
CC063	Refuge	3		Narrow & no tactile
CC064	Pelican	2	Existing pedestrian & potential shared	
CC065	Island	3		Wide fast approaches
CC066	Island	3		Wide fast approaches
CC067	Island	3		Wide fast approaches

Ref	Crossing type	Level	Gateway	Comments
CC068	Island	3		Wide fast approaches
CC069	Pelican	2		
CC070	Refuge	3		Narrow & no tactile
CC071	Refuge	3		Narrow & no tactile
CC072	Refuge	3		Narrow
CC073	Refuge	3		Narrow
CC074	Toucan	2.1	Existing shared	
CC075	Puffin	2	Potential shared	Potential only if changed & moved to desire line by junction
CC076	Raised junction	3	Potential shared	
CC077	Raised table	3		
CC078	Raised junction	3	Potential shared	
CC079	Raised junction	3	Potential shared	
CC080	Raised junction	3	Potential shared	
CC081	Raised table with build out	3	Potential shared	
CC082	Raised table with build out	3		
CC083	Raised table with build out	3	Potential shared	
CC084	Raised table with build out	3	Potential shared	
CC085	Footbridge	0	Potential shared	Steps only
CC086	Footbridge	0	Potential shared	Steps only
CC087	Footbridge	0.5	Existing pedestrian & potential shared	
CC088	Raised table with build out	3		
CC089	Raised table with build out	3		
CC090	3 way pelican with island	2	Existing pedestrian & potential shared	
CC091	Puffin with reservation	3	Existing pedestrian & potential shared	
CC092	Cycle gaps	3.1	Potential cycle	Awful
CC093	Toucan	2.1	Existing shared	
CC094	Island	3		To/from island. Poor sightlines. Should be signals
CC095	Puffin with island	2	Existing pedestrian & potential shared	Staggered
CC096	Toucan	2.1	Existing shared	
CC097	Refuge	3		Narrow & no tactile
CC098	Puffin	2		
CC099	Raised junction	3	Potential shared	
CC100	Raised table	3		
CC101	Footbridge	1	Existing shared	Railway, Westgate
CC102	Subway	1	Existing shared	A27, Fishbourne
CC103	Bridge	1	Existing shared	
CC104	Subway	1	Existing shared	Centurion Way, Lavant

Ref	Crossing type	Level	Gateway	Comments
CC105	Subway	1	Existing shared	
CC106	Puffin	2	Existing pedestrian & potential shared	
CC107	Footbridge	0	Potential shared	Steps only
CC108	Island	3	Potential shared	Tapers narrow & wide approaches. No tactile
CC109	Island	3	Potential shared	Tapers to narrow & wide approaches. No tactile
CC110	Island	3	Potential shared	Wide fast approaches & no tactile
CC111	Reservation	3		Wide fast approaches & no tactile
CC112	Reservation	3		Wide fast approaches & no tactile
CC113	Toucan	2.1	Existing shared	
CC114	Island	3		Narrow & no tactile
CC115	Island	2.1	Existing shared	
CC116	Island	3	Potential shared	Narrow & no tactile
CC117	Island	3	Potential shared	Narrow & no tactile
CC118	Puffin	2	Existing pedestrian & potential shared	
CC119	Puffin	2	Existing pedestrian & potential shared	Not quite on desire line
CC120	Semi raised junction	3	Potential shared	Only raised & not much on one side
CC121	Island	3	Potential shared	Two lane fast approaches. No tactile
CC122	Pedestrian phase with refuge	2		No tactile in refuge
CC120	Pedestrian phase	2		

Only 43% of crossings are Level 1 or 2 (including cycle crossings). This is very low compared to other areas studied in the UK.

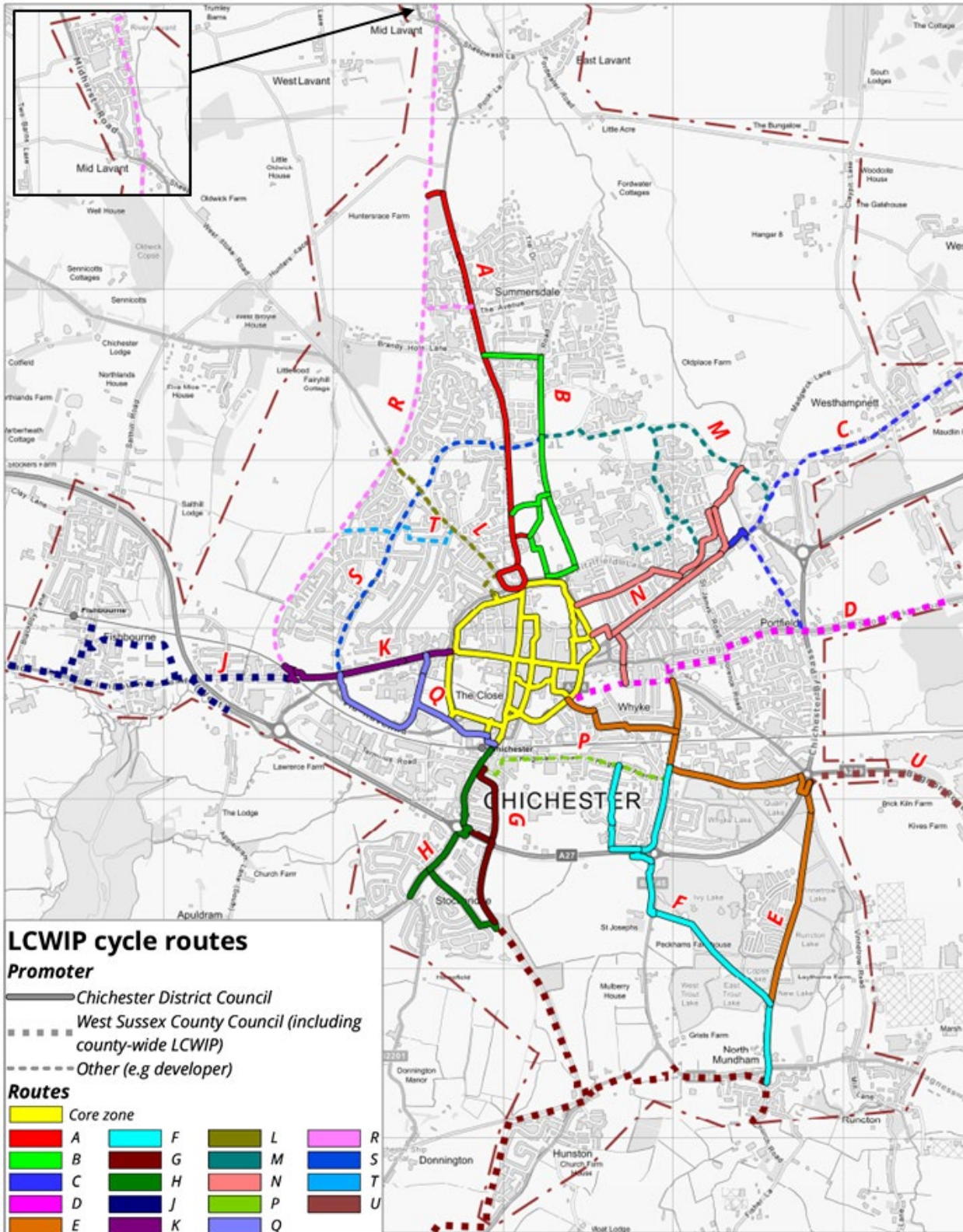
Plan 9. Cycle routes (blue) and Rights of Way (green)



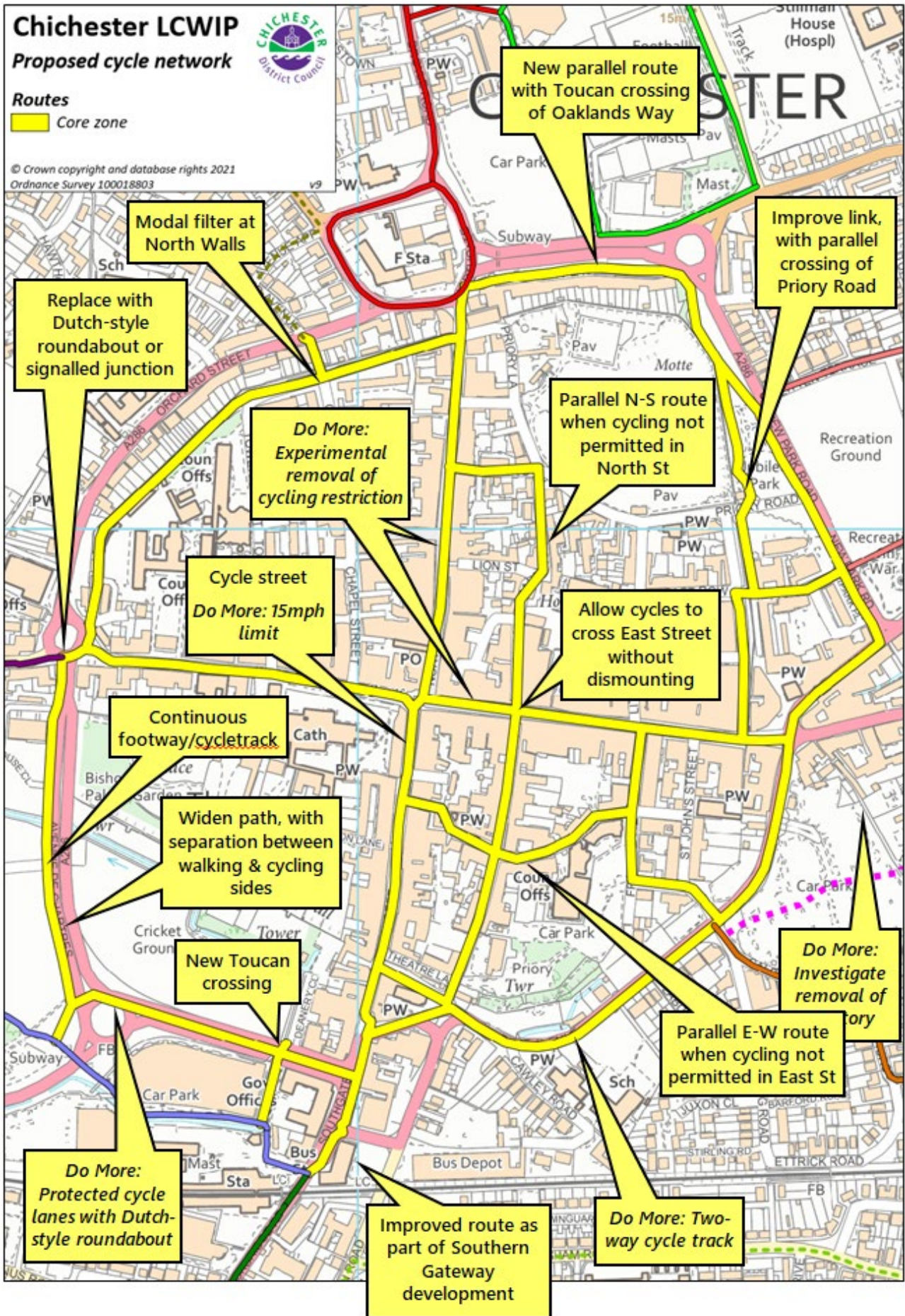
3. Route proposals & RST assessments

The plans below show the proposed interventions for the routes to be promoted by CDC, with RST (Route Selection Tool) assessments (based on the proposals in the initial LCWIP). There is no assessment for the town centre core zone as this contains individual links rather than defined routes.

Plan 10. Proposed cycle routes (inset shows Route R continuing to north)

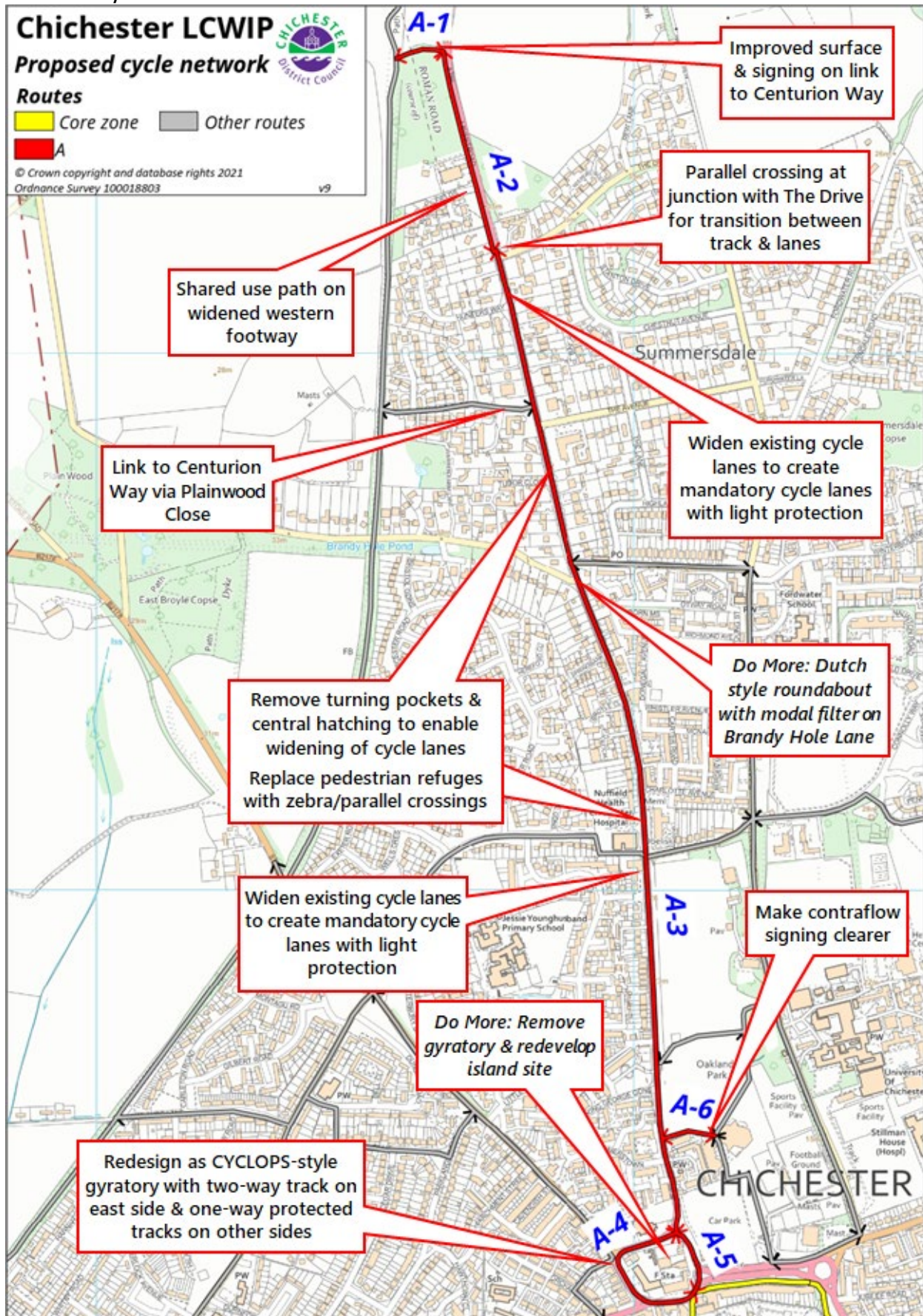


Plan 11. Proposed interventions in core zone



Route A - Lavant

Plan 12. Proposed interventions - Route A

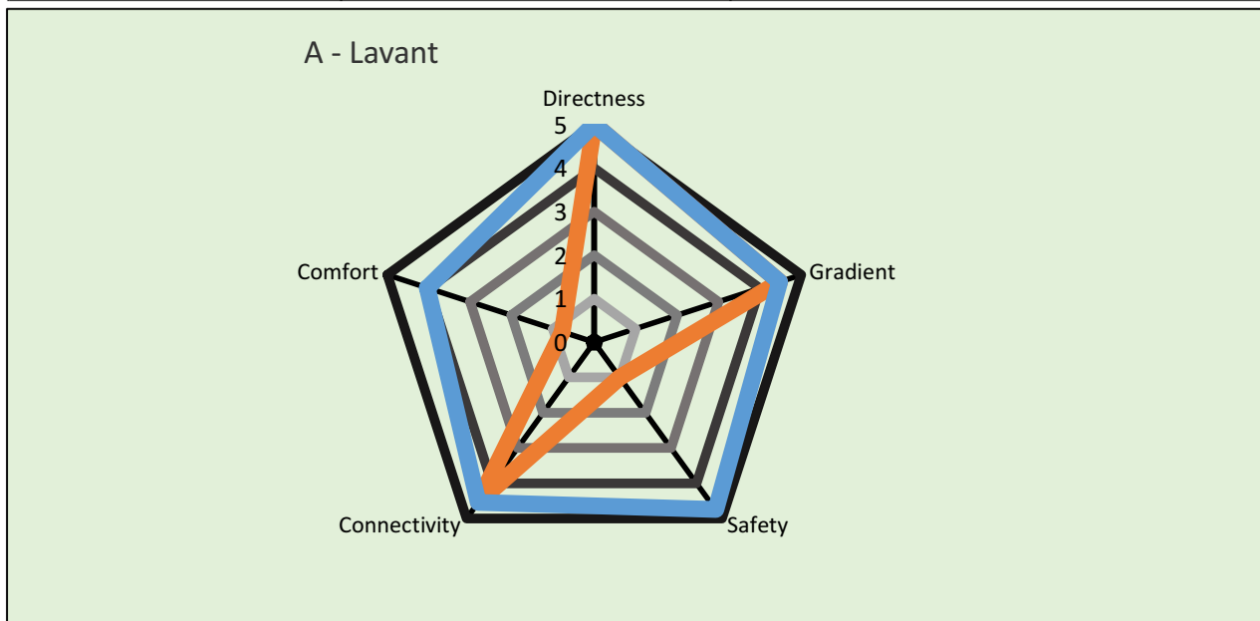


Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	A - Lavant
Overall Length	2.4km
Name of Assessor(s)	Justin Yim
Date of Assessment	Updated 18/02/2019

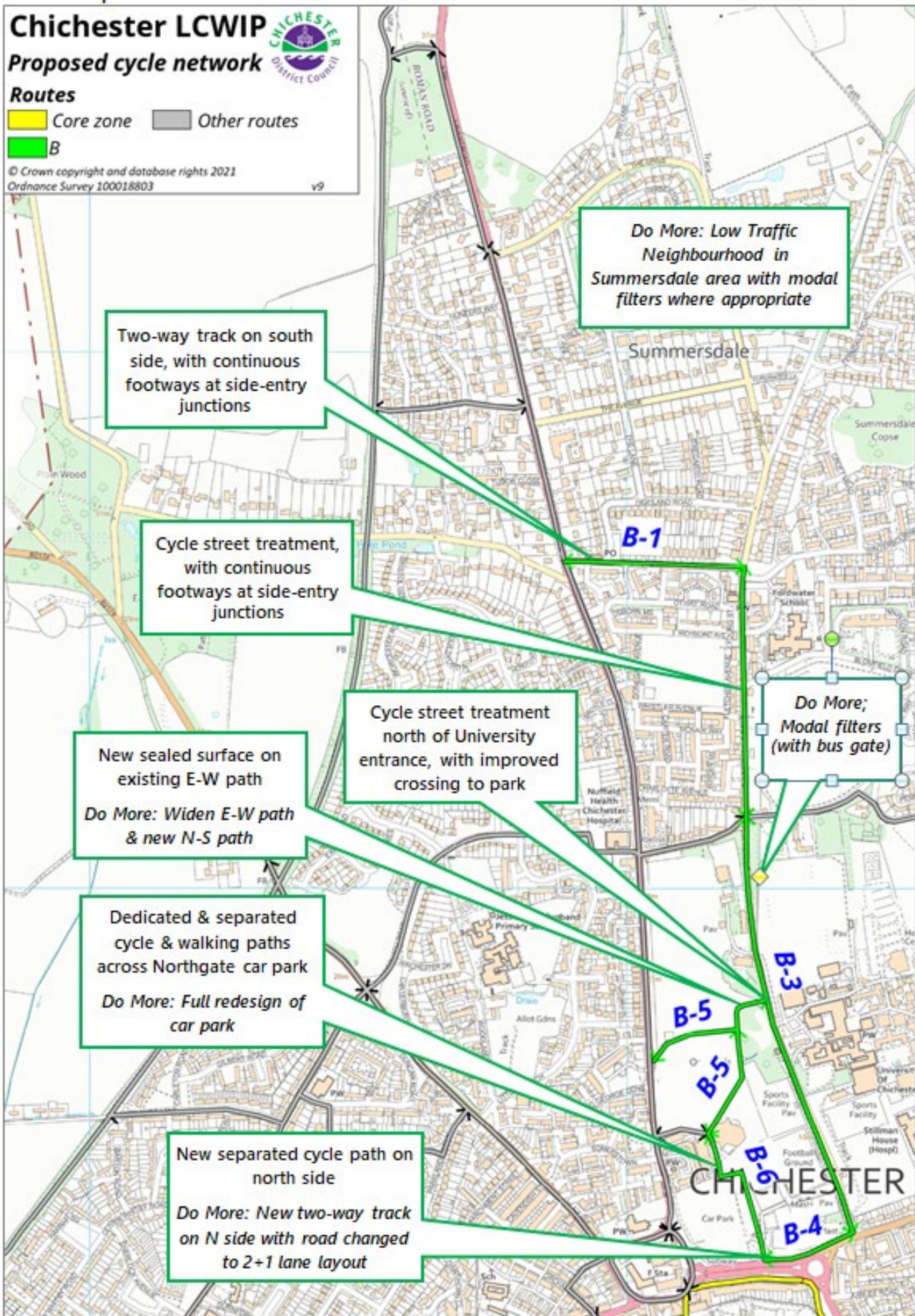
Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.48	4.48
Safety	0.99	4.74
Connectivity	4.54	4.54
Comfort	0.78	4.04



Number of Existing Critical Junctions/Crossings	6
Number of Potential Critical Junctions/Crossings	1
Description of Improvements	Introduction of new segregated facilities along Lavant Road and new section of shared use path introduced at northern end to connect with Centurion Way
Indicative Cost	£750,000 - £2,000,000

Route B – University

Plan 13. Proposed interventions – Route B

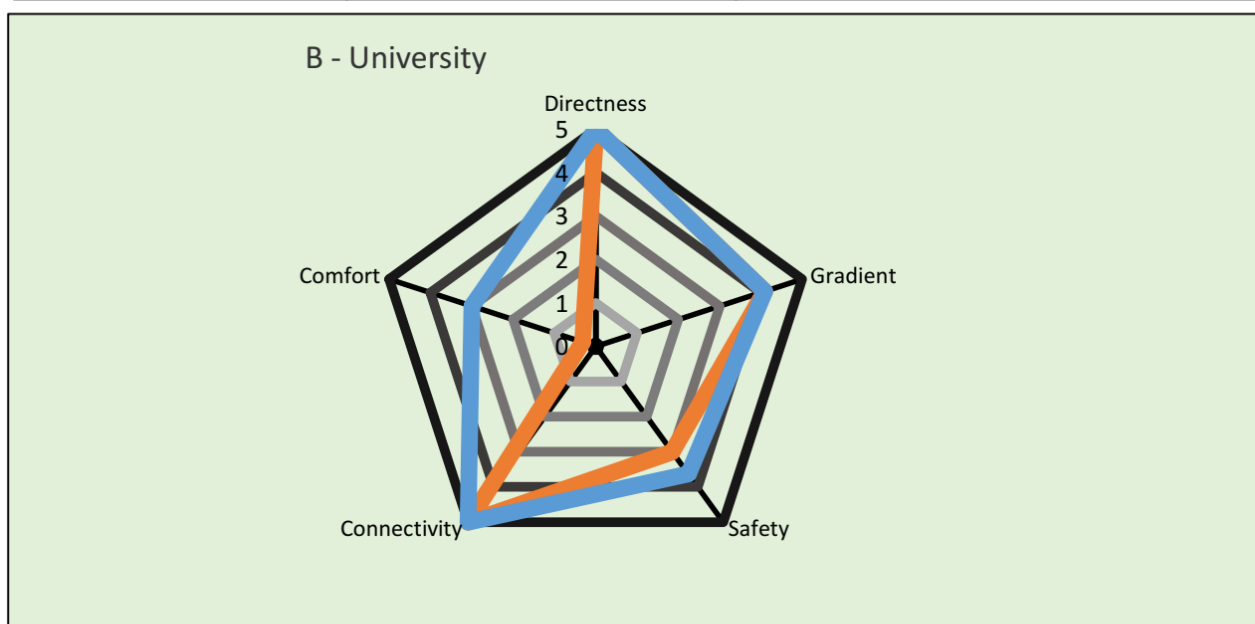


Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	B - University
Overall Length	1.54km
Name of Assessor(s)	Justin Yim
Date of Assessment	17 December 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.09	4.09
Safety	3.00	3.63
Connectivity	5.00	5.00
Comfort	0.32	3.00



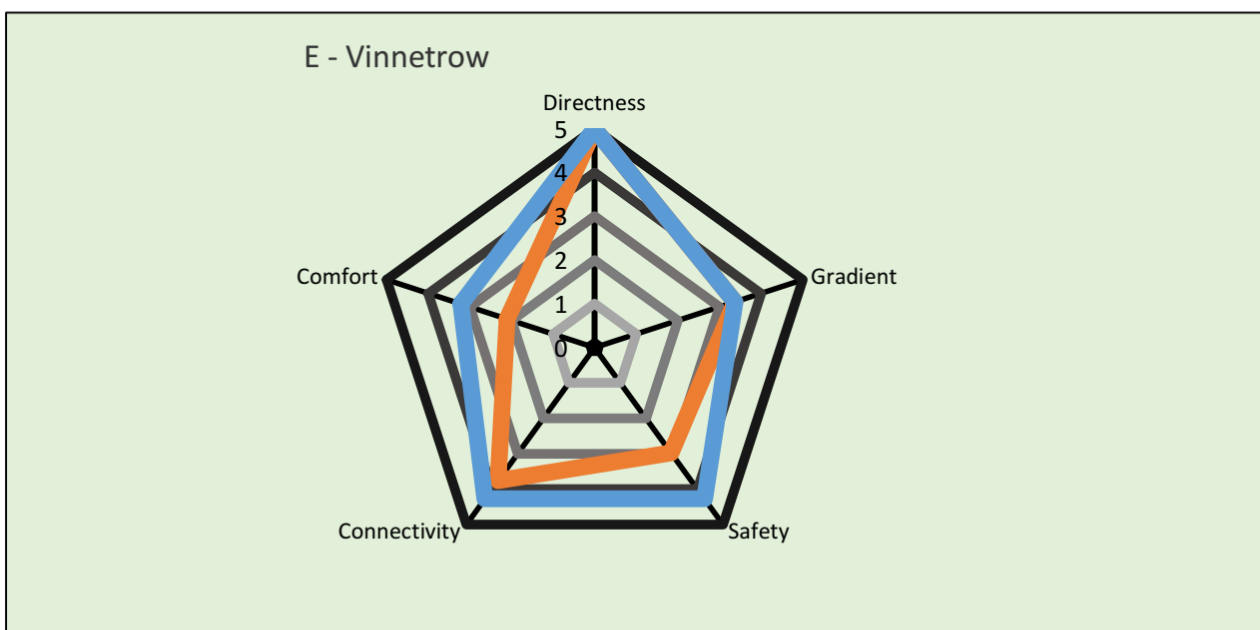
Number of Existing Critical Junctions/Crossings	5
Number of Potential Critical Junctions/Crossings	2
Description of Improvements	Cycle street proposals on College Lane and local junction improvements on the Broadway
Indicative Cost	£172,000 - £872,000

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	E - Vinnetrow
Overall Length	3.6km
Name of Assessor(s)	Justin Yim
Date of Assessment	Updated 19/02/2020

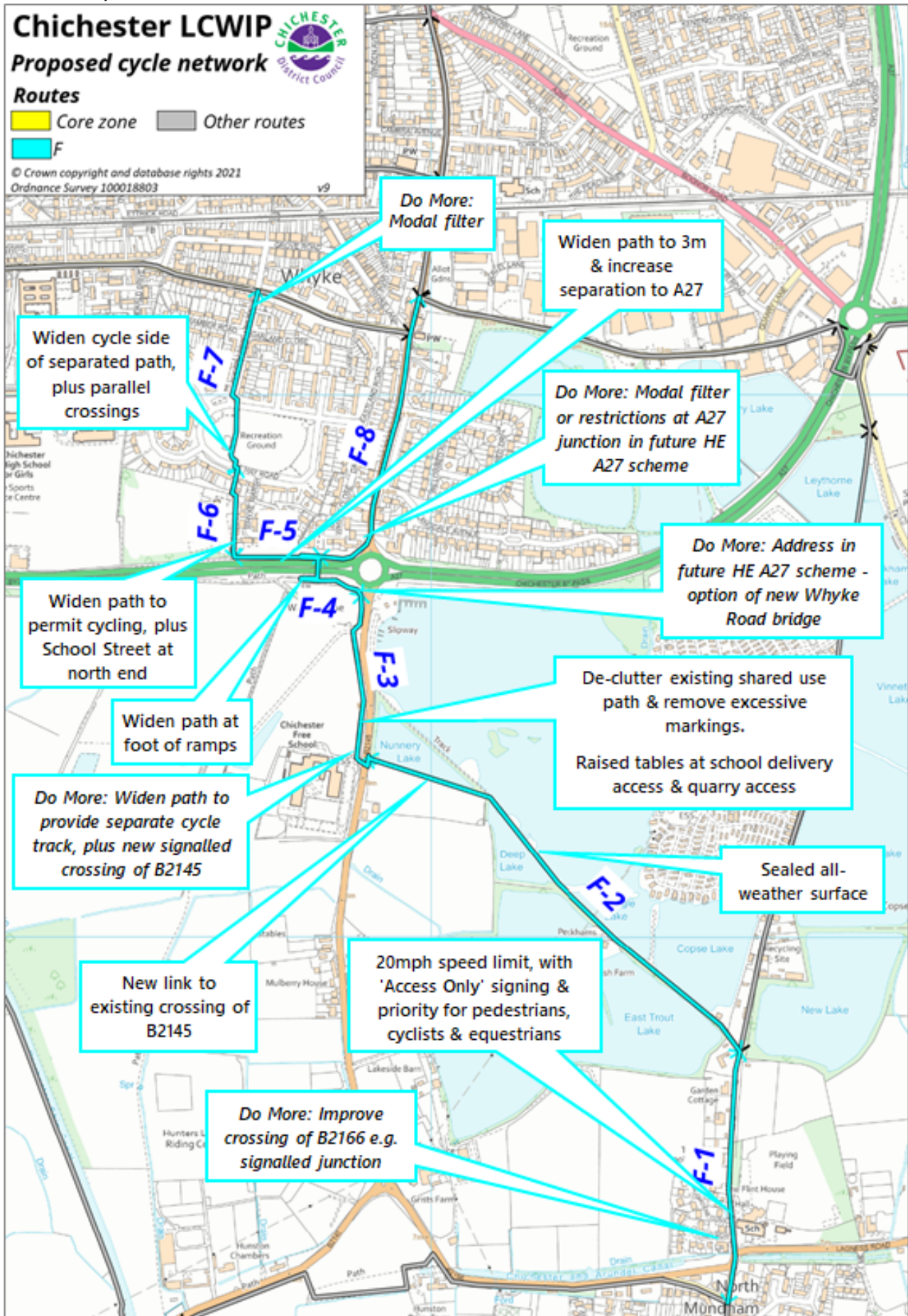
Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	3.37	3.37
Safety	2.97	4.27
Connectivity	3.76	4.27
Comfort	2.11	3.21



Number of Existing Critical Junctions/Crossings	14
Number of Potential Critical Junctions/Crossings	6
Description of Improvements	New protected facilities for cycling especially on Quarry Lane and upgrades to local existing facilities where necessary
Indicative Cost	£1,193,000 - £1,318,000

Route F – North Mundham

Plan 15. Proposed interventions – Route F

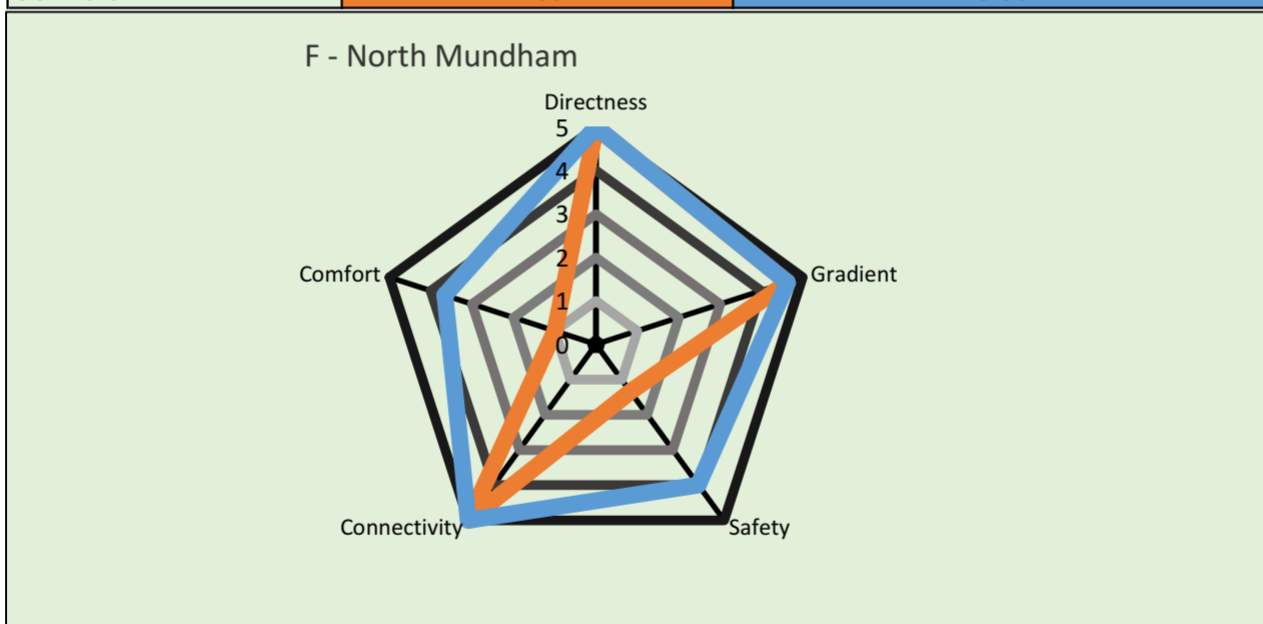


Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	F - North Mundham
Overall Length	2.5km
Name of Assessor(s)	Justin Yim
Date of Assessment	18 December 2019

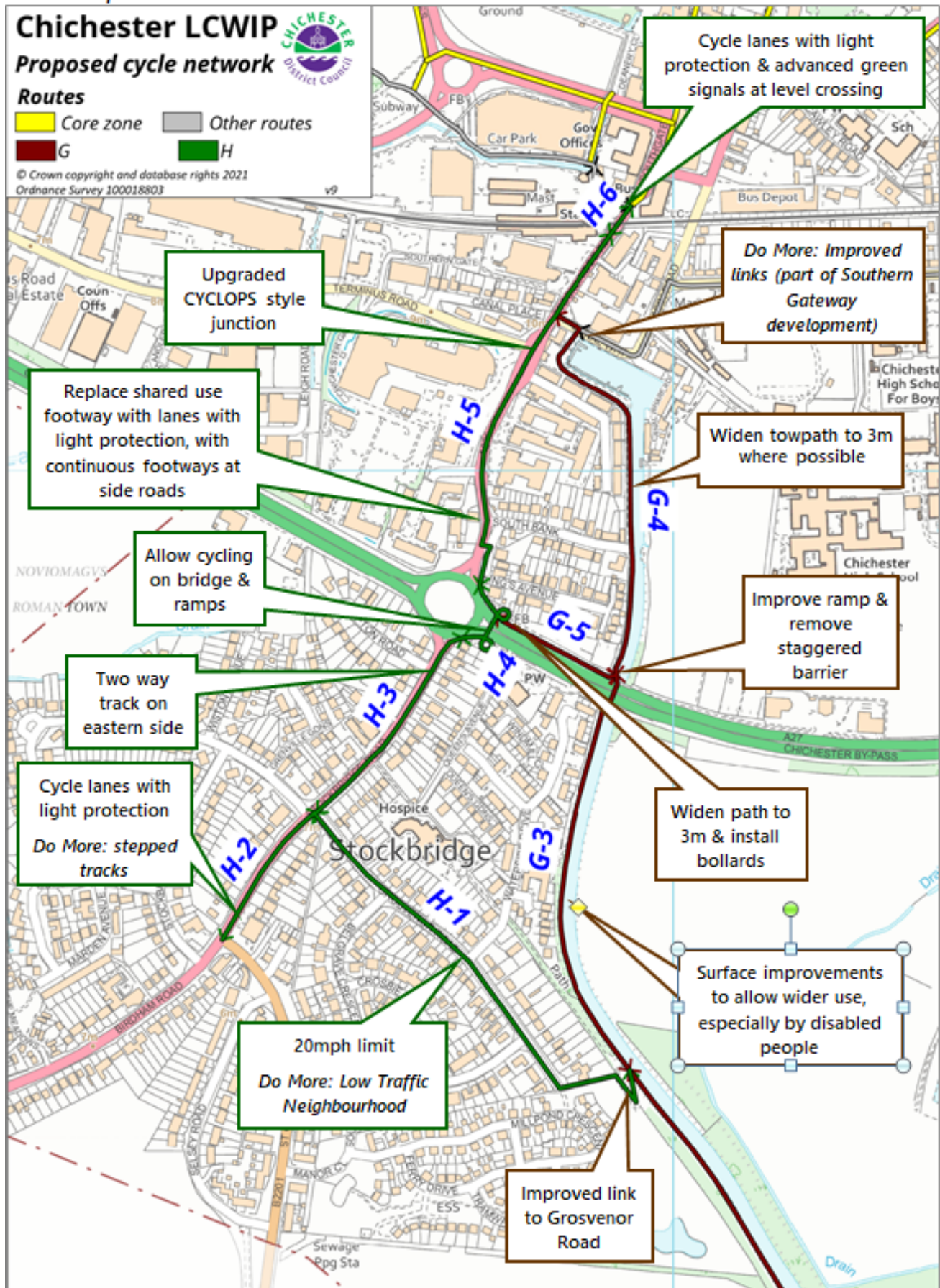
Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.63	4.63
Safety	1.34	4.00
Connectivity	5.00	5.00
Comfort	1.00	3.66



Number of Existing Critical Junctions/Crossings	6
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	<p>Removal of through traffic, filtered permeability & improvements in Whyke and by the Free School.</p> <p>Improved surface on path to North Mundham</p>
Indicative Cost	£300,000 - £505,000

Routes G – Chichester Canal & H – Stockbridge

Plan 16. Proposed interventions – Routes G & H

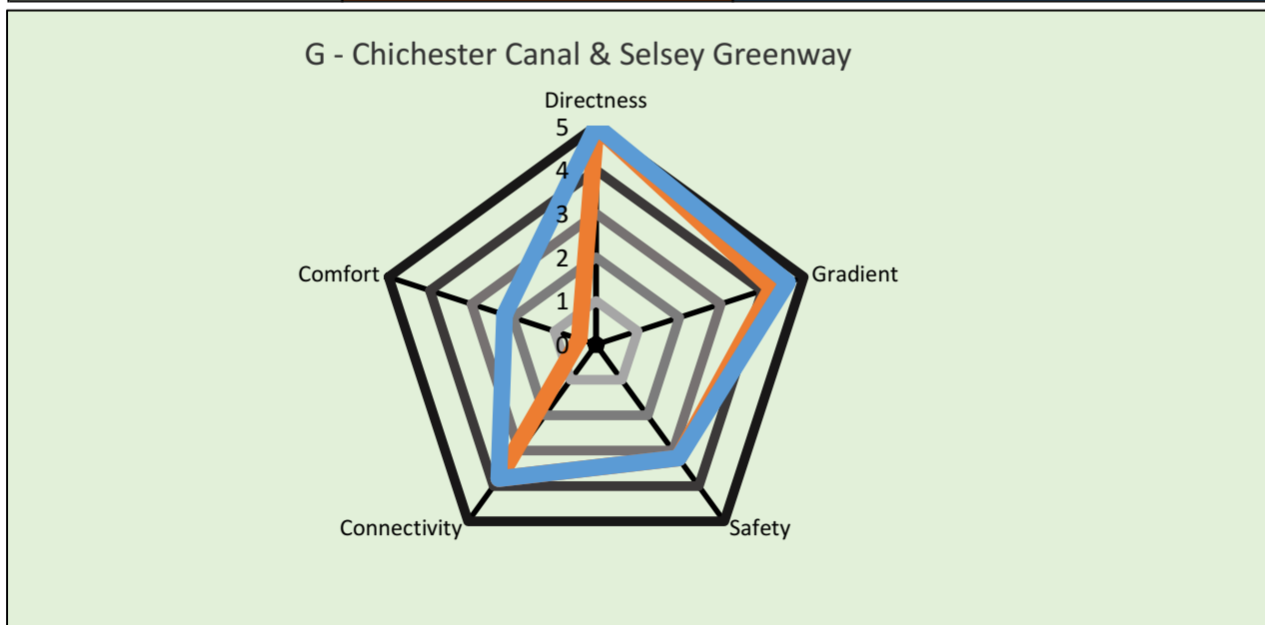


Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	G - Chichester Canal & Selsey Greenway
Overall Length	4.9km
Name of Assessor(s)	Justin Yim
Date of Assessment	17 December 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.23	4.61
Safety	3.20	3.20
Connectivity	3.80	3.80
Comfort	0.41	2.20



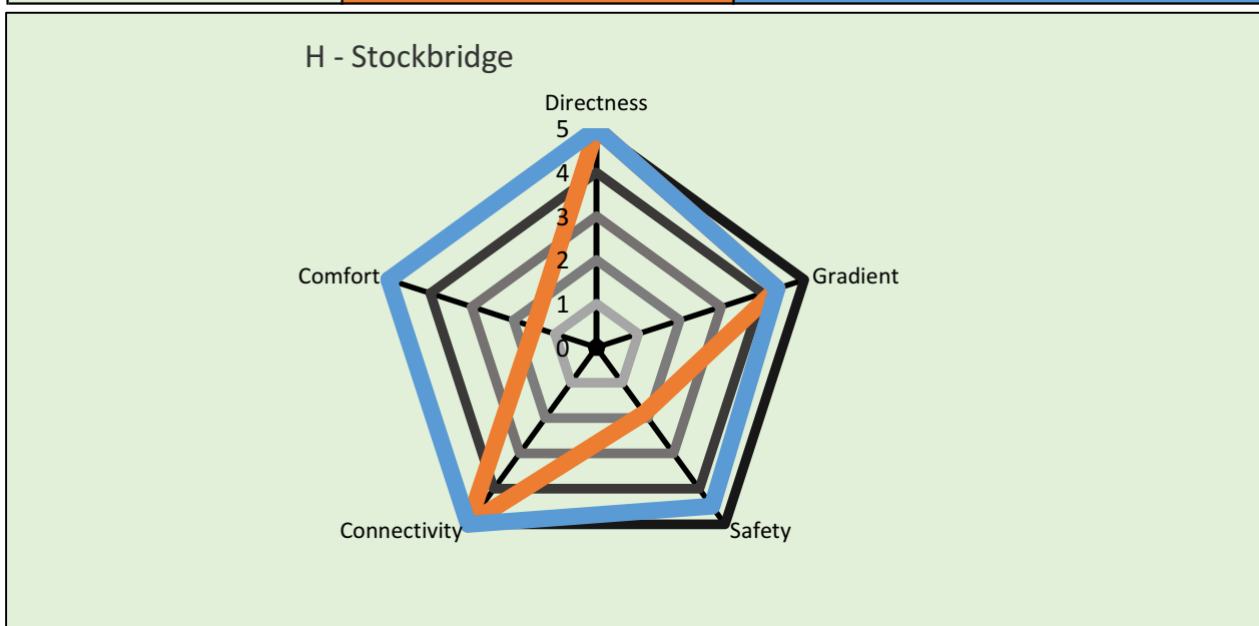
Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	Improved surfacing and access between canal towpath and A27 Better links at Basin Road
Indicative Cost	£141,000 - £241,000 (northern section only)

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	H - Stockbridge
Overall Length	1.1km
Name of Assessor(s)	Justin Yim
Date of Assessment	18 December 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.34	4.34
Safety	1.86	4.49
Connectivity	5.00	5.00
Comfort	1.51	5.00



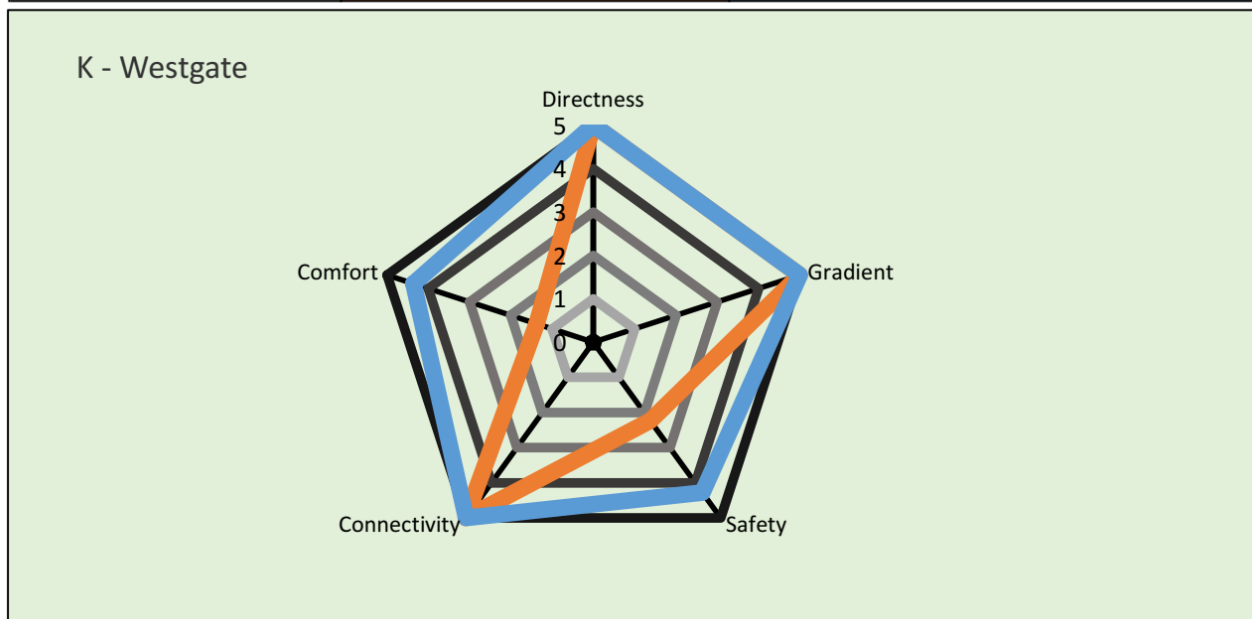
Number of Existing Critical Junctions/Crossings	12
Number of Potential Critical Junctions/Crossings	1
Description of Improvements	<p>Remove existing shared use path and replace with mandatory cycle lanes in both directions with conversion of all existing side-entry junctions along the route to continuous footway provision. Remove existing turning pockets and central hatchings.</p> <p>Upgrade junction of Stockbridge Road/Terminus Road to incorporate proposed cycle tracks/lanes, include cycle priority facilities on all approaches and introduce pedestrian crossing facilities on all arms.</p>
Indicative Cost	£818,000 - £1,888,000

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	K - Westgate
Overall Length	1.2km
Name of Assessor(s)	Steve Essex
Date of Assessment	16 June 2020

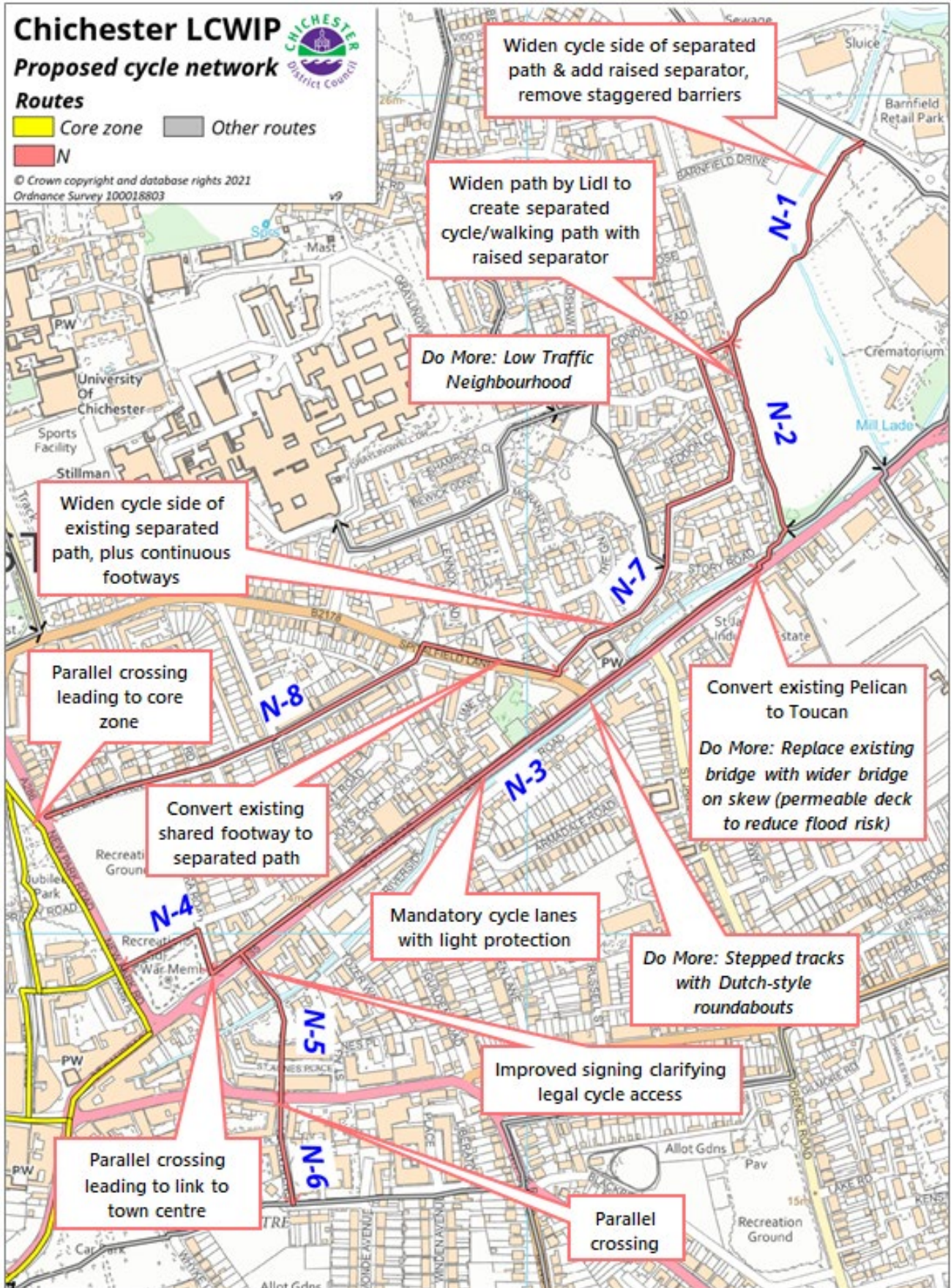
Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	2.23	4.27
Connectivity	5.00	5.00
Comfort	1.37	4.36



Number of Existing Critical Junctions/Crossings	2
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	Options of traffic calming, light segregated cycle facilities or 2 way track between Orchard Street & Sherborne Rd, with 2 way track to west. Replace Sherborne Rd roundabout with safer junction.
Indicative Cost	£510,000 - £790,000

Route N – St Pancras

Plan 18. Proposed interventions – Route N

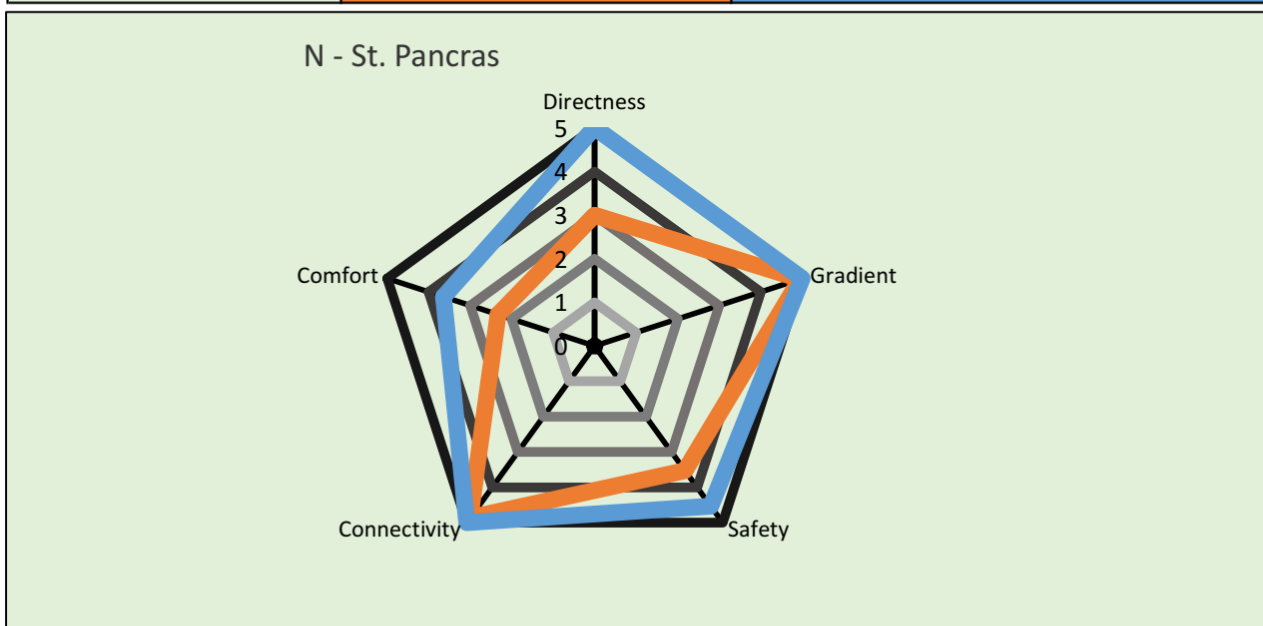


Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	N - St. Pancras
Overall Length	1.6km
Name of Assessor(s)	Justin Yim
Date of Assessment	12 December 2019

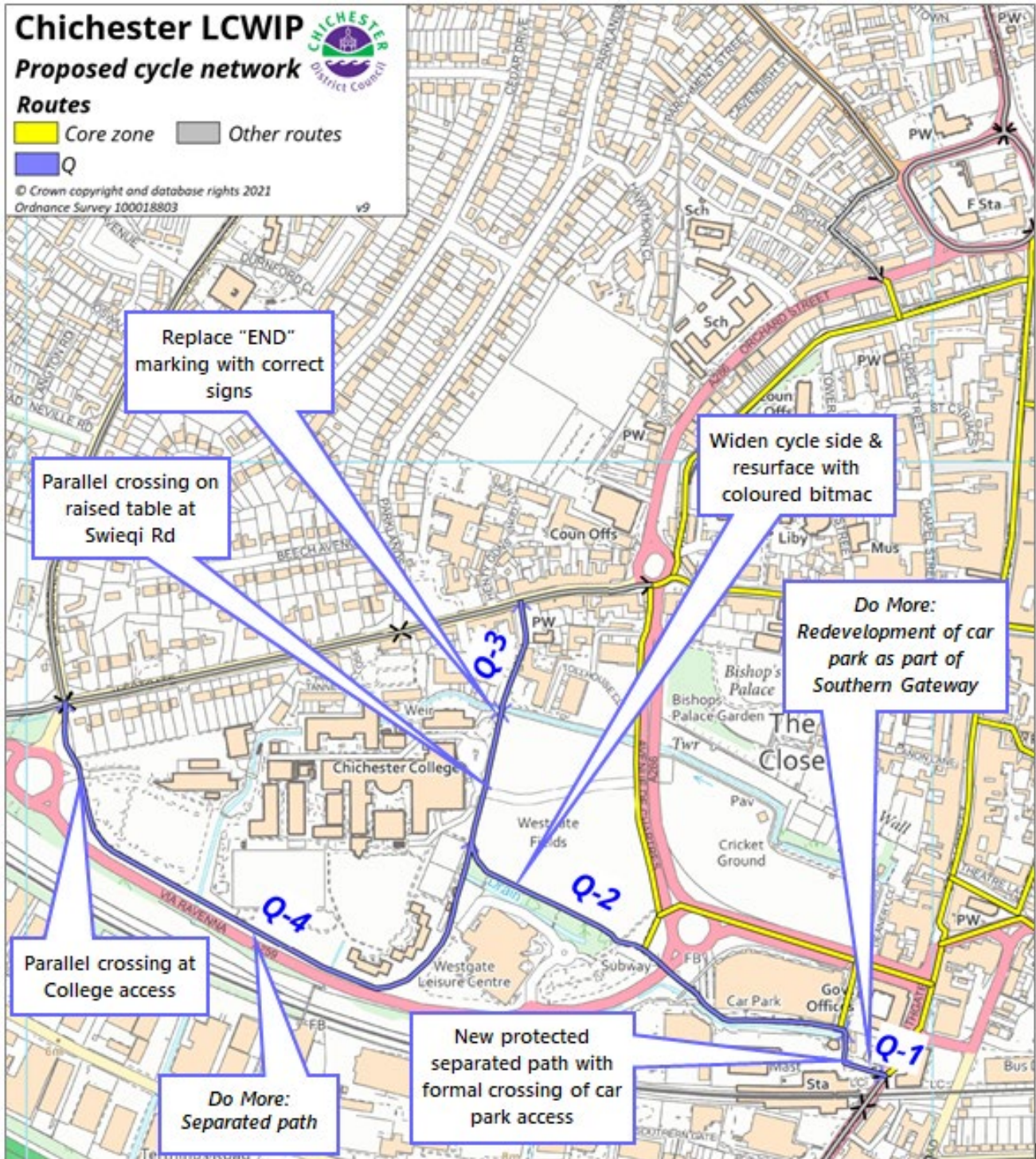
Criterion	Performance Scores	
	Existing	Potential
Directness	3.00	5.00
Gradient	4.95	5.00
Safety	3.53	4.54
Connectivity	4.86	5.00
Comfort	2.33	3.64



Number of Existing Critical Junctions/Crossings	9
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	Introduce protected cycle facilities on St. Pancras Road with link to hospital
Indicative Cost	£149,000 - £703,000

Route Q – College

Plan 19. Proposed interventions – Route Q

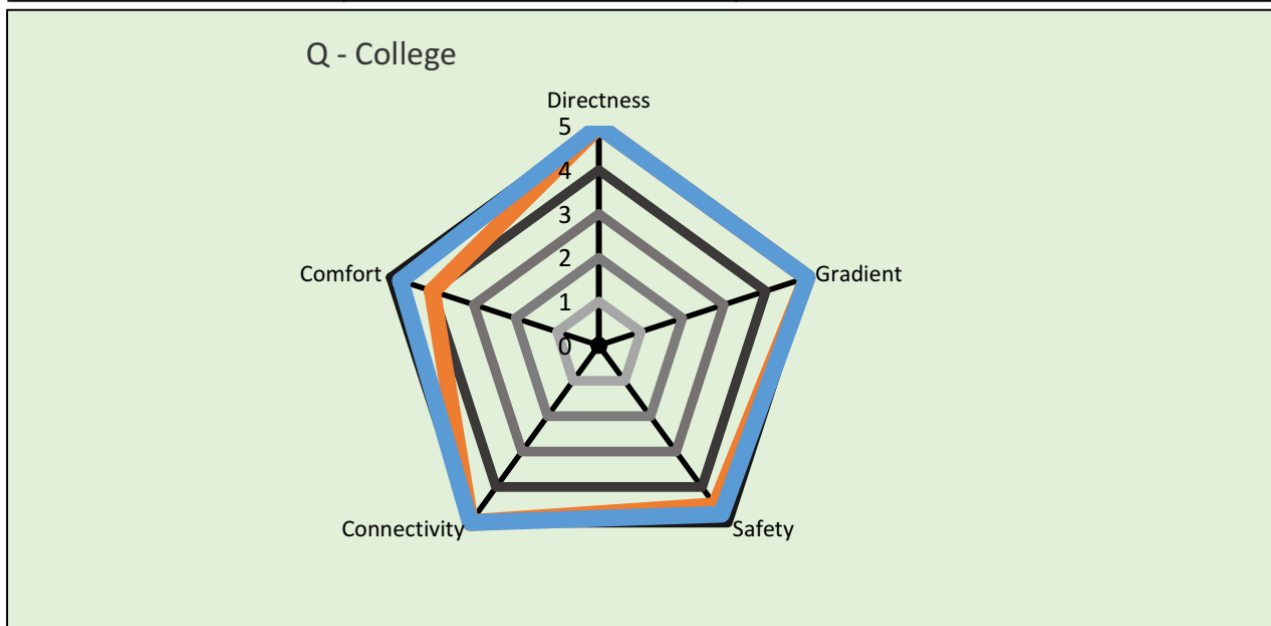


Local Cycling and Walking Infrastructure Plan: Route Selection Tool

ROUTE SUMMARY

Route Name	Q - College
Overall Length	0.8km
Name of Assessor(s)	Justin Yim
Date of Assessment	12 December 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	5.00	5.00
Safety	4.53	4.76
Connectivity	5.00	5.00
Comfort	4.00	4.76



Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	Improved crossing of Swieqi Road (Chichester College access road) to maintain cycle and pedestrian priority Improved links at Chichester station
Indicative Cost	£80,000 - £150,000

Chichester City LCWIP

Appendix C

Walking audit – Core Walking Zone & key routes



January 2021



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1. Introduction

Technical guidance¹ on the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) was published by DfT in April 2017. This sets out an approach to network planning for walking which includes the identification of a 'Core Walking Zone' in addition to longer key walking routes. As part of the scoping of the LCWIP the area forming the Core Walking Zone was identified as the centre of Chichester. This was assessed in November 2019. In February 2020 a further survey was undertaken of two corridor routes running north and west from the core area. The core walking zone and the starting points of the key walking routes are shown in Plan 1 below.

Plan 1. Core Walking Zone & key walking routes



¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

2. Walking audit process

An initial survey was carried out of the Core Walking Zone using GIS. The road and path network was divided into links and areas for more detailed auditing. Each link or area began and ended where the characteristics of the pedestrian environment changed significantly or were interrupted by a major junction.

Once determined, the links and areas were assessed using the LCWIP Walking Route Assessment Tool (WRAT). This tool looks at five core categories that are further split into twenty subcategories.

WRAT categories

Core category	Subcategory	Issues to be assessed
Attractiveness	1. Maintenance	Maintenance of footways, removal of vegetation, rubbish and care of street furniture
	2. Fear of crime	Evidence of vandalism and how well the area is overlooked & observed
	3. Traffic noise & pollution	Level of traffic noise and pollution affecting the area
	4. Attractiveness - other	Any other issues such as lighting, excessive guardrails & bollards, refuse sacks etc.
Comfort	5. Condition	How level the footways are and the quality of the surface
	6. Footway width	Generally, over 2m is considered good and less than 1.5m is poor
	7. Crossing width	The width of staggered crossings, specifically the width of refuges, islands and reservations
	8. Footway parking	How the footway is obstructed by footway parking
	9. Gradient	Are there significant gradients on the footway?
	10. Comfort - other	Other obstructions such as access gates opening onto footway, bus shelters, bins and other barriers
Directness	11. Footway provision	How footways provide for pedestrian desire lines
	12. Location of crossings	How pedestrian crossings are located in relation to pedestrian desire lines
	13. Gaps in traffic	Can pedestrians crossing away from crossings find adequate gaps in traffic
	14. Crossing delay impact	How staggered crossings and waiting times affect journey times
	15. Green man time	Length of green man time
	16. Directness - other	Are bus stops etc. accommodated? Is the layout confusing leading to potential severance?
Safety	17. Traffic volume	How much traffic is there and how close is it to pedestrians?
	18. Traffic speed	How fast the traffic is moving and its proximity to pedestrians
	19. Visibility	How well pedestrians can see and be seen
Coherence	20. Dropped kerbs and tactile paving	Are dropped kerbs and tactile paving correct and where they should be?

Each of the twenty subcategories were scored on a three point scale

- *Poor provision - score 0*
- *Adequate but should be improved if possible - score 1*
- *Good quality provision - score 2*

The full descriptions of the scoring criteria as set out in the DfT guidance are at the end of this Appendix (see www.gov.uk/government/uploads/system/uploads/attachment_data/file/602531/walking-route-audit-tool.xlsx).

The maximum score possible is 40. The LCWIP guidance recommends that any item with a score under 70% (28 out of 40) is considered to be poor.

The DfT guidance does not differentiate between items scoring over 70%. However, to assist development of measures to improve walking we have divided these into two groups: Adequate (70%-85%) and Good (over 85%).

Example of Poor crossing provision (subcategory 12), South Street

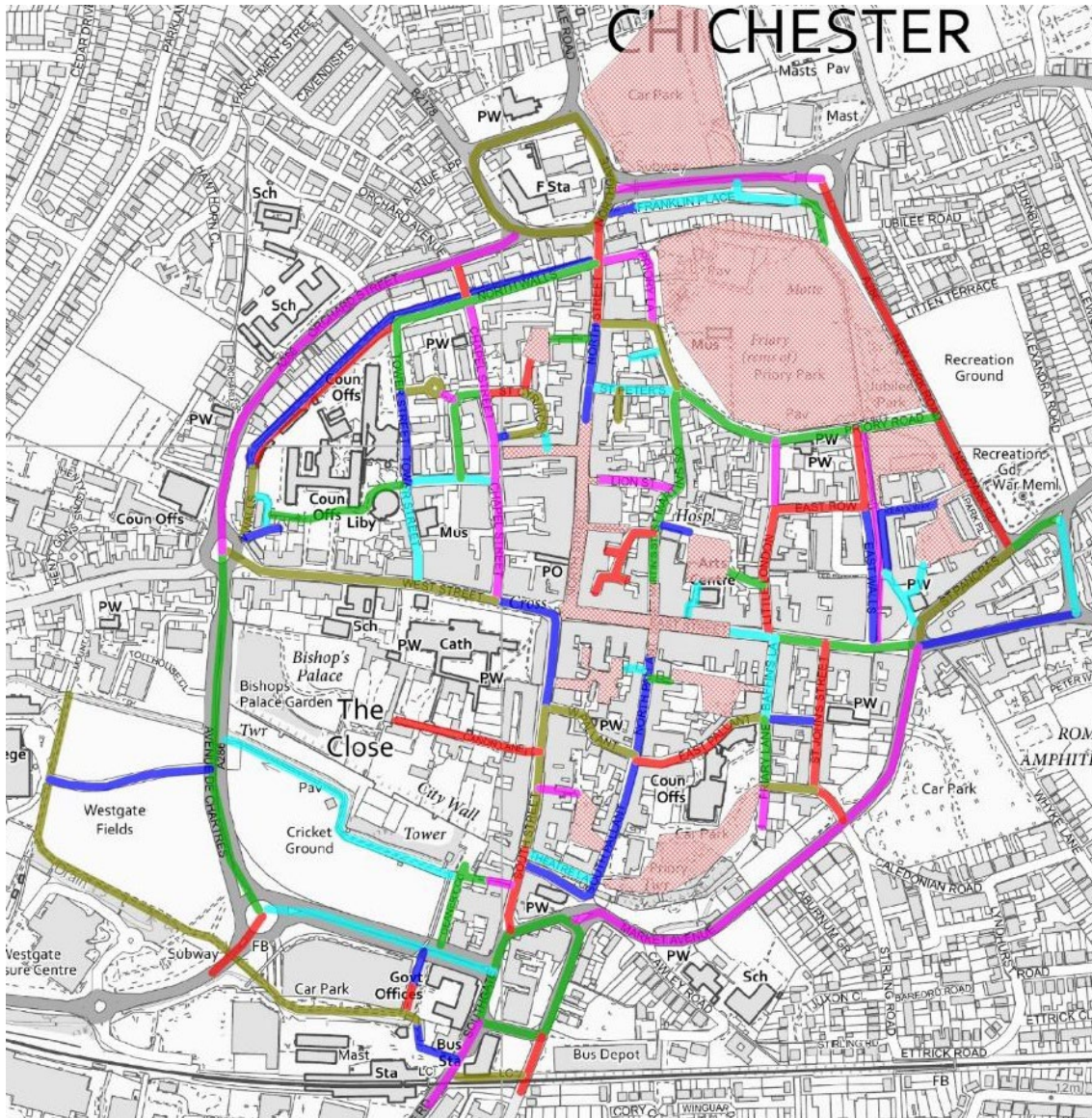


3. Core Walking Zone - detailed audit

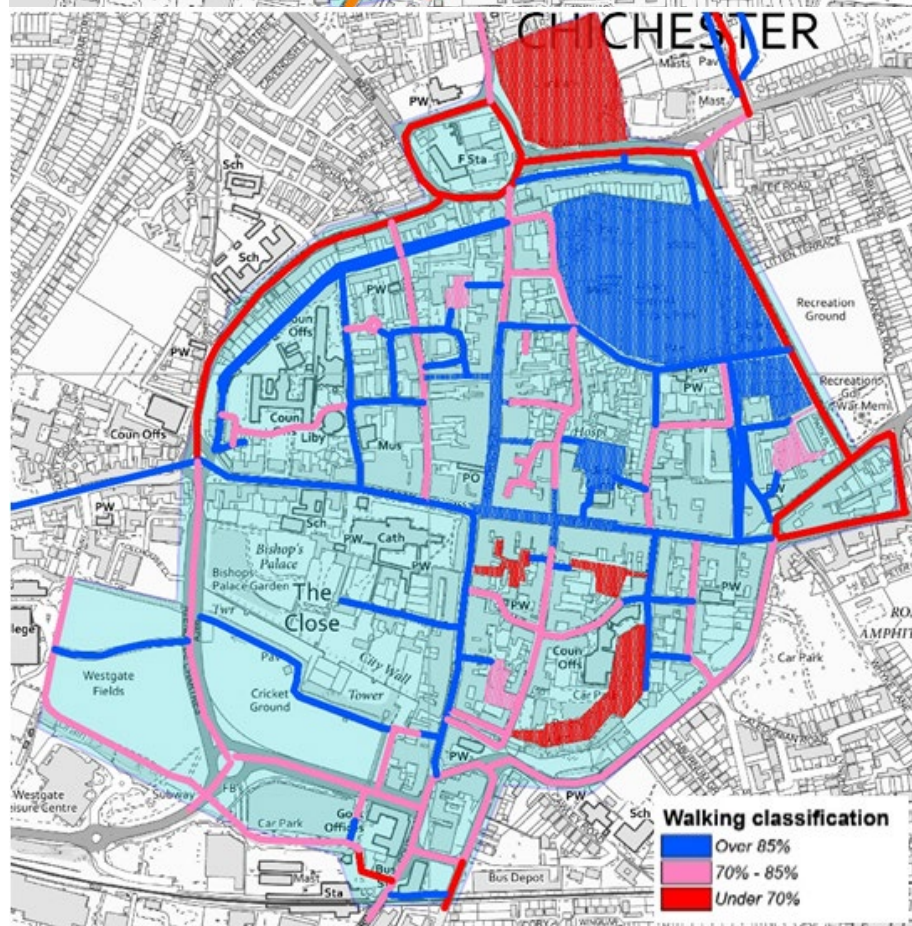
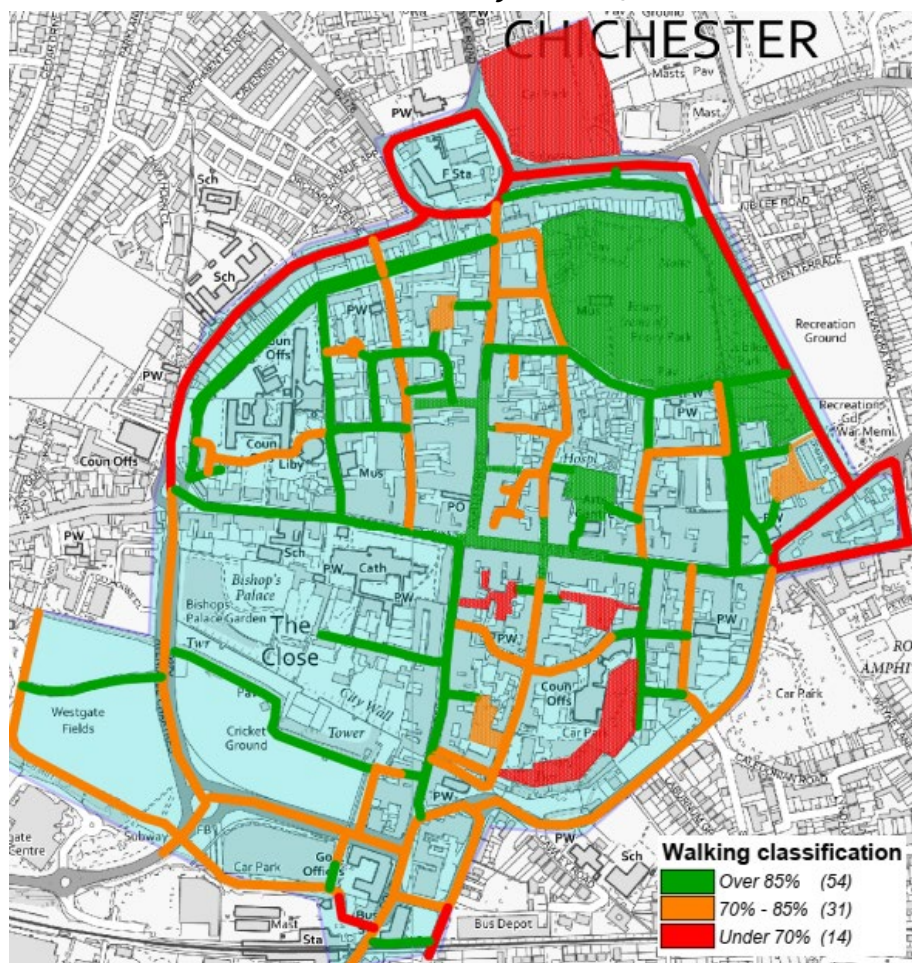
The initial survey divided the audit area into 99 distinct items comprising 88 links and 11 areas (mostly car parks). These are shown in Plan 2 below (note different colours used only to indicate separate sections).

Plan 3 shows links and areas classified as Good (green), Adequate (amber) or Poor (Red) according to the percentage score. The smaller plan uses a reverse heat map version to allow for colour blindness.

Plan 2. Audit links and areas



Plan 3. Audit links and areas classified by % score (with alternate version for colour blindness)



Overall, 54 links or areas were classified as Good, with 31 Adequate (i.e. improvements would be of some benefit) and 14 Poor. The latter are listed below.

Table 1. Links and areas classified as Poor

Ref.	Street / area	Score (max 40)	%	Comments
CW07	Station Approach	27	68%	Very poor for pedestrians accessing shared path away from the station. Pedestrian comfort sacrificed to accommodate disabled parking bays
CW81	Cooper Street car park	27	68%	Route through car park with no pedestrian provision. Minimal footpath on access road
CW04	Basin Road	26	65%	Very poor crossing at north end where pavement on west side peters out short of crossing point
CW19	The Hornet	26	65%	Narrow pavements. One build-out has dropped kerb but nothing opposite. Very poor
CW20	Needlemakers	26	65%	Unnecessarily wide with lots of fast traffic and inadequate crossings.
CW21	St Pancras	26	65%	Crossing at east end is poor for visibility and the whole thing is unsatisfactory
CW77	Cawley Priory & East Pallant car parks	26	65%	Car parks with no serious pedestrian provision
CW84	Baffins Lane car park	26	65%	No pedestrian provision through car park. Very poor provision on accesses. Narrowing, missing drops etc.
CW23	Northgate car park	25	63%	Another car park with no pedestrian provision and a clear route intended through it. Pedestrians just have to mix it
CW16	Oaklands Way	24	60%	No tactile and central reservation means no crossings. Narrow footpath overgrown in parts
CW10	Orchard Street	23	58%	Very narrow pavements at points. No tactile at side roads and accesses. Ponding at some. Poor pavement surface and narrow island at southern end by roundabout
CW24	Northgate gyratory	23	58%	The problems with this gyratory are well documented but the pedestrian provision at all arms is very poor and some of the pavements are very narrow
CW17	New Park Road	22	55%	Pavement not continuous on both sides and at points narrow. Insufficient crossings badly placed and some missing tactile
CW18	St Pancras	22	55%	Intimidating environment for pedestrians. Narrow pavements, poor quality of dropped kerbs, inadequate crossings and lots of speeding traffic on what feels like a one-way race track

There are some mitigating circumstances which need to be noted before more detailed analysis of the findings is discussed. Chichester is an historic city with historic streetscapes, the preservation of which restricts some of the things which can be done to change existing infrastructure. In the historic core there are many places where narrow pavements result in a score of zero, but where pavement widening is not a realistic option.

Similarly, many links scored low on fear of crime where paths are not well overlooked, such as those through parks or along the city walls. These will be fine during daylight hours but less so in darkness. However, it would not be reasonable to expect that this could or should be changed significantly as this is due to the nature of those locations.

Despite the relatively good performance, there are some significant issues to be addressed to make walking in the core area of Chichester attractive and convenient for both residents and visitors.

The density of car parks in and around the city centre makes a clear statement that people arriving by car are welcome. However, once drivers have parked the consistency of their experience on foot (including that of their passengers) is likely to be much less satisfactory, particularly if they are less able bodied. Apart from one section of a single car park there is no dedicated pedestrian provision within car parks and hence after leaving their cars, drivers and passengers are expected to share car park roadways with vehicles arriving or leaving. In particular, Northgate, Baffins Lane and Cawley Priory/East Pallant car parks were all classified as Poor for people walking.

While the narrowness, or in some cases absence, of pavements is not unusual in an historic streetscape, what is less acceptable is the absence of adequate dropped kerbs to facilitate crossing where and when pavements cease. The almost total absence of tactile paving at the majority of crossings is also very poor. We would expect to see tactile paving as standard at any major junction or key crossing point (this can be provided in a way which is in keeping with conservation areas). This is not the case in Chichester, with the Northgate gyratory being an example of where a major series of junctions lack any tactile paving. Indeed, the overall walking and crossing provision at the gyratory is very poor.

As part of the cycling section of the LCWIP we carried out a partial Cycle Skills Network Audit (CSNA) of Chichester. This identified roads where cyclists or pedestrians would require skills greater than those achieved at Bikeability Level 2 (as taught at the end of primary school) to ride along or cross them in consistent safety.

The formal crossings on these roads were audited against the same criteria and the outcome of this audit are shown in Plan 4 below.

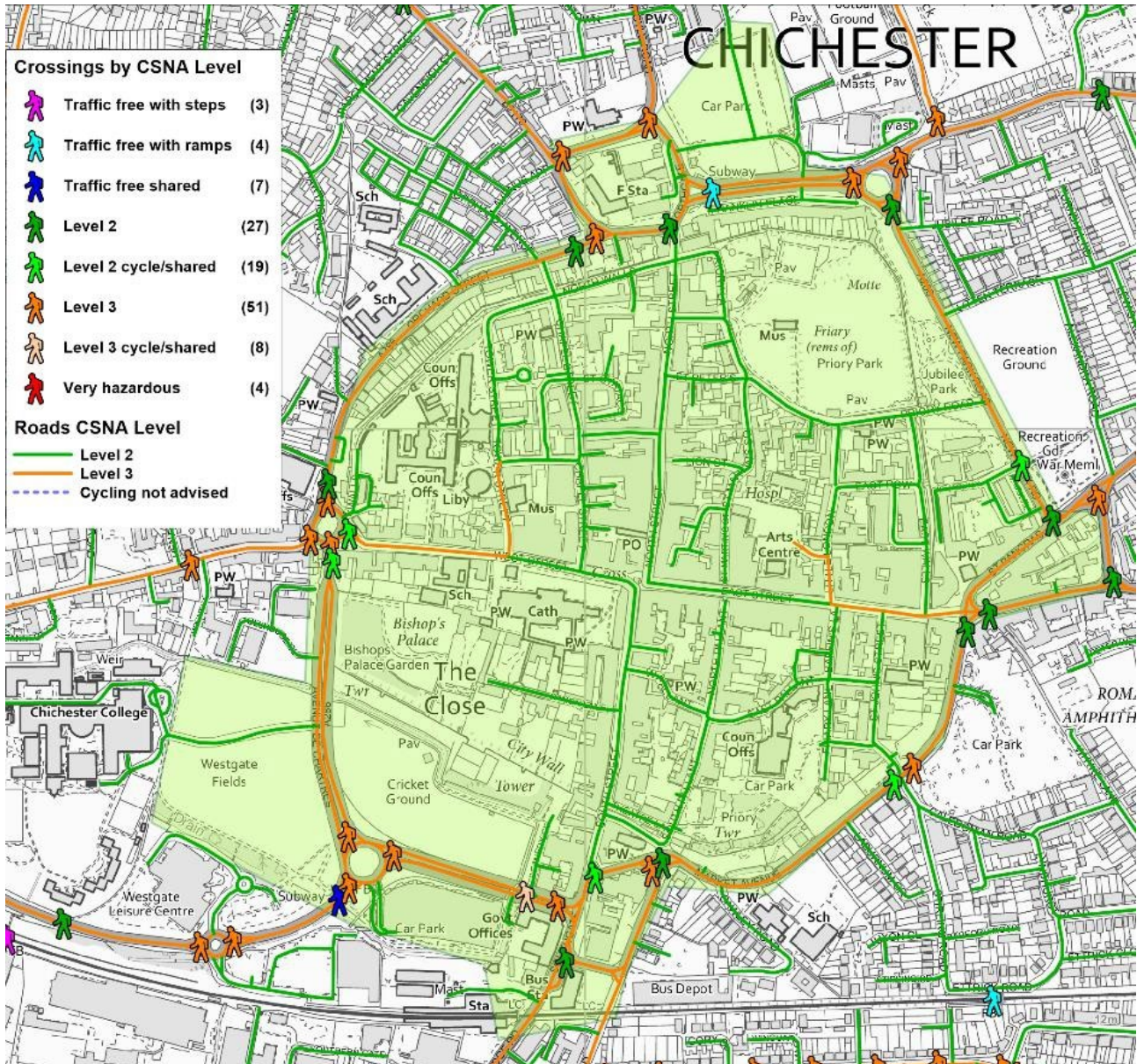
The CSNA shows that virtually all the roads in the city centre inside the inner ring road are were classified Level 2. The overall traffic safety issues in the city centre are satisfactory within the actual streets. However, the CSNA did not audit the car parks, just their access roads, so the lack of pedestrian provision within these is a genuine safety concern. Nearly as important is how the overall pedestrian experience might detract from enjoyment of the attraction of the historic city centre.

The pedestrianised streets in the centre are attractive, but while they were not failed in the walking audit it must be stated that the surface is very uneven in places. This is a drawback with York stone paving and cobbles which may fit the historic nature of the location but will be a problem those with pushchairs, wheelchairs or other mobility issues. Some historic towns and cities have found solutions that allow the retention of these materials while removing most of their inherent unevenness.

The detailed LCWIP audit found that the pedestrian environment of central Chichester is not coherent. The LCWIP walking audit categories provide the context for addressing the issues that lead to the lack of coherence. This will allow the development of a clear vision of what a pedestrian friendly Chichester should look like. The more detailed findings are dealt with below. By addressing these it will be possible to create a pedestrian environment that truly enhances the visitor experience and therefore benefits the whole of Chichester.

It is important to note that the overall score can mask those links or areas which were rated as Poor on one or more of the assessment categories, with a score of zero. Around two-thirds (68) of the items audited had scores of zero on at least one category. These are described below in detail and shown in Plans 4-21.

Plan 4. CSNA of central Chichester showing crossing provision



Attractiveness

Plans 5, 6 and 7 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the attractiveness categories.

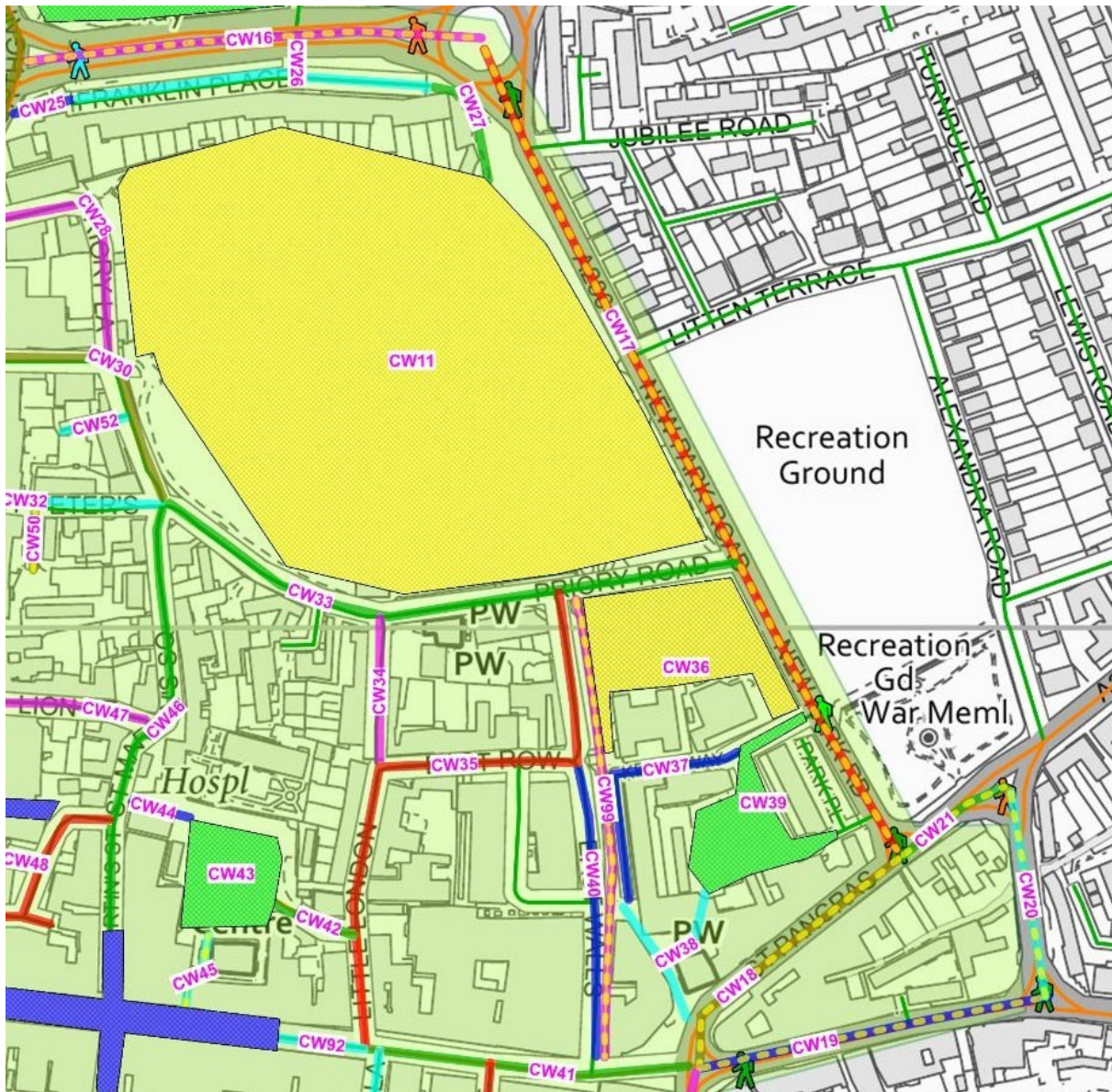
Plan 5. North west area



The links that failed on the attractiveness category were:

- **CW10** Orchard Street, which failed on traffic noise and pollution.
- **CW15** North Walls shared cycle/footpath and **CW54** North Walls footpath, both of which failed on the fear of crime category due to their isolated nature. This could be a deterrent to people walking and cycling, particularly after dark.

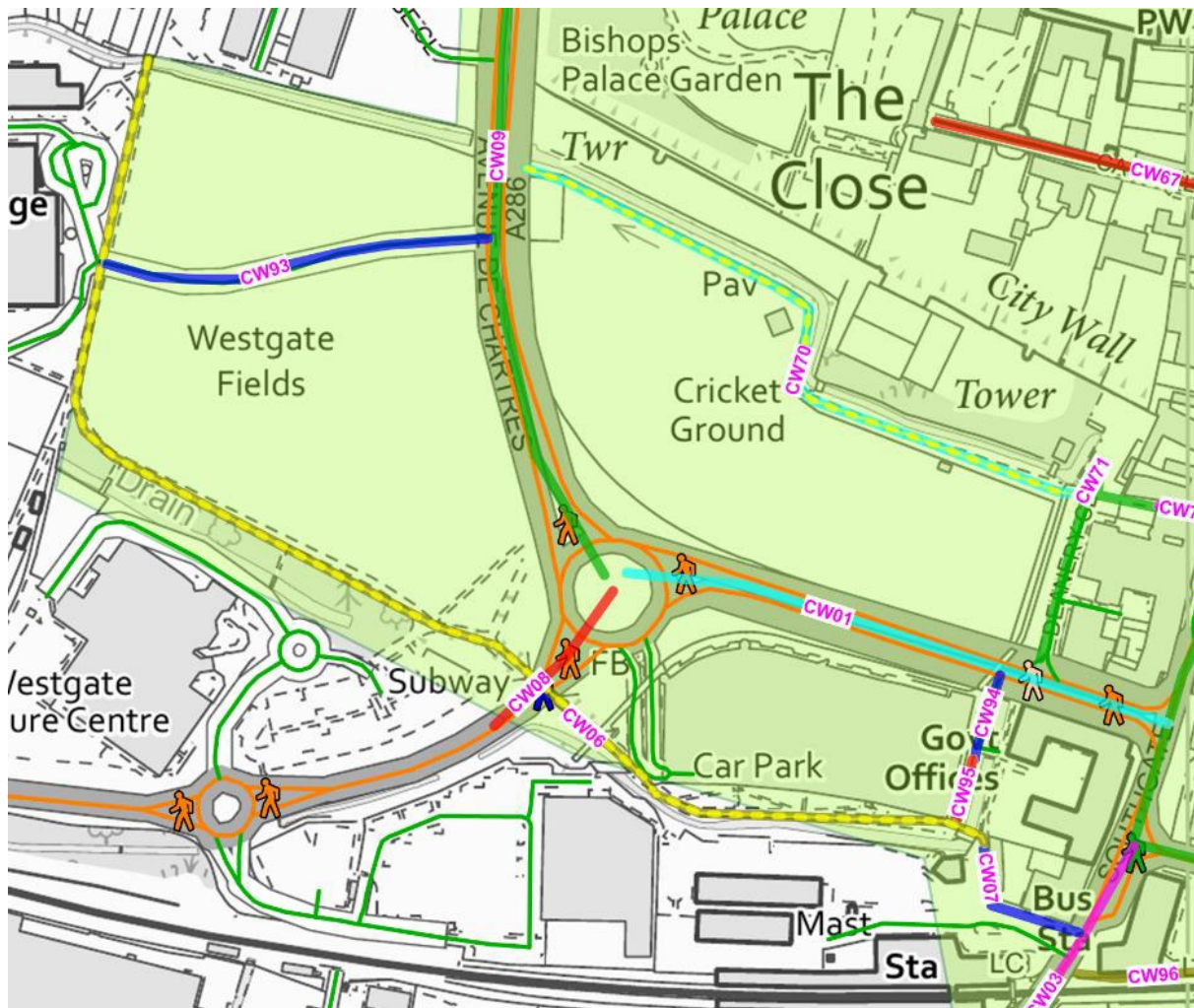
Plan 6. North East area



The links that failed on the attractiveness category were:

- **CW16** Oaklands Way failed on maintenance as parts of the narrow footpath on the south side is significantly overgrown by adjacent bushes.
- **CW17** New Park Road, **CW18 & CW21** St Pancras, **CW19** The Hornet and **CW20** Needlemakers all failed on traffic noise and pollution.
- **CW11** Priory Park, **CW36** New Park open space and Keats Way and **CW99** Upper Walls Walk failed on fear of crime, again due to their isolated nature.

Plan 7. South area



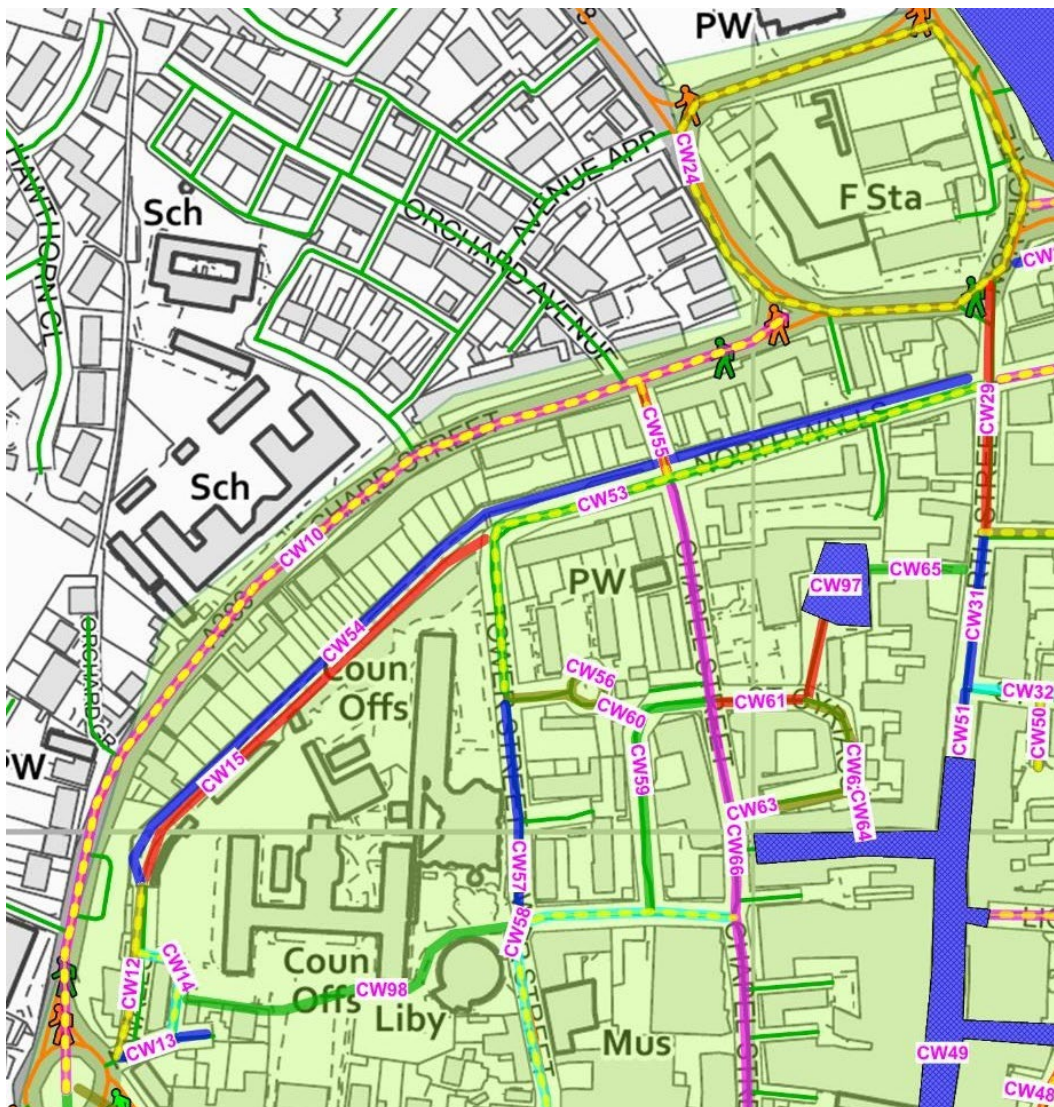
The links that failed on the attractiveness category were:

- **CW06** Chichester Station - Chichester College path and **CW70** Walls Walk by River Lavant, both of which failed on the fear of crime category due to their isolated nature.

Comfort

Plans 8, 9 and 10 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the comfort categories.

Plan 8. North west area



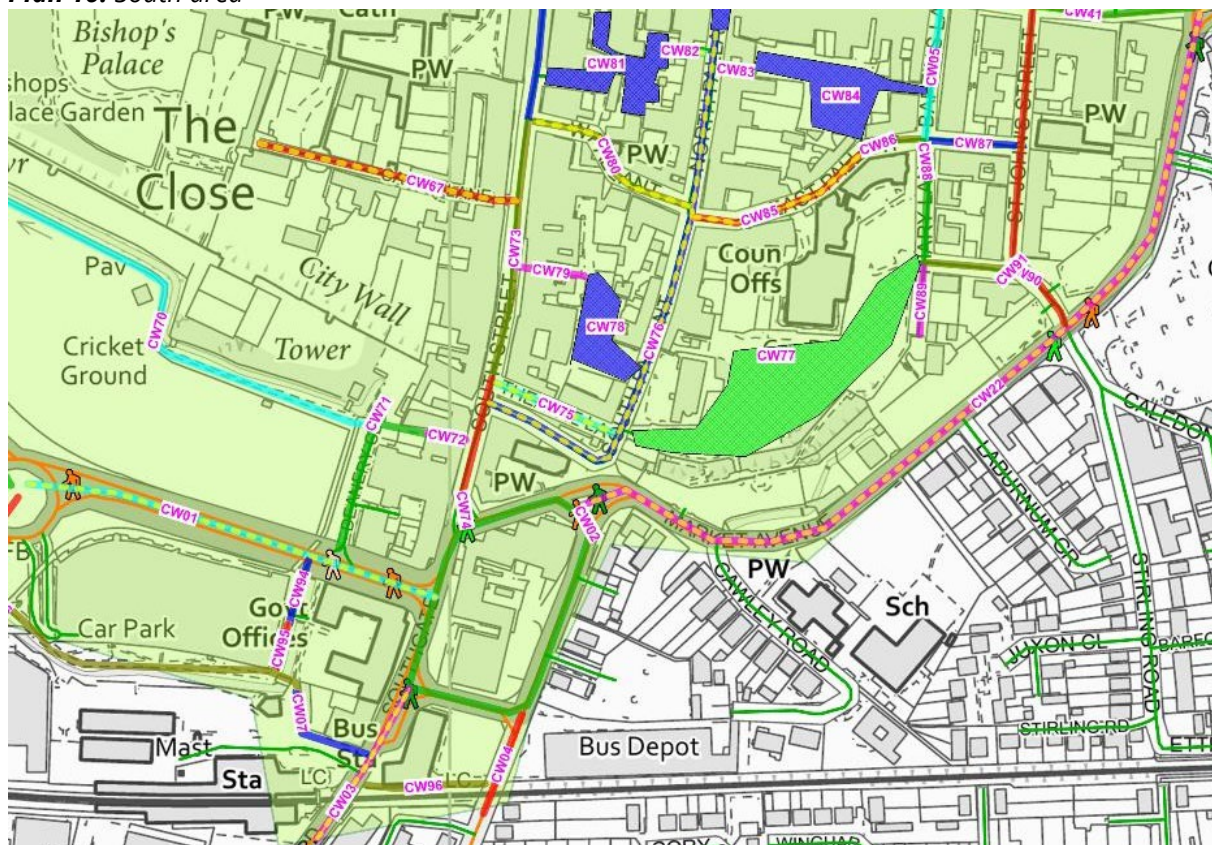
The links that failed on the comfort category were:

- **CW10** Orchard Street has narrow pavements, areas of poor surfacing and a narrow island by the roundabout at its southern end.
- **CW24** Northgate gyratory, also has sections of narrow pavement which is poor for such a major feature.
- **CW12** and **CW53** (both North Walls) and **CW58** Tower Street & The Woolstaplers also have narrow pavements.

Plan 9. North east area

The links that failed on the comfort category were:

- **CW16** Oaklands Way, **CW17** New Park Road, **CW19** The Hornet, **CW33** Priory Road, **CW34** Little London, **CW47** Lion Street and **CW52** Jays Walk all have narrow pavements.
- **CW18** St Pancras and **CW28** Priory Lane have narrow pavements and issues with poor surface quality.
- **CW30** Guildhall & Priory Road have issues with crossing points.
- **CW35** Little London and East Row and **CW46** St Martin's Street have bollards and parking meters obstructing and reducing already narrow pavement widths. Little London also has a redundant guardrail panel restricting it further.
- The north end of **CW99** Upper Walls Walk can only be accessed via steps.

Plan 10. South area

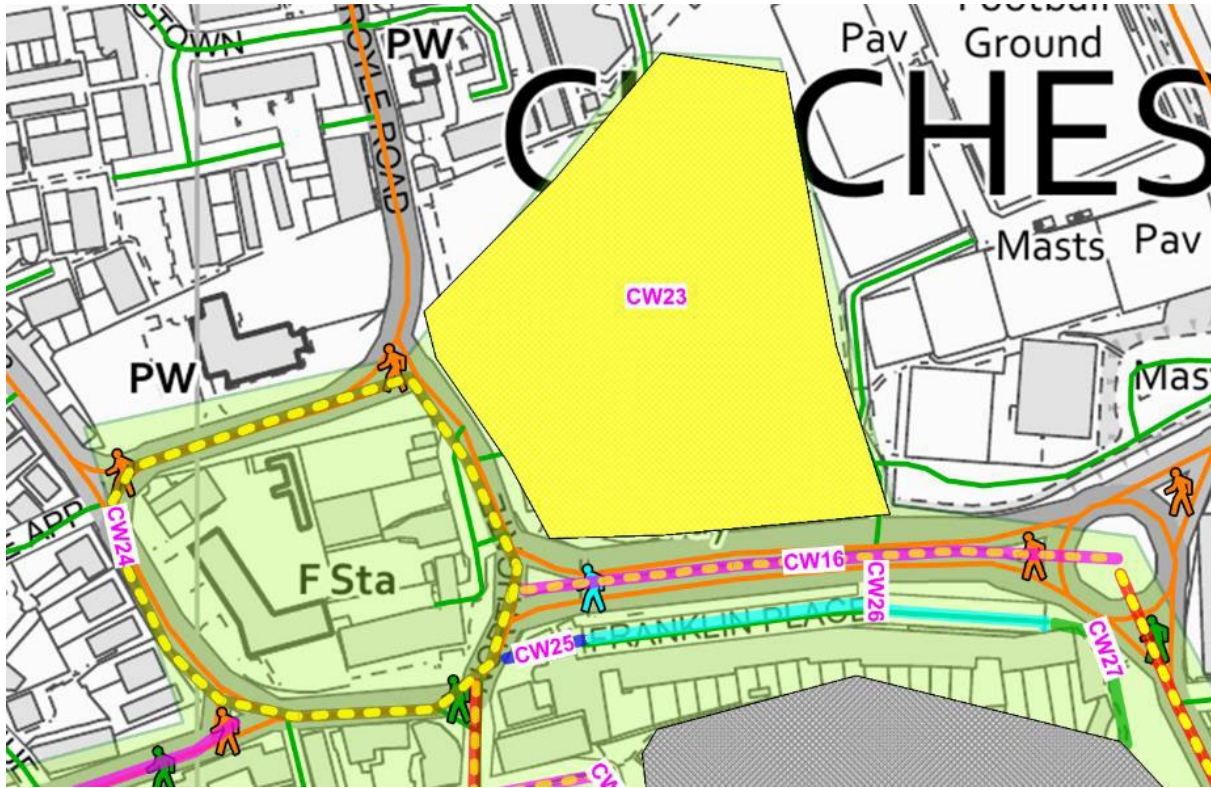
The links that failed on the comfort category were:

- **CW03** Southgate & Stockbridge Road, **CW75** Theatre Lane, **CW76** North and South Pallant, **CW80** West Pallant and **CW85** East Pallant all have narrow pavements.
- **CW01** Avenue de Chartres and **CW22** Market Road both have narrow crossings.
- **CW67** Canon Lane has a very poor pavement surfacing, and in particular the pavement on the north side is very narrow.

Directness

Plans 11-15 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the directness category.

Plan 11. North area



The links that failed on the directness category were:

- **CW16** Oaklands Way has a central reservation which means there no places to cross informally along its length.
- **CW23** Northgate car park has very poor provision for pedestrians (including drivers and passengers walking to or from their cars), with no footpath provision whatsoever. There are pedestrian signs but these direct people along and across the car park roadways.
- **CW24** Northgate gyratory is missing crossings on key desire lines.

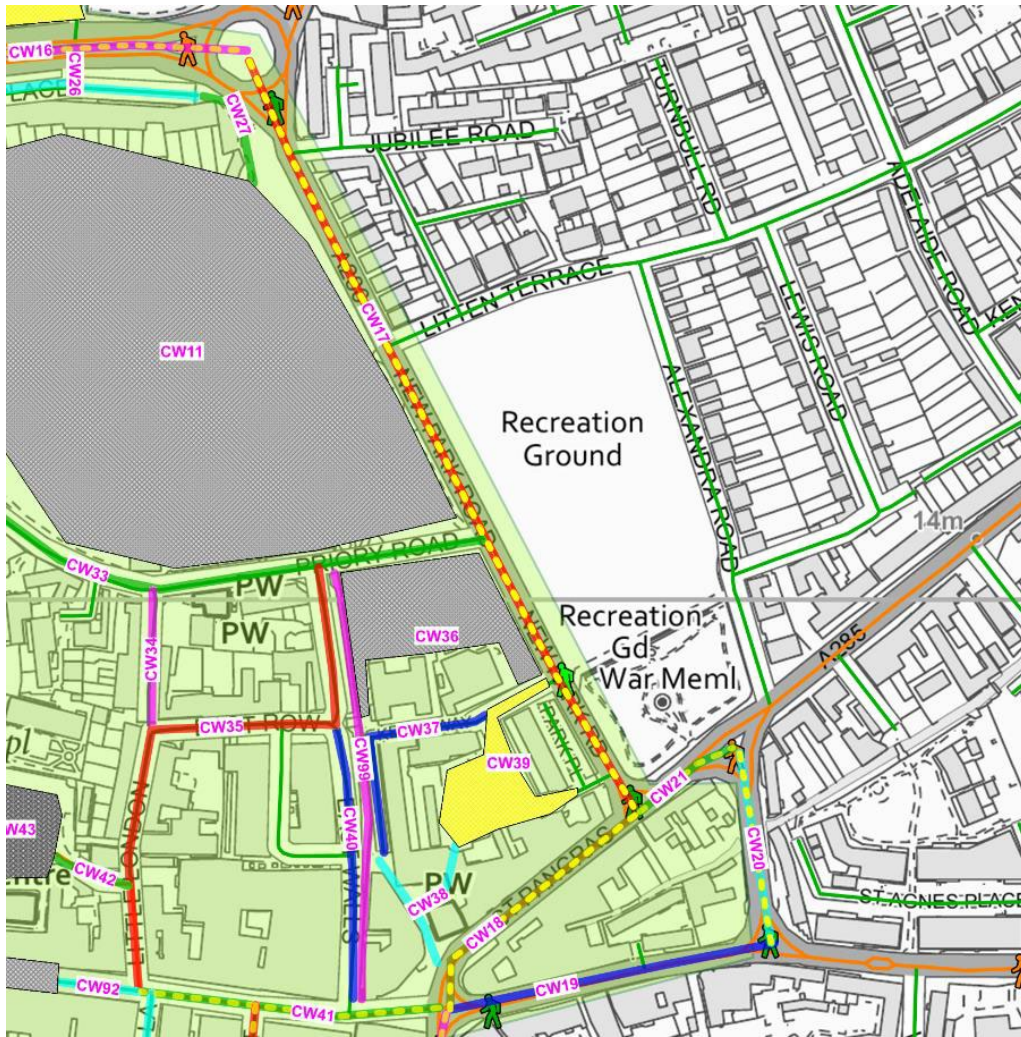
Plan 12. North west area



The links that failed on the directness category were:

- **CW28** Priory Lane, **CW52** Jays Walk, **CW55** Orchard Street, **CW62** St Cyriacs, **CW97** St Cyriacs car park and **CW98** West Sussex County Council campus all lack a pavement or other walking provision on key pedestrian desire lines.
- **CW29** North Street, **CW46** St Martin’s Street, **CW47** Lion Street, **CW51** North Street, **CW58** Tower Street & the Woolstaplers, **CW59** The Providence, **CW60** Path between Tower Close and The Providence and **CW66** Chapel Street all lack crossings on key pedestrian desire lines.
- **CW30** Guildhall Street & Priory Road and **CW56** Tower Close both have missing pavements and crossings on key pedestrian desire lines.

Plan 13. North east area



The links that failed on the directness category were:

- **CW17** New Park Road which suffers from lack of continuous pavement provision, crossings on desire lines, gaps in traffic in peak periods and staggered nature of existing crossing points.
- **CW18** St Pancras is also missing crossings on key desire lines and with staggered delay of exiting crossing provision.
- **CW20** Needlemakers has poor crossing location and heavy traffic at peak hours reducing crossing gaps.
- **CW21** St Pancras and **CW41** East Street both lack crossings on key desire lines.

Plan 14. South east area



The links that failed on the directness category were:

- **CW76** North & South Pallant and **CW78** South Pallant car park both have no footpaths or other walking provision on pedestrian desire lines.
- **CW77** Cawley Priory & East Pallant car parks, **CW81** Cooper Street car park, **CW84** Baffins Lane car park and **CW85** East Pallant all lack direct pavement provision and crossings on desire lines.
- **CW22** Market Road, **CW69** West & South Streets, **CW73** South Street, **CW75** Theatre Lane, **CW86** East Pallant and **CW90** St John's Street are all missing crossings on key pedestrian desire lines.

Plan 15. South west area



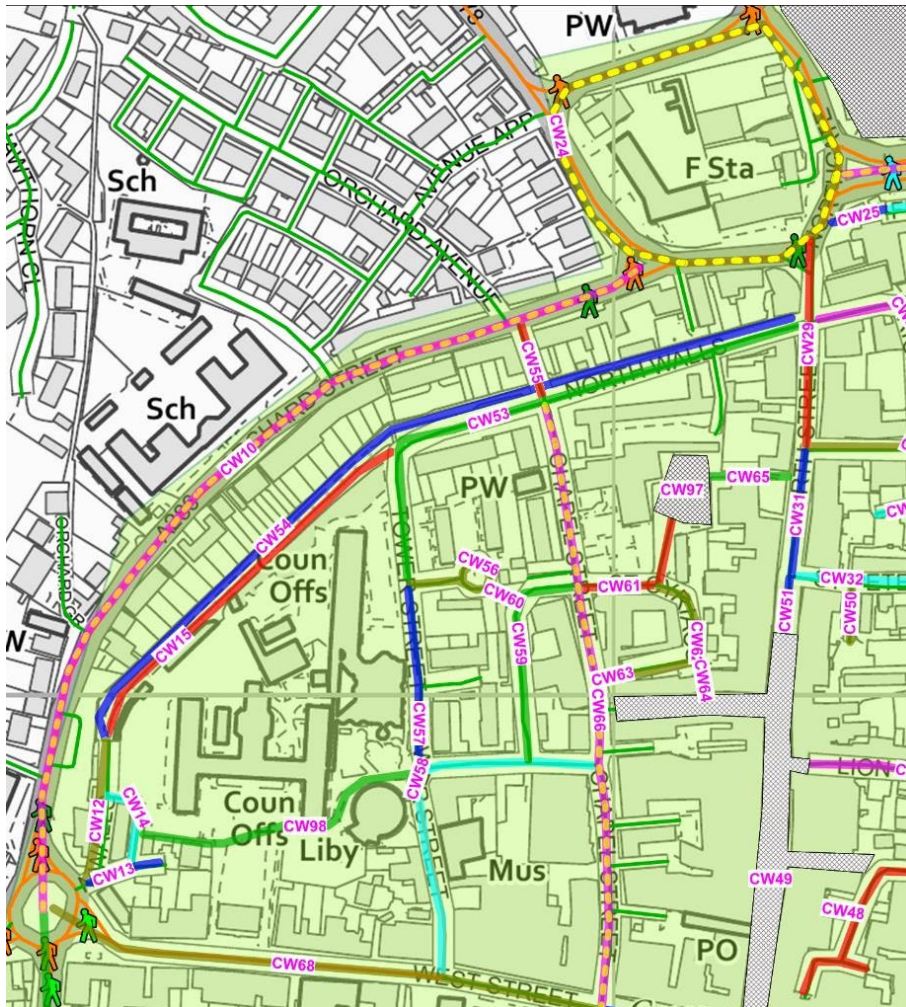
The links that failed on the directness category were:

- **CW08** Via Ravenna is missing pavement provision.
- **CW02** Southgate gyratory is missing continuous pavement provision and the staggered nature of existing crossings adds delay.
- **CW07** Station Access lacks continuous pavement provision, crossings on desire lines and staggered crossings adding to delay.
- **CW04** Basin Road and **CW71** Deanery Close lack crossings on pedestrian desire lines.
- **CW01** Avenue de Chartres lacks gaps in traffic during peak hours making it difficult to cross safely.

Safety

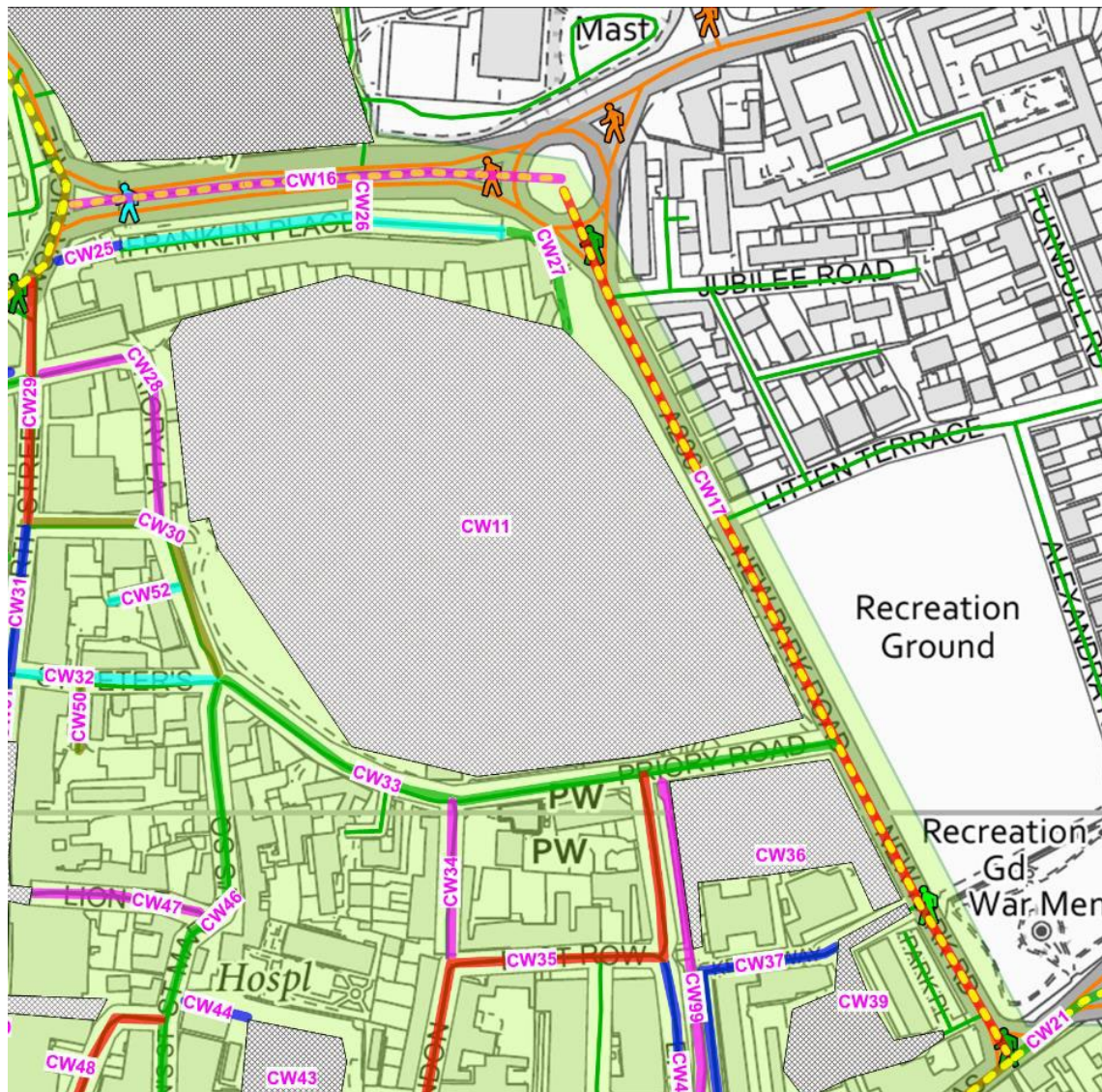
Plans 16, 17 and 18 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the safety categories.

Plan 16. North west area



The links that failed on the safety category were:

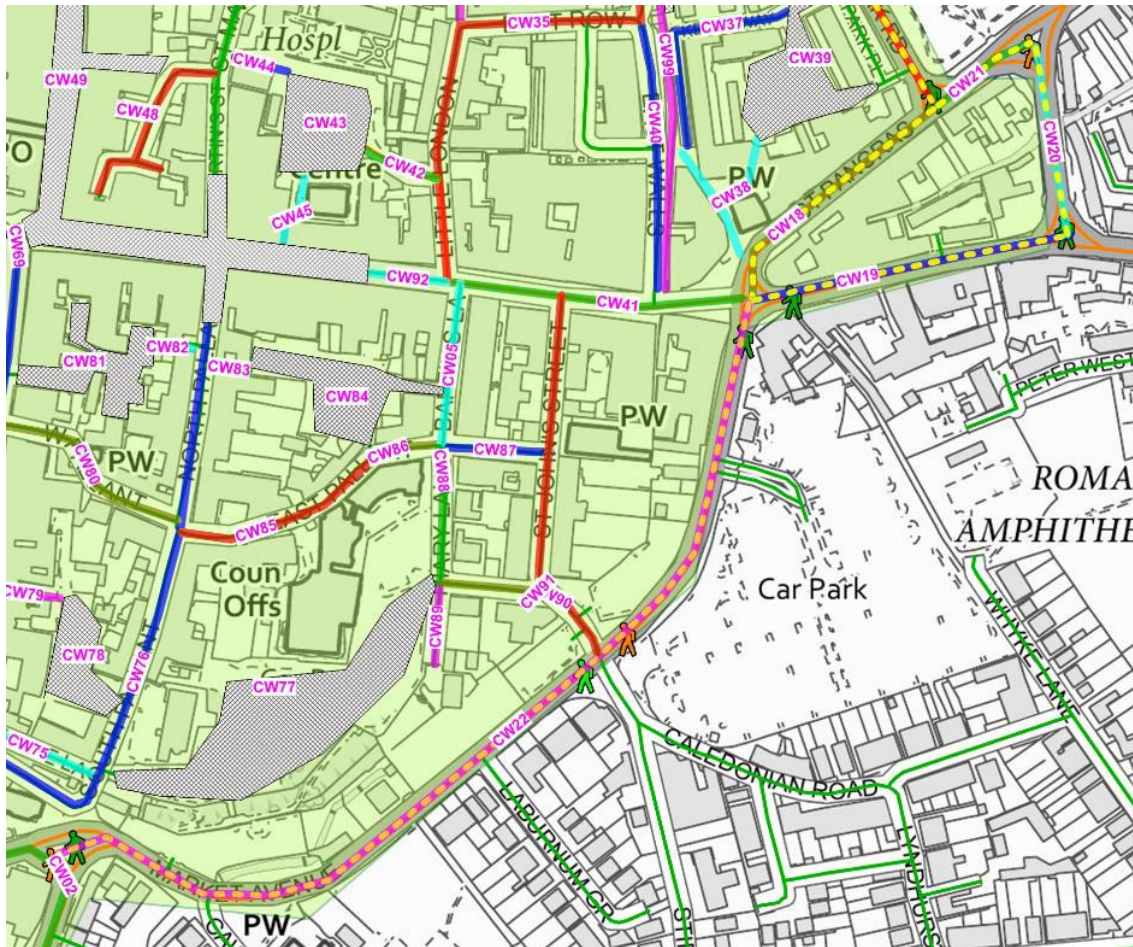
- **CW66** Chapel Street where the crossings of side streets are consistently sited away from junctions where visibility was compromised.
- **CW10** Orchard Street has heavy traffic very close to pedestrians.
- **CW24** Northgate gyratory fails on all three safety categories, with proximity to heavy and fast moving traffic and some visibility issues at crossings.

Plan 17. North east area

The links that failed on the safety category were:

- **CW16** Oaklands Way has pedestrian proximity to heavy traffic.
- **CW17** New Park Road has close pedestrian proximity to heavy and fast moving traffic.

Plan 18. South east area



The links that failed on the safety category were:

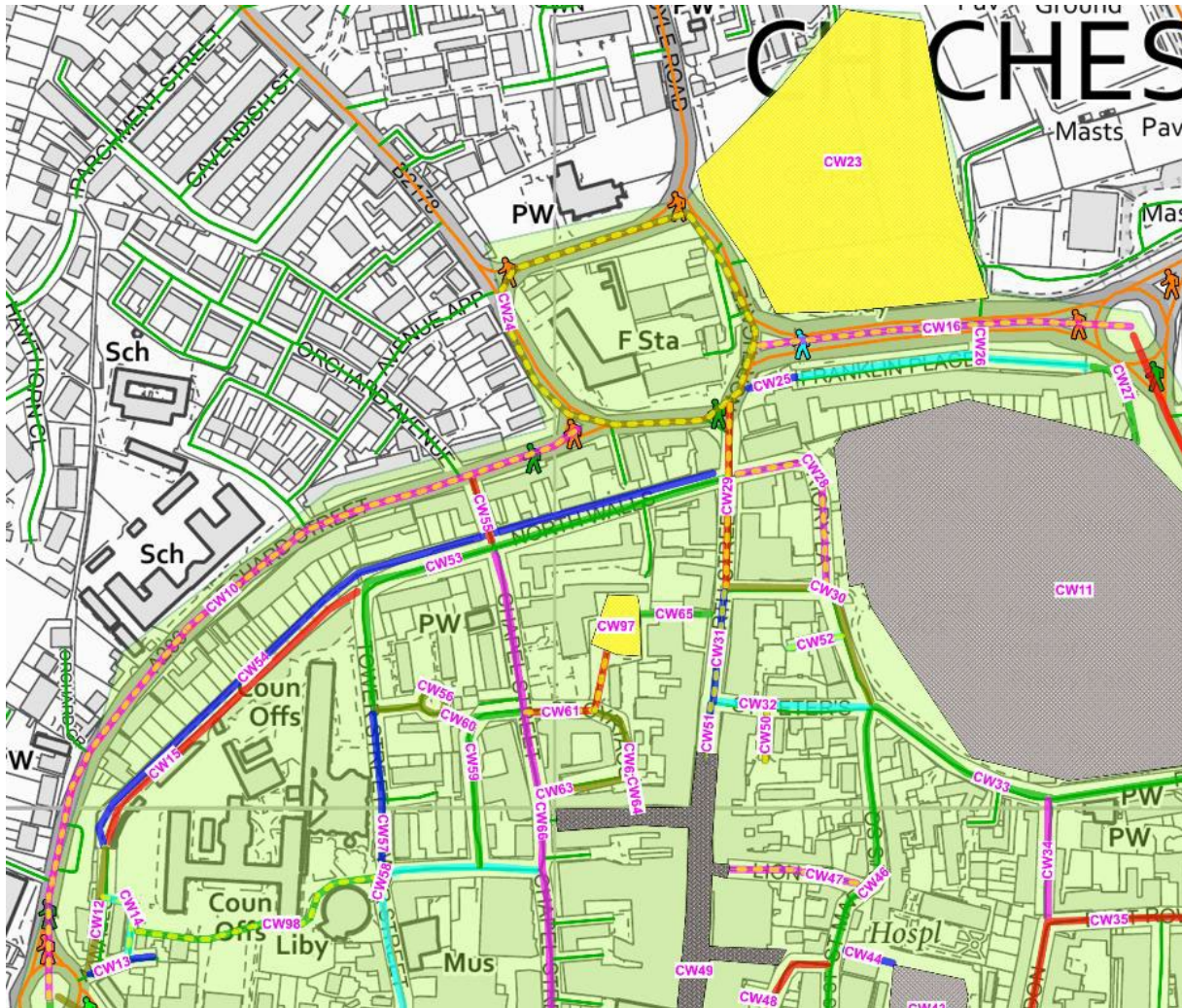
- **CW22** Market Road has fast moving traffic.
- **CW18** St Pancras, **CW19** The Hornet and **CW20** Needlemakers has heavy fast moving traffic in close proximity to pedestrians
- **CW21** St Pancras failed on all three safety categories, with proximity to heavy and fast moving traffic and some visibility issues at crossings.

Coherence

Plans 19, 20 and 21 below show the links (highlighted dotted yellow) and areas (yellow fill) that failed on one or more of the directness categories.

Note that coherence refers to the clarity of the walking environment i.e. how clearly and sensibly walkers are given visual and tactile guidance on where to walk and are provided with minimal delay and inconvenience. It does not address other issues such as wayfinding.

Plan 19. North area

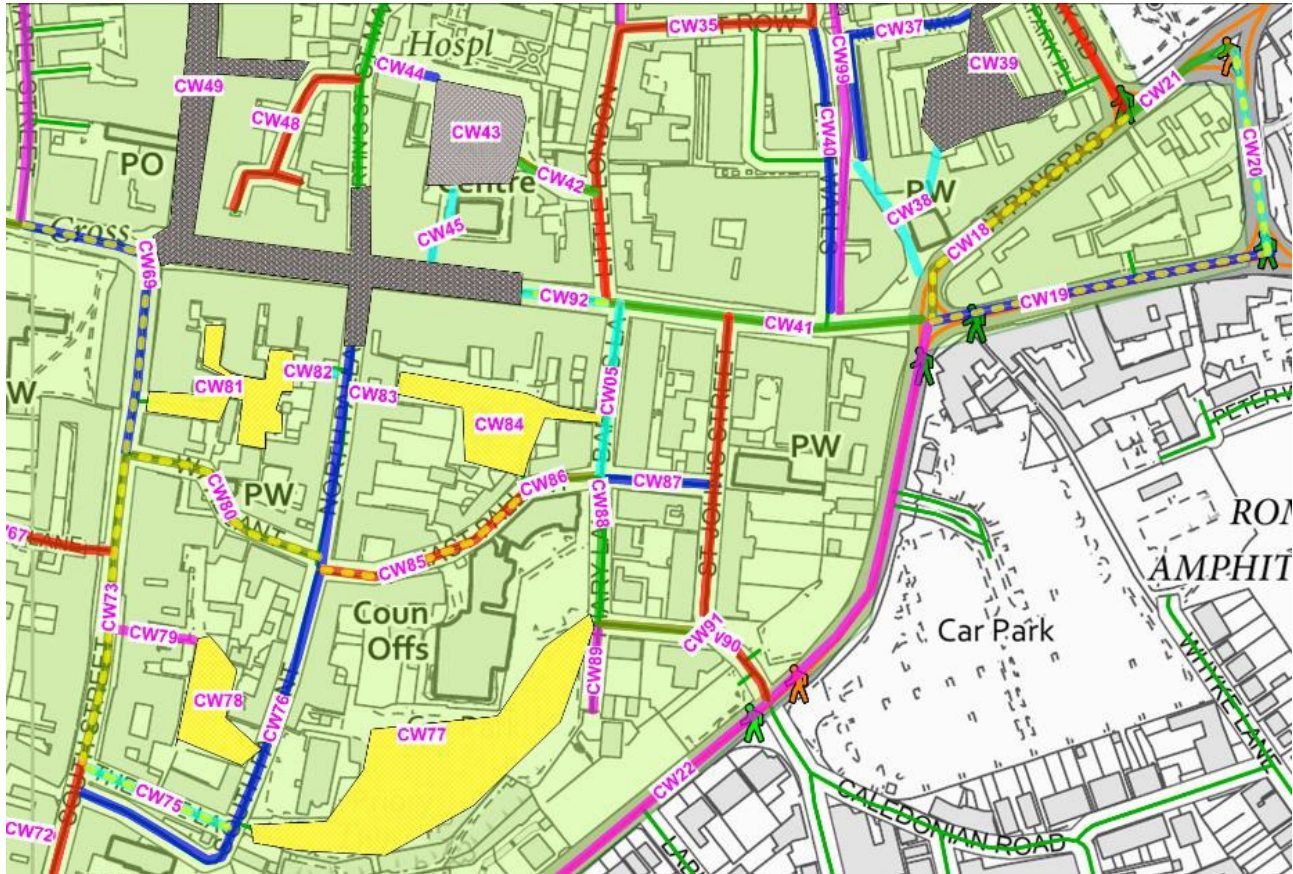


The following links and areas failed on the coherence category:

- **CW10** Orchard Street
- **CW14** West Sussex County Council access road
- **CW16** Oaklands Way
- **CW23** Theatre car park
- **CW24** Northgate gyratory
- **CW28** Priory Lane
- **CW29** and **CW31** North Street
- **CW47** Lion Street
- **CW50** St Peters
- **CW51** North Street

- **CW60** Path - Tower Close to The Providence
- **CW61** St Cyriacs
- **CW97** St Cyriacs car park
- **CW98** West Sussex County Council buildings

Plan 20. South east area



The following links and areas failed on the coherence category:

- **CW18** St Pancras
- **CW19** The Hornet
- **CW20** Needlemakers
- **CW69** West Street & South Street
- **CW73** South Street
- **CW75** Theatre Lane
- **CW77** Cawley Priory car park
- **CW78** South Pallant car park
- **CW80** West Pallant
- **CW81** Cooper Street car park
- **CW84** Baffins Lane car park
- **CW85** East Pallant
- **CW92** East Street

Plan 21. South west area

The following links and areas failed on the coherence category:

- **CW01** Avenue de Chartres
- **CW03** Southgate and Stockbridge Road
- **CW04** Basin Road
- **CW07** Station Approach
- **CW08** Via Ravenna
- **CW73** South Street
- **CW94** Access by multi-storey car park

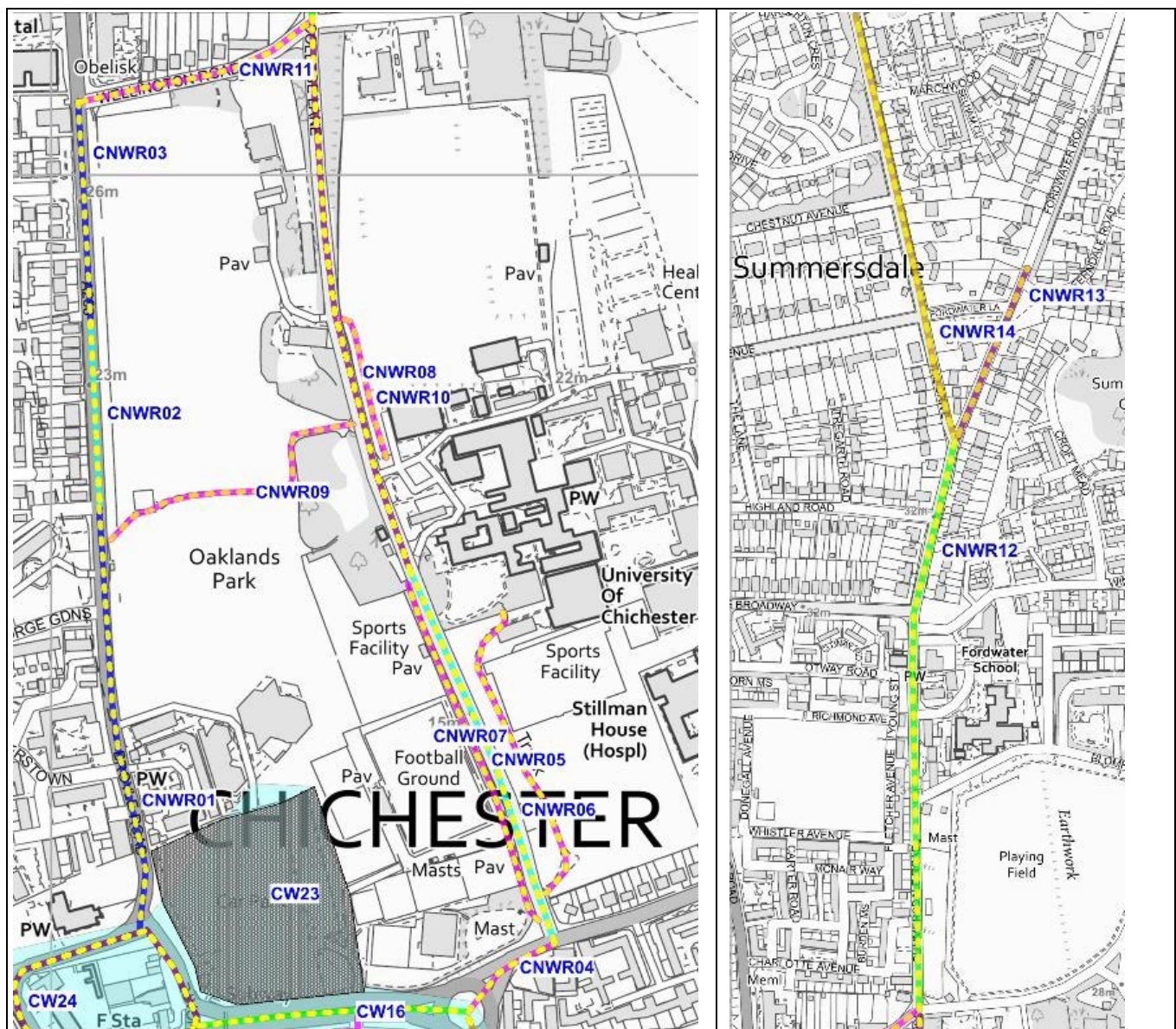
3. Key walking routes – detailed audit

A survey was undertaken of two corridor routes running north and west from the core area:

- Northern route – from the north of the core walking zone (Chichester Festival Theatre car park), including access to the University along College Lane and then further to the north along Summersdale Road. A linking section along Broyle Road and Wellington Road completed this corridor. The path from College Lane across Oaklands Park was also surveyed.
- Western route – west of the core walking zone along Westgate as far as Fishbourne Road West and Fishbourne Palace.

Northern route

Plan 22 Northern route



The northern route was split into 14 separate sections which are shown on the two plans to the left and right. All these sections are dotted yellow in the plans, indicating that they all failed at least one of the twenty assessment criteria.

The key section is the routing along College Lane between Spitalfield Lane and Wellington Road and particularly the southern section of this from the entrance to the University. This latter is served by

three possible approaches. However, one of these **CNWR07**, the path to the east of College Lane, only gives limited access to the south of the University.

College Lane itself is narrow with a footpath on the east side only. The footpath is very narrow and its condition is very poor. While the road is not heavily trafficked what traffic there is tends pass at speed due partly to being on a gradient and the overall tunnel effect is further exacerbated by walls and then trees along both sides. The environment feels very hostile for pedestrians in daylight hours.

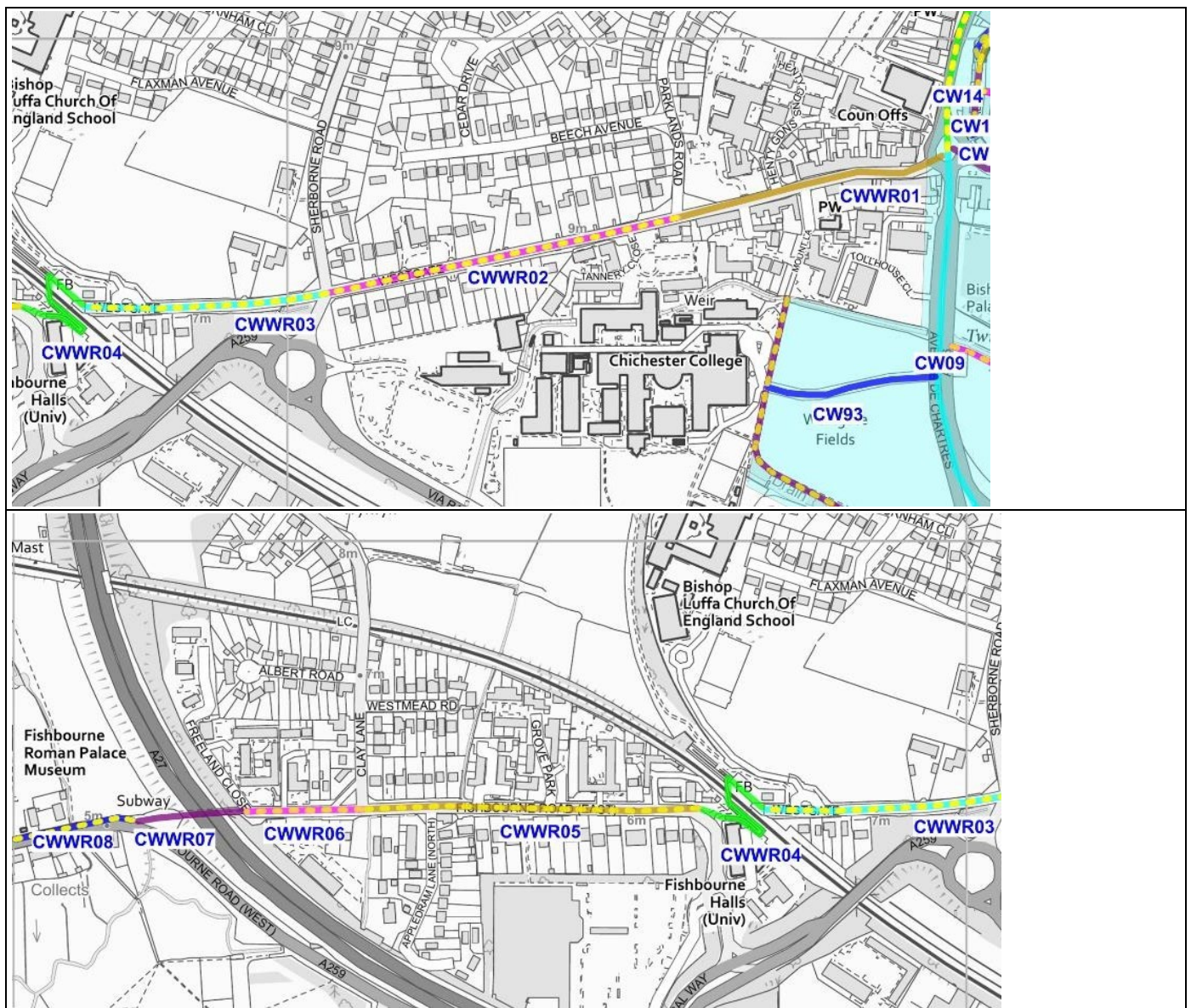
The path on the west side is behind the wall and some height above the road. This path is quite wide and winds through trees. In daylight it is well used by students but in darkness and quieter periods it is not really overlooked so is likely to be unattractive to lone pedestrians.

A solution to make this approach more attractive for walkers and cyclists would be make College Lane one way northbound as far as the college entrance, reducing the carriageway to single width and introducing traffic calming to reduce speeds. The footway could then be widened and a two-way cycle path constructed. There is likely to be more traffic to provide passive surveillance in the evening.

Alternatively, a full filter (with a bus gate) could be implemented.

Western Route

Plan 23 Western route



The eight sections of the western route are shown in the plan above. Those that failed any of the twenty assessment criteria are dotted yellow. Unlike the northern route there were three sections that did not fail any of the criteria.

It should be noted that the footbridge over the railway did not fail. While it is sub-standard from a cycle perspective, it is reasonable for people walking with a relatively gentle gradient and good visibility.

Four of the five sections that failed did so for coherence. This is primarily an absence of tactile paving and/or dropped kerbs at key desire crossing points. While we would expect all crossings of junctions and busier private accesses to have tactile paving, the provision at older minor accesses is often mixed. For the sections assessed here the presence of tactile paving was generally not coherent, with some minor crossings having tactile paving and some major ones lacking it. This is worse than having nothing at all as visually impaired people might then have a false sense of security.

The critical fails for each section are:

- **CWWR02** Westgate – failed for coherence and more crucially for the lack of crossing provision at its west end at the junction with Sherborne Road. This is a fairly busy roundabout where pedestrians on the south of Westgate must cross to the north as there is no footpath on the south side of Westgate west of the junction. This is wholly unsatisfactory for the most serious at grade crossing on the whole route.
- **CWWR03** Westgate – failed for the same reason of the crossing of its eastern junction, and coherence. The issues are even more severe on this side of the junction with missing crossing points and the disappearing footpath. Also at peak hours, traffic queues across the junction increasing the perceived hazard.
- **CWWR05 & CWWR06** Fishbourne Road East – both failed for issues of coherence and inconsistency in provision of tactile paving. Junctions also had wide swept curve accesses no matter how minor.
- **CWWR08** Fishbourne Road West – failed for some very poor surfacing and the total absence of any crossing from its south to north side on this section.

The full assessment scores for all the sections are shown in Section 4 below.

Junction of Westgate / Sherborne Road, from the south - traffic can back onto this from the south at peak times



Typical junction splay for a private residential access - much too large for this location



4. Detailed WRAT tables

Core Walking Zone links & areas scores *(critical fails highlighted red)*

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	
CW01	Avenue de Chartres	2	2	1	2	1	1	0	2	2	2	2	2	0	2	1	2	1	1	2	0	28	70%	Missing tactile at Deanery Close crossing. Narrow refuge at Southgate junction. Central reservation means crossing away from fixed crossings difficult. Serious tree route issues on not wide paths
CW02	Southgate gyratory	2	2	1	1	2	1	2	2	2	2	0	2	1	0	2	2	1	1	2	2	30	75%	No pedestrian route past bus station & narrow pavement on inside of gyratory at this point
CW03	Southgate & Stockbridge Road	2	2	1	1	1	0	2	2	2	2	2	2	1	2	2	2	1	1	2	0	30	75%	Tactiles missing and pavement width poor at level crossing
CW04	Basin Road	1	2	1	1	1	1	2	2	2	2	1	0	1	1	2	2	1	1	2	0	26	65%	V poor crossing at north end - pavement on west side peters out short of crossing point
CW05	Baffins Lane	2	2	2	2	2	1	2	2	0	2	2	1	2	2	2	2	2	2	2	1	35	88%	
CW06	Chichester Station - Chichester College path	1	0	2	2	1	1	2	2	1	2	2	2	2	2	2	2	2	2	2	2	34	85%	Shared use (line separated) path with some sections too narrow, odd bit of overgrown bushes
CW07	Station Approach	2	2	1	1	2	1	2	2	2	2	0	0	2	0	2	2	1	2	1	0	27	68%	Very poor for pedestrians accessing shared path away from the station. Pedestrian comfort sacrificed to accommodate disabled parking bays
CW08	Via Ravenna	2	2	2	2	2	2	2	2	2	2	0	2	1	2	2	2	1	1	2	0	33	83%	No pavements and no tactiles at crossing at junction
CW09	Avenue de Chartres	2	1	1	2	1	1	2	2	2	2	2	2	1	2	1	2	1	1	2	2	32	80%	Some narrow points and tree root issues on path. Also path away from carriageway at points
CW10	Orchard Street	2	2	0	2	0	0	0	2	2	2	2	1	1	2	1	2	0	1	1	0	23	58%	Very narrow pavements at points. No tactiles at side roads and accesses. Ponding at some. Poor pavement surface and narrow island at southern end by roundabout

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW11	Priory Park	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%	
CW12	North Walls	2	1	2	2	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	1	36	90%	Very narrow pavement	
CW13	Wall Cottage Drive	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	39	98%		
CW14	West Sussex County Council access	2	1	2	2	2	0	2	2	2	2	0	1	2	2	2	2	2	2	2	0	32	80%	Not coherent	
CW15	North Wall shared path	1	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	37	93%	Very pleasant but not overlooked and vegetation needs trimming	
CW16	Oaklands Way	0	1	1	2	1	0	2	2	1	2	2	0	1	2	2	2	0	1	2	0	24	60%	No tactiles, central reservation means no crossings. Narrow footpath overgrown in parts	
CW17	New Park Road	2	2	0	2	2	0	2	2	2	2	0	0	0	0	1	2	0	0	2	1	22	55%	Pavement not continuous on both sides and at points narrow. Insufficient crossings badly placed and some missing tactile	
CW18	St Pancras	2	2	0	1	0	0	2	2	2	2	2	0	1	0	2	2	0	0	2	0	22	55%	Very poor - narrow pavements, awful kerbs, inadequate crossings and lots of speeding traffic on one way race track	
CW19	The Hornet	2	2	0	1	2	0	2	2	2	2	2	1	1	2	2	2	0	0	1	0	26	65%	Very poor - narrow pavements & build out with dropped kerb on one side only	
CW20	Needlemakers	2	2	0	1	2	1	2	2	2	2	2	0	0	2	2	2	0	0	2	0	26	65%	Very wide with lots of fast traffic and inadequate crossings	
CW21	St Pancras	2	2	0	1	1	2	2	2	2	2	2	0	1	2	2	2	0	0	0	1	26	65%	Crossing at east end is poor for visibility & the whole thing is very sub-standard	
CW22	Market Road	2	2	2	2	2	2	0	2	2	2	2	0	1	1	2	2	1	0	2	2	31	78%	Crossings off desire lines and one narrow refuge	
CW23	Northgate car park	2	1	1	1	2	0	2	2	2	2	0	0	1	2	2	2	1	1	1	0	25	63%	Large car park with no pedestrian provision despite a route signed through it. Pedestrians have to mix with traffic.	
CW24	Northgate gyratory	2	2	1	2	1	0	2	2	2	2	2	0	1	2	2	0	0	0	0	0	23	58%	The problems with this gyratory are well documented but the pedestrian provision at all arms is dreadful and some of the pavement is very narrow	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW25	Path access on west end of Franklin Place	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	40	100%	
CW26	Franklin Place	2	2	2	2	1	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	38	95%	No catering for pedestrian access at junction with Oaklands Way although this is probably not currently an issue
CW27	Path access on east end of Franklin Place	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW28	Priory Lane	2	1	2	2	0	0	2	2	2	2	0	2	2	2	2	2	2	2	2	2	0	31	78%	No pavement on most of length
CW29	North Street	2	2	1	2	2	1	2	2	2	1	2	0	2	2	2	2	1	1	2	2	0	31	78%	No tactiles and no decent crossings
CW30	Guildhall Street & Priory Road	2	2	2	2	2	1	0	2	2	2	0	0	2	2	2	2	1	2	2	2	1	31	78%	Narrow pavement and incoherent when discontinued to cross to other side. No tactile
CW31	North Street	2	2	2	2	2	2	2	2	2	1	2	1	2	2	2	2	1	1	2	2	0	34	85%	No tactiles at crossings
CW32	St Peters	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	1	2	2	2	1	37	93%	One pavement pinch point
CW33	Priory Road	1	2	2	2	2	0	2	2	2	2	2	2	2	2	2	2	1	2	2	2	1	35	88%	Pavement very narrow in parts
CW34	Little London	2	2	2	2	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	37	93%	Very narrow pavements
CW35	Little London & East Row	2	2	2	2	2	0	2	2	2	0	2	2	2	2	2	2	1	2	2	2	1	34	85%	Narrow footpath includes pointless guardrail panel and some bollards
CW36	New Park open space	1	0	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	36	90%	
CW37	Lower Walls Walk & Keats Way	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW38	Church Square	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW39	New Park Road car park	2	1	2	2	2	0	2	2	2	2	0	2	2	2	2	2	1	2	1	2	1	32	80%	No pedestrian provision through car park
CW40	East Walls	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	38	95%	
CW41	East Street	2	2	1	2	2	2	2	2	2	2	2	0	2	1	2	2	1	2	2	2	2	35	88%	Crossing at new paved area east end not on key desire line

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	
CW42	Access to Little London car park	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	1	38	95%	No tactiles, otherwise good
CW43	Little London car park	2	1	2	2	2	2	2	2	2	2	1	2	2	2	2	2	1	2	2	2	37	93%	This has some good pedestrian provision but only in the north section of the car park
CW44	Path between St Martin's Street & Little London car park	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW45	Path between Little London car park & East Street	2	0	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	37	93%	Fine in daytime
CW46	St Martin's Street	2	2	2	2	2	1	2	2	2	0	2	0	2	2	2	2	2	2	2	1	34	85%	Missing crossing points. Bollards and parking payment machine cause extra pinch points
CW47	Lion Street	2	2	2	2	2	0	2	2	2	2	0	2	2	2	2	2	2	2	2	0	34	85%	Very narrow pavements with no dropped kerbs hence no formal crossings
CW48	East Street pedestrian zone including Market Cross	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	38	95%	York stone slabs can be a bit uneven, similarly brick paving to a lesser extent
CW49	North Street pedestrianised zone	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	38	95%	York stone slabs can be a bit uneven, similarly brick paving to a lesser extent
CW50	St Peters	2	0	2	2	2	0	2	2	2	2	0	2	2	2	2	2	2	2	2	0	32	80%	Pavement vanishes and is very narrow. No tactiles.
CW51	North Street	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	2	0	36	90%	No tactiles and no east west crossing at clear desire line at north end
CW52	Jays Walk	2	1	2	2	2	0	2	2	2	2	0	2	2	2	2	2	1	2	2	1	33	83%	Mostly no pavement
CW53	North Walls	2	2	2	2	2	0	2	2	2	2	1	2	2	2	2	2	2	2	2	1	36	90%	Inconsistent tactiles. Footpath only south side and very narrow at east end.
CW54	North Walls path	1	0	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	36	90%	Only stepped access between either end. Vegetation needs trimming.

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW55	Orchard Street	2	2	2	2	1	0	2	2	2	2	0	1	2	2	2	2	2	2	2	2	2	34	85%	Narrow pavements and discontinued on west side
CW56	Tower Close	2	2	2	2	2	1	2	2	2	2	0	0	2	2	2	2	2	2	2	2	1	34	85%	Pavement stops with unclear end
CW57	Tower Street	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	38	95%	
CW58	Tower Street & The Woolstaplers	2	2	2	2	2	0	2	2	2	2	2	0	2	2	2	2	2	2	2	2	1	35	88%	Narrow pavements in Tower Street and missing crossing at start of The Woolstaplers. Mixed tactiles provision.
CW59	The Providence	2	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	2	1	37	93%	No tactiles and crossing missing at path exit/entrance and off desire line at east end
CW60	Path between Tower Close & The Providence	2	1	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	2	0	35	88%	No dropped kerb at east end
CW61	St Cyriacs	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	0	37	93%	No tactiles
CW62	St Cyriacs	2	2	2	2	2	1	2	2	2	2	0	1	2	2	2	2	2	2	2	2	1	35	88%	No tactiles. Pavement provision incoherent
CW63	Path between St Cyriacs & Chapel Street	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW64	Path between St Cyriacs & Crane Street	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW65	Path between North Street & St Cyriacs car park	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	
CW66	Chapel Street	2	2	2	2	2	1	2	2	2	2	2	0	2	2	2	2	1	2	0	0	32	80%	Crossings of side streets consistently off desire line, with some having no tactiles	
CW67	Canon Lane	2	1	2	2	0	1	2	2	2	2	2	2	2	2	2	2	2	2	2	1	35	88%	Narrow pavement which is very bumpy. North side pavement less than 1m wide for majority of length	
CW68	West Street	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW69	West Street & South Street	2	2	2	2	1	2	2	2	2	2	2	0	2	2	2	2	2	2	2	2	0	35	88%	No tactiles at any crossing and no crossing at narrow at west end entry with obvious desire line
CW70	Walls Walk by River Lavant	1	0	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	36	90%	Not well overlooked but attractive path. Likely to suffer ponding in wet weather
CW71	Deanery Close	2	1	2	2	2	2	2	2	2	2	1	0	2	2	2	2	2	2	2	0	34	85%	Full pavement provision on west side only. Crossing with inadequate level of service and no tactiles at south end.	
CW72	Deanery Farm Lane	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%		
CW73	South Street	2	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	2	2	0	36	90%	Only able bodied people are expected to cross this street. One set of drops without tactiles	
CW74	Southgate	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%		
CW75	Theatre Lane	2	2	2	2	1	0	2	2	2	2	2	0	2	2	2	2	2	2	2	0	33	83%	Pavement narrow and non-existent on one side. Missing dropped kerbs.	
CW76	North & South Pallant	2	2	2	2	1	0	2	2	2	2	0	1	2	2	2	2	2	2	2	1	33	83%	Pavement very narrow and virtually non-existent in places with missing drops. York stone slabs also uneven	
CW77	Cawley Priory & East Pallant car parks	2	1	1	1	2	1	2	2	2	2	0	0	1	2	2	2	1	1	1	0	26	65%	Car park with no continuous pedestrian provision	
CW78	South Pallant car park	2	1	1	1	2	2	2	2	2	2	0	2	2	2	2	2	1	2	1	0	31	78%	No pedestrian provision through car park	
CW79	Passageway between South Street & South Pallant car park	2	1	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	37	93%		
CW80	West Pallant	2	2	2	2	2	0	2	2	2	2	1	1	2	2	2	2	2	2	2	0	34	85%	Narrow pavement on one side only for full length. No drops to access pavement side when provision ends on opposite side	
CW81	Cooper Street car park	1	1	2	2	1	0	2	2	2	2	0	0	2	2	2	2	1	2	1	0	27	68%	Route through car park with no pedestrian provision. Minimal footpath on access road	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments	
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
CW82	Passageway between North Pallant & Cooper St	2	1	2	2	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	36	90%	Narrow passageway
CW83	Passageway between North Pallant & Baffins Lane car park	2	1	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	37	93%	
CW84	Baffins Lane car park	2	1	1	1	2	0	2	2	2	2	0	0	2	2	2	2	1	1	1	0	26	65%	No pedestrian provision through car park. Very poor provision on accesses. Narrowing, missing drop kerbs etc.	
CW85	East Pallant	1	2	2	2	1	0	2	2	2	2	0	0	2	2	2	1	2	2	1	0	28	70%	Pavement narrows significantly on both sides and vanishes on one. Surface rather uneven and drops missing	
CW86	East Pallant	2	2	2	2	2	2	2	2	2	2	2	0	2	2	2	2	1	2	2	1	36	90%	Missing drop kerbs at car park access	
CW87	New Town	2	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%		
CW88	Friary Lane	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%		
CW89	Friary Lane	2	2	2	2	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%		
CW90	St John's Street	2	2	2	2	1	1	2	2	2	2	2	0	2	2	2	2	1	1	1	1	32	80%	Missing drops for one crossing point desire line	
CW91	St John's Street	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	1	38	95%	Pavement only north side for full length and missing tactiles	
CW92	East Street	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	37	93%	Missing tactile on one side of critical crossing (north east end)	
CW93	Chichester College access road	2	1	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	38	95%	Pavement on south side only	
CW94	Access road by multi-storey car park	2	1	2	1	2	1	2	2	2	2	0	2	2	2	2	2	2	2	2	0	33	83%	Connects to path to station and footpath vanishes before road closure. No tactiles at dropped kerb crossing.	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	
CW95	Path between Chichester Station & Avenue de Chartres	2	1	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	1	37	93%	
CW96	Access road by multi-storey car park	2	1	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%	
CW97	St Cyriacs car park	2	1	2	2	2	0	2	2	2	2	0	2	2	2	2	2	1	2	1	0	31	78%	Car park lacking any pedestrian provision on what could be a useful through route
CW98	West Sussex County Council campus	2	0	2	2	2	0	2	2	2	2	0	2	2	2	2	2	1	2	1	0	30	75%	Could be a useful link but as with other areas dominated by car parking there is no proper pedestrian provision
CW99	Upper Walls Walk	2	0	2	2	2	2	2	2	1	0	2	2	2	2	2	2	2	2	2	2	35	88%	Ramped access at south end only with steps at north end

Key northern and western walking routes scores (critical fails highlighted red)

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE		TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%		
Northern route																									
CNWR01	Broyle Road	2	2	1	2	2	2	0	2	1	2	2	0	1	2	2	2	1	1	2	2	31	78%	Wide splays at junctions and refuge crossing has steps on east side and is narrow	
CNWR02	Broyle Road	0	2	0	2	0	0	0	2	1	2	2	2	1	2	2	2	0	1	2	0	23	58%	Very narrow footway that is in poor condition on west side. Crossings at either end of this section are narrow and have steps only on east side	
CNWR03	Broyle Road	2	2	1	2	2	2	0	2	2	2	2	0	1	1	1	2	1	1	2	1	29	73%	Crossing at south end narrow and steps only off on east side. Crossing at north end off desire line	
CNWR04	Spitalfield Lane	2	2	1	2	2	2	2	2	2	2	2	0	0	2	2	2	0	1	0	0	28	70%	No proper crossing to university	
CNWR05	Path to west side of College Lane	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	0	35	88%	May be lit but heavily wooded and not overlooked	
CNWR06	College Lane	0	1	1	2	0	0	0	2	1	2	1	2	2	2	2	2	1	0	2	2	25	63%	Very narrow path on east side only. Poorly maintained & in bad condition. Very narrow refuge at southern crossing and dropped kerbs only at busy northern crossing. Speed high as on hill.	
CNWR07	Path through University grounds parallel to College Lane	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	36	90%	Open and there is some CCTV but would be unattractive at quiet times in darkness	
CNWR08	College Lane	1	1	1	2	2	0	2	2	2	2	1	0	2	2	2	2	2	0	1	0	27	68%	Narrow pavement on east side only and no dropped kerbs at northern end crossing of Connolly Lane which has very wide splays	
CNWR09	Path across Oaklands Park	2	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	38	95%	Not lit or overlooked and winds past trees	
CNWR10	Path in university grounds parallel to College Lane	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	37	93%	Stepped access only at northern end	
CNWR11	Wellington Road	2	2	2	2	2	1	2	1	2	2	2	0	2	2	2	2	2	1	2	0	33	83%	No crossings at east end and off desire line to cross Broyle Road at west end	

Ref	Street name	ATTRACTIVE-NESS				COMFORT						DIRECTNESS						SAFETY			COHER-ENCE	TOTAL		Comments
		A1	A2	A3	A4	Cm1	Cm2	Cm3	Cm4	Cm5	Cm6	D1	D2	D3	D4	D5	D6	S1	S2	S3	Ch1	SCORE	%	
CNWR12	Summersdale Road	2	1	2	2	0	1	2	2	2	2	1	0	2	2	2	2	2	0	0	0	27	68%	Side roads have very wide splays and some dropped kerbs hidden round corners. North east footway in poor condition and also on sections on west by new development fortress wall
CNWR13	Fordwater Road	1	2	2	2	1	1	2	2	2	2	1	0	2	2	2	2	2	2	0	32	80%	Pavement one side only. Dropped kerbs absent and usual wide junction splays	
CNWR14	The Drive	2	2	2	2	2	1	2	2	2	2	0	2	2	2	2	2	2	2	0	35	88%	No dropped kerbs at side road junctions	
Western route																								
CWWR01	Westgate	2	2	1	2	2	2	2	2	2	2	1	1	2	2	2	1	2	2	1	35	88%	Wide splays at side road junction	
CWWR02	Westgate	2	2	1	2	2	2	2	2	2	2	0	1	2	2	2	1	2	2	0	33	83%	Very poor junction at western end, pedestrians on south side need to cross to north to continue westwards but there is no clear provision for this. There are a few short narrow pavement sections.	
CWWR03	Westgate	1	2	1	2	1	2	0	2	2	2	1	1	1	2	2	1	1	0	0	26	65%	Pavement on north side only and junction at east end is very poor for pedestrians, poor dropped kerbs and no tactiles on south side. Queuing traffic at peak times makes crossing hazardous	
CWWR04	Path & foot-bridge (Westgate – Fishbourne Road East)	2	1	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	1	37	93%	Signing at east end points to dead end	
CWWR05	Fishbourne Road East	2	2	2	2	2	2	1	2	2	2	2	2	2	2	2	2	2	2	0	37	93%	The splays of all the side roads or accesses are very wide and some have tactile some not	
CWWR06	Fishbourne Road East	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	2	2	2	0	36	90%	Where pavement ends on south side there is no dropped kerb or crossing	
CWWR07	Link between Fishbourne Road East & Fishbourne Road West	2	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	39	98%		
CWWR08	Fishbourne Road West	1	2	1	2	1	0	2	2	2	2	2	0	1	2	2	2	1	1	1	2	29	73%	Pavement very narrow at east end and no crossing point between south and north side, even beyond in sight to west. Earth covering pavement and vegetation encroachment

5. Full LCWIP Walking Route Assessment Tool criteria

NOTE: reproduced without changes (other than formatting) from DfT guidance:

www.gov.uk/government/uploads/system/uploads/attachment_data/file/602531/walking-route-audit-tool.xlsx

Audit Categories	2 (Green)	1 (Amber)	0 (Red)
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).
3. ATTRACTIVENESS - traffic noise & pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m & 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.
7. COMFORT - width on staggered crossings / pedestrian islands / refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.

Audit Categories	2 (Green)	1 (Amber)	0 (Red)
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m & 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8% (1 in 12).	Gradients exceed 8% (1 in 12).
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces		
11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines, e.g. next to road	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross away from these)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.		
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.

Audit Categories	2 (Green)	1 (Amber)	0 (Red)
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.
20. COHERENCE - dropped kerbs/ tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.

APPENDIX D

Chichester City Local Cycling and Walking Infrastructure Plan Consultation Analysis Report — October 2020

Introduction

The council's Environmental Protection team has drafted a plan to identify long term cycling and walking improvements in Chichester City centre and adjoining parishes.

Chichester District residents, businesses, community groups, and other relevant stakeholders, were invited to share their views on this proposal in a public consultation.

Executive Summary

- **240 responses** were received for the survey, which was live from 18 September to 19 October 2020.
- Responses were fairly evenly split between male (**47.5%** or 113) and female (**45.4%** or 108), and the majority of respondents were residents of the district (**219**). Over **59%** of respondents were aged 55 years and over. **12.7%** of respondents (30) told us that they have a long-term illness, health problem or disability.
- The most common way of travelling into Chichester City centre was by car or van (on their own or shared with others) with **204** selections. **148** said that they walk and **108** said that they cycle, and the main purposes for travel were shopping (**223**), leisure (**180**) and work (**76**).
- Most respondents strongly agreed with the proposed benefits of increased cycling and walking in the area.
- More than half of respondents (**125**) felt that the money currently spent on walking and cycling infrastructure in the area was too little.

Walking

- When asked how often they currently walk into and around Chichester City, the top three responses were: 'most days' (**25.1%**), 'once or twice a month' (**25.1%**) and once or twice a week (**24.7%**).
- **31%** (45) said they were dissatisfied with the current walking network. '**Busy roads**' was given as the main issue that prevented respondents from walking or walking more frequently in the area (**77**). Other top responses included 'quality of physical environment' (**62**) and 'difficult junctions' (**60**).
- Respondents were asked to what extent they thought a variety of improvements would encourage them to walk more often in the area, and the majority either agreed or strongly agreed with all the statements.
- **60** respondents provided comment about the walking audits carried out and the suggested walking improvements in the plan.



Cycling

- The most common response when asked how often people cycle was 'never' with **42.2%** and then once or twice a week' (**18.1%**) and most days (**12.7%**).
- **42.9%** (73) said they were dissatisfied with the current cycling network. '**Busy roads**' (**95**) and '**difficult junctions**' (**95**) were given as the main issues that prevented respondents from cycling or cycling more frequently in the area. Other top responses included 'lack of segregated cycle routes' (**86**) and 'quality of physical environment' (**70**).
- Respondents were asked to what extent they thought a variety of improvements would encourage them to cycle more often in the area and the majority either **agreed** or **strongly agreed** with all the statements.
- **55** general comments were received about cycling improvements with a further **294** comments on the individual cycling routes.

Methodology

To understand people's thoughts on the proposal, an online survey was created. This enabled respondents to comment on all of the suggestions for the whole plan area, or just the areas and routes they were interested in. Paper copies of the survey were available on request.

Due to the complex nature of the plan, the structure and navigation of the survey was carefully considered to make it as easy as possible for people to relate to and engage with the consultation. Clear and thorough website content was prepared, including Frequently Asked Questions, and the proposed survey and web content was shared with Environment Panel and DPIP members for approval.

240 responses were received for this survey, which was live between 18 September and 19 October 2020.

11 respondents said their response represented more than one person, so if we take these numbers into account, the views of **3,112 individuals** were recorded in this consultation.

Branding for the consultation — 'Let's Talk: Cycling and Walking' — was created and used to promote the consultation in a variety of ways, including:

- Promotional posters given to council partners, such as parish, town and the city council, and displayed in the district's leisure centres.
- Social media platforms, such as Facebook, Twitter, Nextdoor, LinkedIn and Instagram, were used to promote the consultation (a full social media reach breakdown is included in Appendix A).

- A car park banner was displayed in Avenue de Chartres car park, Chichester, reaching up to 1,000 vehicles a day.
- On the website, a campaign banner was developed for the homepage and an advertising banner was displayed at the top of each web page.
- 630 Let's Talk Panel members were notified of the consultation and invited to participate.
- A media release was distributed to announce the start of the consultation and another reminder release was sent out nearer the consultation deadline.

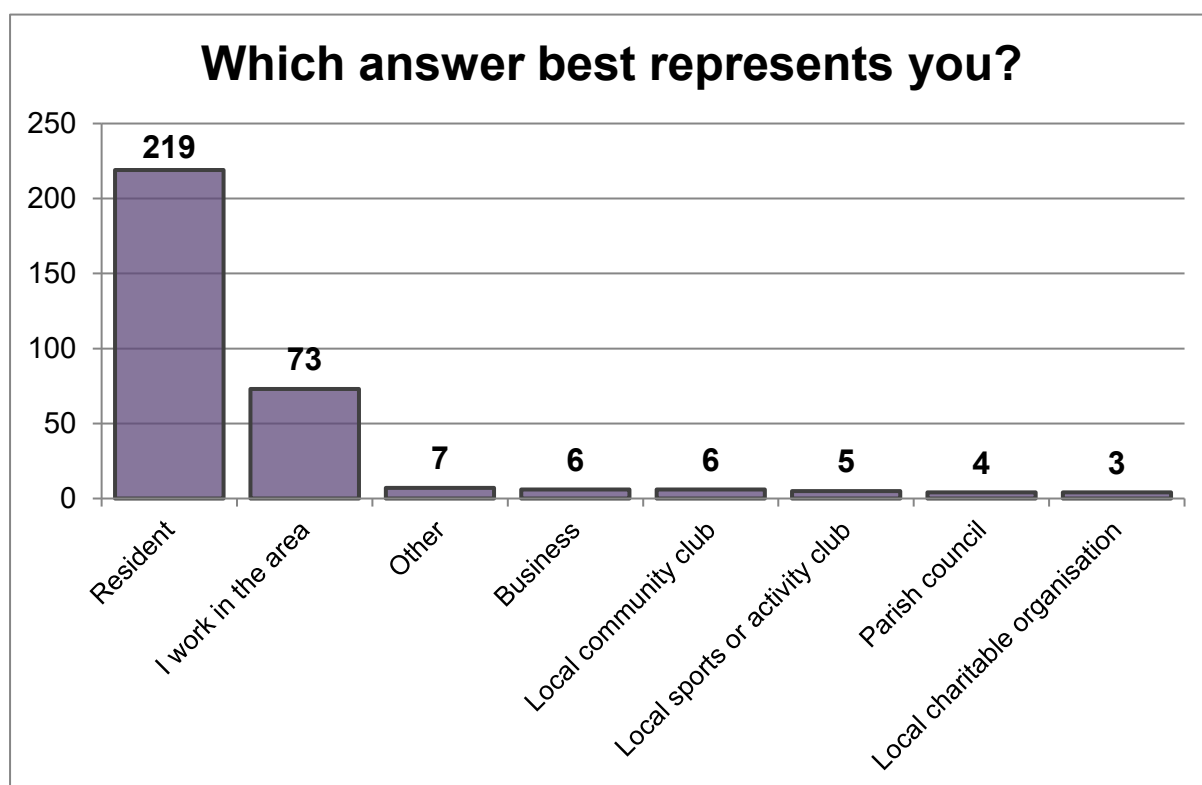
A full list of promotions is available in Appendix B.

58 respondents joined the Let's Talk Panel at the end of the survey.

Section One: Respondent Profile

Respondents were asked to select which answer best represents them from a list of options. The majority of respondents (**219**) told us they are district residents.

The graph below breaks down the full results. As respondents could select more than one choice, percentages have not been included.



7 respondents selected 'Other' and 5 specified: Visit regularly (2); Retired (1); Live in Midhurst (1); and, Shopper from village near Chichester (1).

Of those who live in the district, **49.3%** (110 individuals) said they live in Chichester City. The table below shows the number and percentage of respondents from different areas across the district, from the most responses to the least.

Which area of Chichester District do you live in?		
Area	Percent	Count
Chichester City	49.3%	110
Fishbourne	4.5%	10
Donnington	3.6%	8
Lavant	3.1%	7
North Mundham	3.1%	7
Selsey	3.1%	7
Boxgrove	2.7%	6
Funtington	2.7%	6
Birdham	2.2%	5
Bosham	2.2%	5
The Witterings	2.2%	5
Westhampnett	2.2%	5
Harting	1.8%	4
Midhurst	1.8%	4
Southbourne	1.8%	4
Easebourne	0.9%	2
Oving	0.9%	2
Sidlesham	0.9%	2
Bury	0.4%	1
Nutbourne	0.4%	1
Petworth	0.4%	1
Tangmere	0.4%	1
Westbourne	0.4%	1

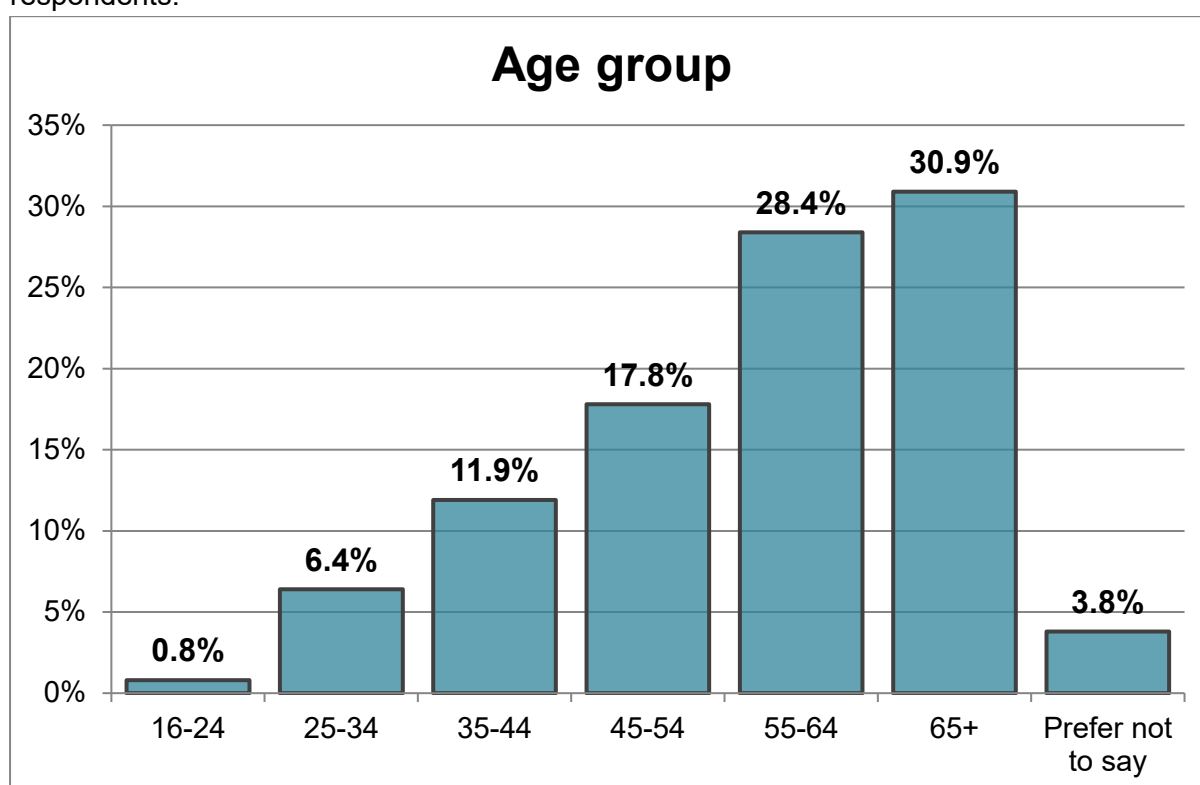
10 respondents ticked 'Other' and specified an area in the district, as below:

East Marden	3
Hunston	2
East Broyle	1
Kirdford	1
Mardens	1
Singleton	1
Summersdale	1

There were no responses from Chidham and Hambrook, Plaistow, Rogate and Stedham. However, the results are fairly representative in terms of the distribution of respondents across the district and the proportion of responses from each area.

Of the 9 respondents who don't live in the Chichester District, most said they regularly visit (2.7% or 6) the district and 1.3% (3) work in the district.

Most responses came from those over 65 years (30.9% or 73) the fewest responses came from those aged 16-24. The table below details the distribution of age groups across respondents.



There were slightly more male respondents (47.5% or 113) than female (45.4% or 108) in this consultation. 7.1% (17) did not wish to disclose their gender.

When asked how respondents would describe their ethnic group, the majority (87.8% or 209 respondents) said 'White – English/Welsh/Scottish/Northern Irish/British'; 3.4% (8) said 'Any other white background'; 0.8% (2) said 'Mixed – White and Black African'; 0.4% (1) said 'White – Irish'; 0.4% (1) said 'Other Asian heritage'; and 4.1% (17) preferred not to say.

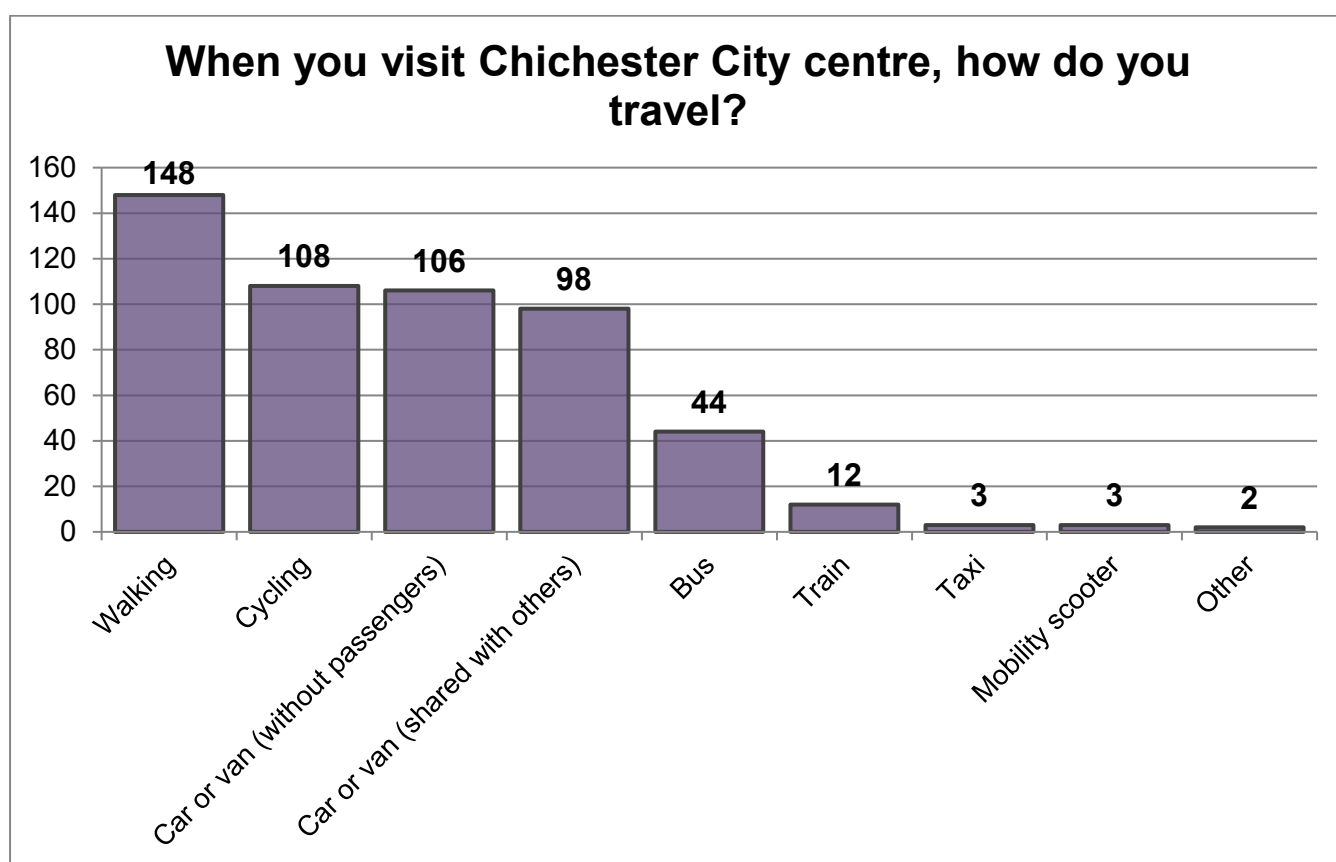
12.7% of respondents (30) said they have a long-term illness, health problem or disability which limits their daily activities. 79.3% (188) said they do not and the remaining 8% did not wish to disclose this information.

Section Two: Your travel

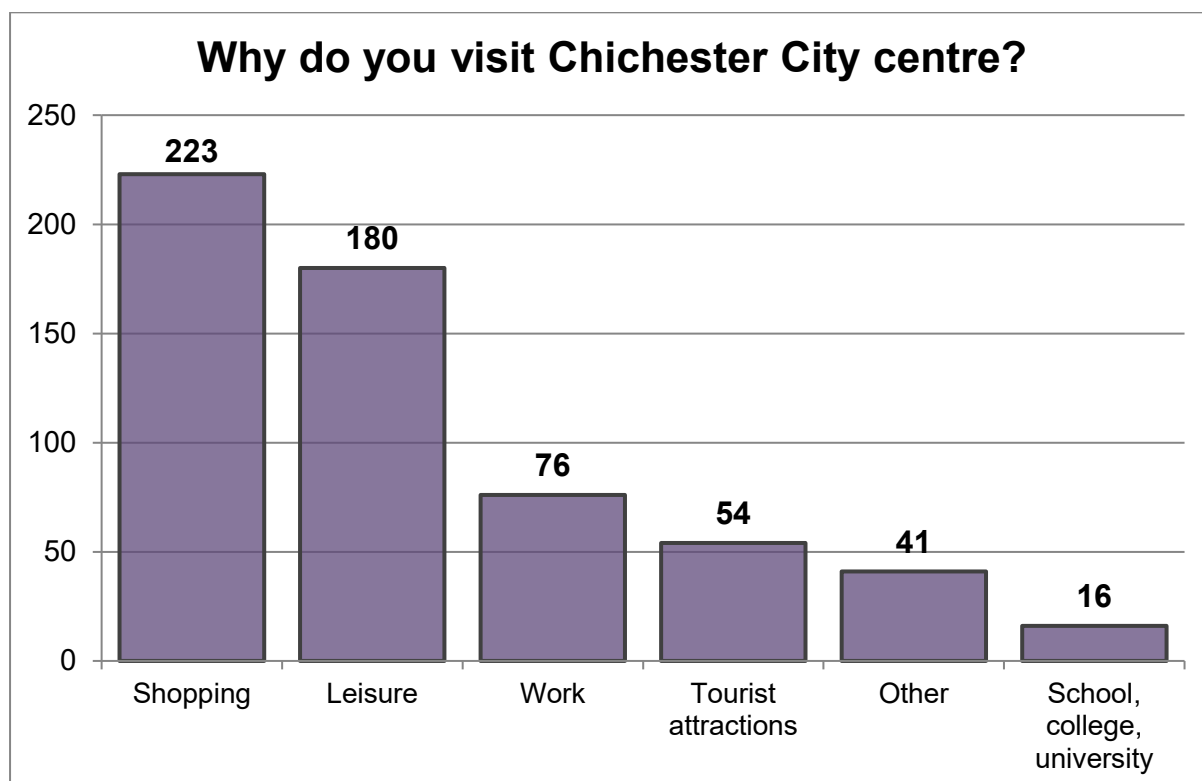
Respondents told us how they currently travel into and within Chichester City centre. The majority of respondents said they walk (**148**), followed by **108** who cycle.

106 said they travel by car or van without passengers and **98** said they travel by car or van shared with others. When put together, **204** respondents travel by van or car.

The graph below breaks down the full results. As respondents could select more than one choice, percentages have not been included.



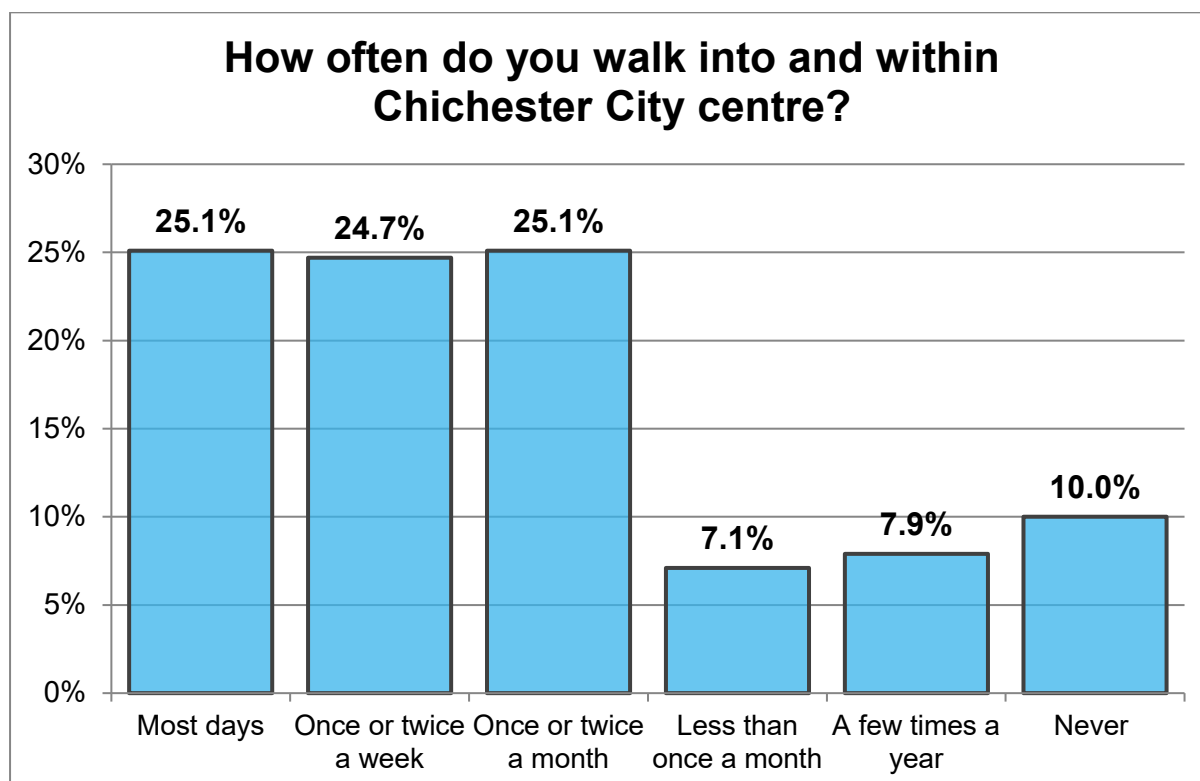
When asked why they travel into Chichester city centre, the majority of respondents said shopping (**223**). The graph below breaks down the full results. As respondents could select more than one choice, percentages have not been included.



41 respondents selected 'Other' and these have been categorised as follows: Accessing business and health services (15); For volunteering (5); Visiting friends and family (4); Exercise (4); Clubs (2); Accessing travel links (2); Attending church (1); Visiting local parks (1).

Walking

When asked how often they walked into and within Chichester City centre, **25.1%** of respondents (60) said most days and another **25.1%** said once or twice a month. The graph below breaks down the full results.



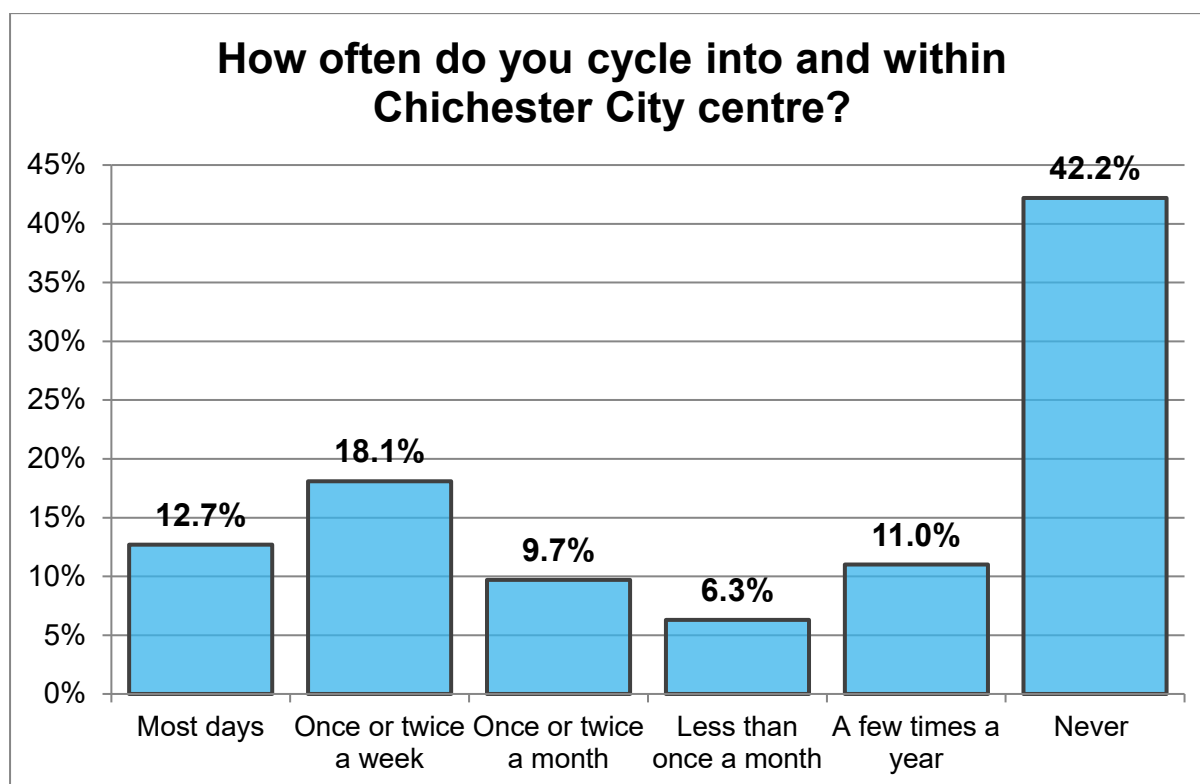
The reasons given for walking into and within Chichester City centre were given as follows. Please note that respondents could choose more than one answer.

For which of the following purposes to you usually walk into and within Chichester City centre?	
Reason	Count
Travelling to places (such as shops, the park, to appointment and to take public transport)	198
Health, fitness and wellbeing	98
Travelling to and from work	42
Other	15
Travelling to and from college, school or university	6

14 respondents selected 'Other' and specified a purpose for walking in the area. These have been categorised as follows: Trips to shops, pubs or restaurants (3); Walk from car to destination (2); To meet friends or relatives (2); Walk around precinct (1); Visit to museum (1); Volunteering (1); Cathedral concert (1); To walk the dogs (1); I live in the city centre (1); For work (1).

Cycling

When asked how often they cycled into and within Chichester City centre, the majority of respondents (**42.2%** or 100) said never. The graph below breaks down the full results.



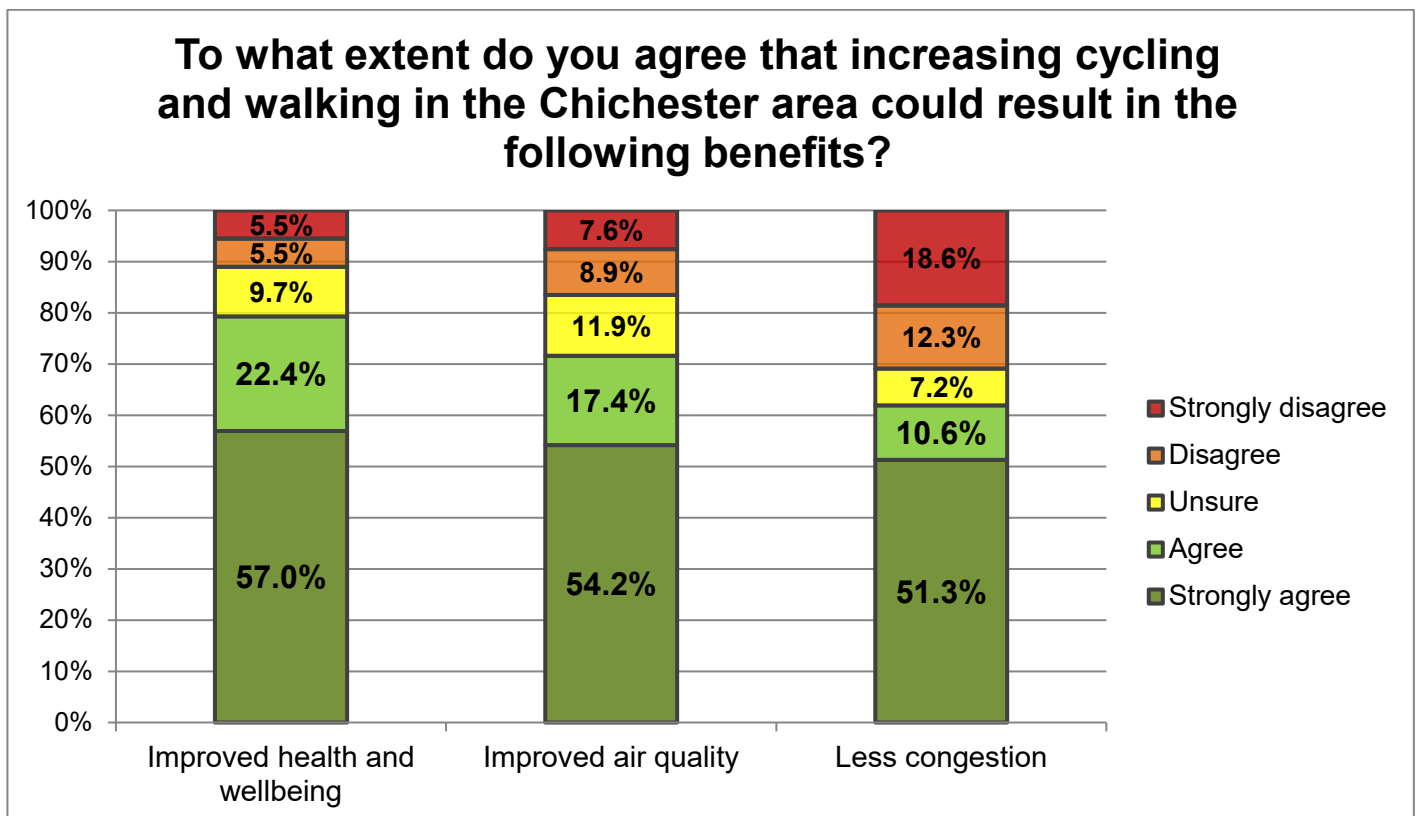
The reasons given for cycling into and within Chichester City centre were given as follows. Please note that respondents could choose more than one answer.

For which of the following purposes to you usually cycle into and within Chichester City centre?	
Reason	Count
Travelling to places (such as shops, the park, to appointment and to take public transport)	104
Health, fitness and wellbeing	68
Sport and leisure	55
Travelling to and from work	28
Other	12
Travelling to and from college, school or university	3

10 respondents selected 'Other' and specified a purpose for cycling in the area. These have been categorised as follows: Trips to shops, pubs or restaurants (3); Walk from car to destination (2); To meet friends or relatives (2); Walk around precinct (1); Visit to museum (1); Volunteering (1); Cathedral concert (1); To walk the dogs (1); I live in the city centre (1); For work (1).

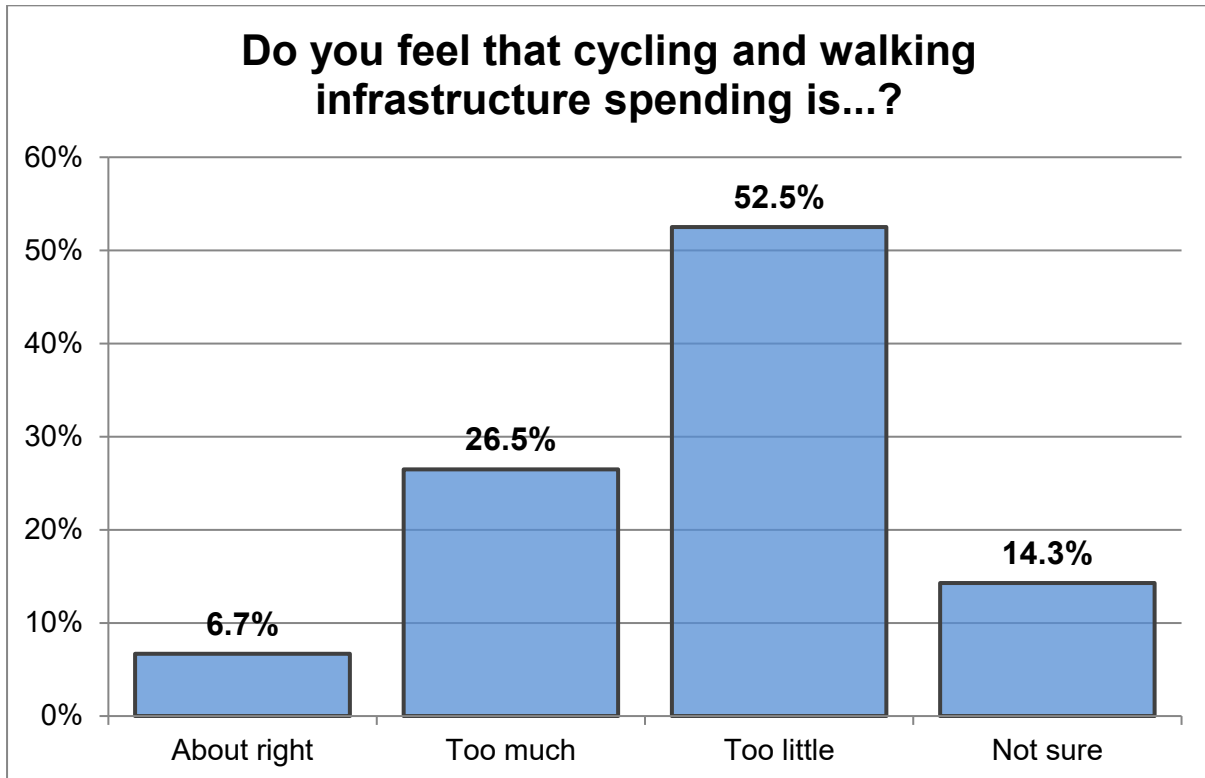
Benefits of cycling and walking

The majority of respondents strongly agreed with the proposed benefits of increased cycling and walking in the Chichester area. **57%** (135) strongly agreed that this would improve health and wellbeing, **54.2%** (128) strongly agreed that this would improve air quality, and **51.3%** (121) strongly agreed it would result in less congestion. The following graph breaks down the results.



Infrastructure investment

More than half of respondents (**125** respondents) felt that the money currently spent on walking and cycling infrastructure in Chichester and the surrounding area (by agencies responsible for investing in this) was too little. The lowest proportion of respondents (**6.7%** or 16) felt that spending on this was about right.

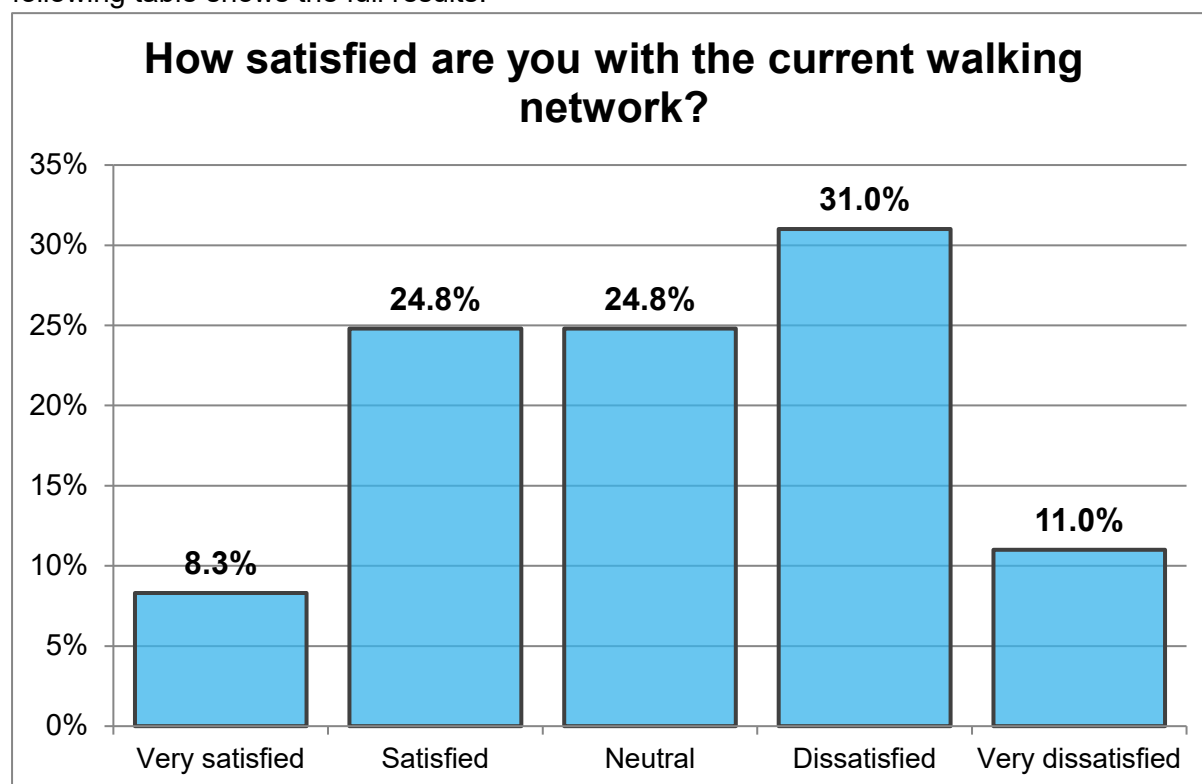


Section Two: Walking improvements

147 respondents (**61.8%**) chose to give their views on walking improvements identified in the Chichester City Local Cycling and Walking Infrastructure Plan.

The majority of these respondents (**31%** or 45 individuals) said they are dissatisfied with the current walking network within Chichester City and its links to adjoining parishes. The

following table shows the full results.



'**Busy roads**' was given as the main issue that prevented respondents from walking or walking more frequently in the area (**77**). Other top responses included 'quality of physical environment' (**62**) and 'difficult junctions' (**60**).

29 respondents said that there are no issues preventing them from walking or walking more frequently.

Respondents could choose more than one issue and so the results have been presented below by 'count'.

Issues preventing walking	Count
Busy roads	77
Quality of physical environment (e.g. poor air quality, lots of noise, poor walking surface)	62
Difficult junctions	60
Personal safety (e.g. dark or isolated routes)	55
Lack of consistent tactile paving	35

Issues preventing walking cont.	Count
Poor signage	25
	25
The routes are indirect	
Lack of dropped curbs	23
Not knowing the best routes to travel	19
	14
Other	

No issues preventing walking or walking more frequently	29
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12 respondents selected 'Other' and specified an issue. These have been categorised as follows: Cyclists causing a hazard (5); Cars parked across footpaths and blocking access (4); Lack of lighting (1); Flooding of footpaths (1); Poor paving (1); E-scooters on footpaths (1); Lack of room to social distance (1); More parking on outskirts of city required (1); Shade needed for hot days (1).

Respondents were asked to what extent they thought a variety of improvements would encourage them to walk more often in the area. The majority of respondents either agreed or strongly agreed with all the statements. The table below shows agreement and disagreement.

Do you think the following types of improvements (as proposed in the Chichester City Local Cycling and Walking Infrastructure Plan) would encourage you to walk more often?					
	Strongly agree	Agree	Unsure	Disagree	Strongly disagree
Continuous footways (providing priority for pedestrians over turning vehicles on side roads)	37.6% (53)	21.3% (30)	12.8% (18)	15.6% (22)	12.8% (18)
Low Traffic Neighbourhoods (an area where through motor traffic is removed, reduced or calmed)	34.8% (49)	27% (38)	14.9% (21)	11.3% (16)	12.1% (17)
Road closures (a permanent or part-time road closure for motor traffic)	29.1% (41)	12.8% (18)	23.4% (33)	14.2% (20)	20.6% (29)
Parallel crossings (a separate crossing for cycles and pedestrians)	27.7% (39)	22.7% (32)	24.8% (35)	12.8% (18)	12.1% (17)
Shared use path (a path for pedestrians and cycles but not motor vehicles)	26.6% (38)	28.7% (41)	12.6% (18)	13.3% (19)	18.9% (27)
School Street (an area with restricted access to motor traffic during school pick up and drop off times)	25.5% (36)	24.1% (34)	31.2% (44)	12.1% (17)	7.1% (10)
Toucan crossing (a signal controlled crossing for pedestrians and cycles)	22.5% (32)	38% (54)	24.6% (35)	7% (10)	7.7% (11)
Bus gates (where only cycles, pedestrians and buses are allowed to pass)	22% (31)	24.8% (35)	19.1% (27)	17.7% (25)	16.3% (23)
Raised tables (a flat raised section of road to slow traffic making it easier to cross the road)	20.6% (29)	37.9% (45)	24.1% (34)	12.1% (17)	11.3% (16)

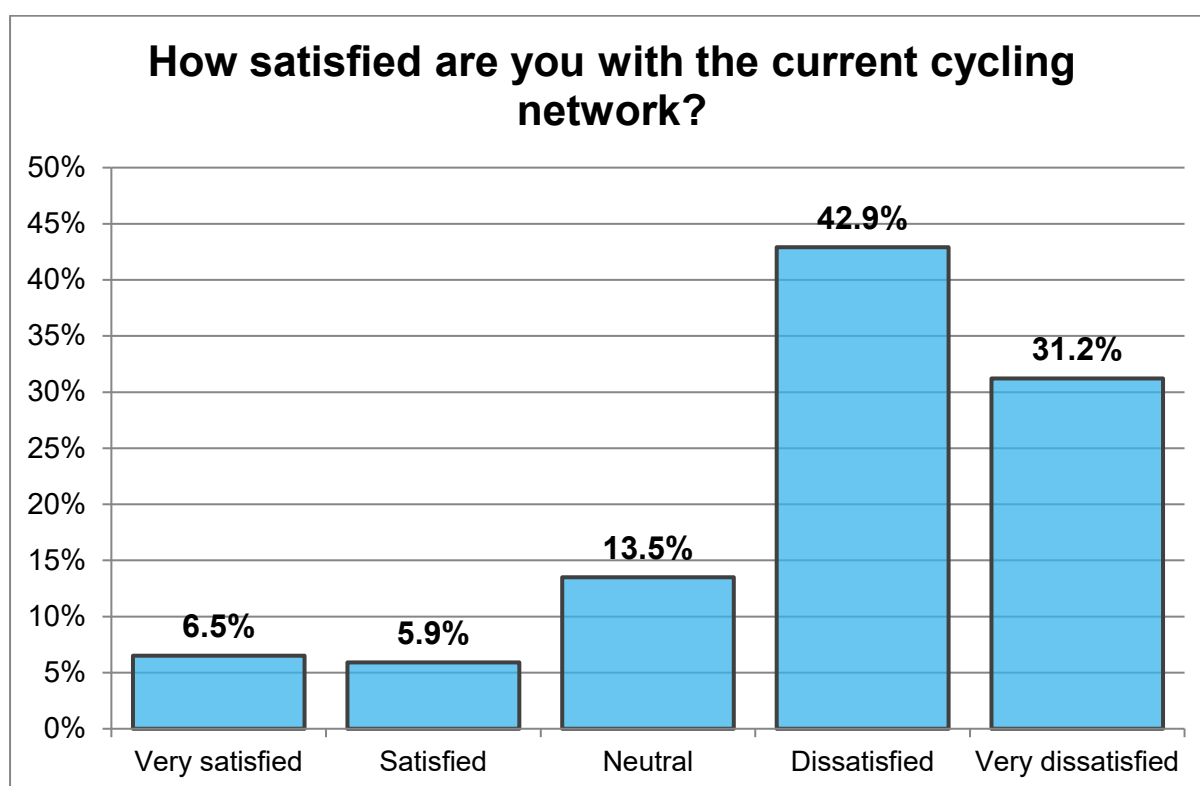
Section Three: Walking improvements — comments

60 respondents provided comment about the walking audits carried out and the suggested walking improvements in the plan. A full list of all of these comments (Appendix C) has been provided to the service area for analysis.

Section Four: Cycling improvements

172 respondents (72.9%) chose to give their views on cycling improvements identified in the Chichester City Local Cycling and Walking Infrastructure Plan.

The majority of these respondents (42.9% or 73 individuals) said they are dissatisfied with the current cycling network within Chichester City and its links to adjoining parishes. The following table shows the full results.



'Busy roads' (95) and 'difficult junctions' (95) were given as the main issues that prevented respondents from cycling or cycling more frequently in the area. Other top responses included 'lack of segregated cycle routes' (86) and 'quality of physical environment' (70).

30 respondents said that there are no issues preventing them from cycling or cycling more frequently.

Respondents could choose more than one issue and so the results have been presented below by 'count'.

Issues preventing cycling	Count
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Issues preventing cycling cont.	Count
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Busy roads	95
Difficult junctions	95
Lack of segregates cycle lanes	86
Quality of physical environment (e.g. poor air quality, lots of noise, poor walking surface)	70
Personal safety (e.g. dark or isolated routes)	57
Routes are indirect	55

Poor signage	41
The routes are indirect	25
Other	31
No issues preventing cycling or cycling more frequently	30
Not knowing the best routes to travel	29

26 respondents selected 'Other' and specified an issue. These have been categorised as follows: Too dangerous due to motorists or poor road surface (8); Dis-jointed cycle lanes (3); Difficult to use or access cycle paths with baby trailer or dog trailer (3); Lack of maintenance to cycle paths (2); Due to disability (2); Covid-19 temporary cycle lanes are confusing and unused (2); Not enough 20mph speed limit zones on residential roads (1); Not a cyclist (1); No storage (1); Too time consuming (1); Priority at side junctions for cyclists (1); Would only cycle if improvements didn't hinder existing road infrastructure (1); Lack of designated cycle lanes (1); Travel from outside the area so no bike on me (1).

Respondents were asked to what extent they thought a variety of improvements would encourage them to cycle or cycle more often in the area. The majority of respondents either agreed or strongly agreed with all the statements. The table below shows agreement and disagreement.

Do you think the following types of improvements (as proposed in the Chichester City Local Cycling and Walking Infrastructure Plan) would encourage you to cycle more often?					
	Strongly agree	Agree	Unsure	Disagree	Strongly disagree
Protected cycle track (a path for cyclists physically separated from motor vehicles and pedestrians)	51.5% (85)	16.4% (27)	8.5% (14)	7.9% (13)	15.8% (26)
Continuous cycleways (providing priority for cycles over turning vehicles at side roads)	43.6% (71)	17.2% (28)	7.4% (12)	11.7% (19)	20.2% (33)
Additional cycle parking facilities	37.6% (56)	32.7% (53)	15.4% (25)	7.4% (12)	9.9% (16)
Low Traffic Neighbourhoods (an area where through motor traffic is removed, reduced or calmed)	30.4% (49)	27.3% (44)	13.7% (22)	13.7% (22)	14.9% (24)
Floating bus stop/bus stop bypass (where cycle track runs behind a bus stop so cycles do not share the space with buses)	28.8% (46)	21.9% (35)	24.4% (39)	11.9% (19)	13.1% (21)
Bus gates (where only cycles, pedestrians and buses are allowed to pass)	28.5% (45)	23.4% (37)	17.1% (27)	13.3% (21)	17.7% (28)

Do you think the following types of improvements (as proposed in the Chichester City Local Cycling and Walking Infrastructure Plan) would encourage you to cycle more often?					
Road closures/modal filter (a permanent or part-time road closure for motor traffic)	26.8% (42)	19.1% (30)	18.5% (29)	15.9% (25)	19.7% (31)
Shared use path (a path for pedestrians and cycles but not motor vehicles)	24.7% (40)	26.5% (43)	13% (21)	16.7% (27)	19.1% (31)
Contraflow cycling (where cycles are allowed to travel in both directions on streets that are one-way for motor traffic)	24.8% (40)	20.5% (33)	19.3% (31)	9.3% (15)	26.1% (42)
School Street (an area with restricted access to motor traffic during school pick up and drop off times)	23.4% (37)	22.2% (35)	29.1% (46)	13.9% (22)	11.4% (18)
Toucan crossing (a signal controlled crossing for pedestrians and cycles)	18.9% (30)	36.5% (58)	24.5% (39)	8.2% (13)	11.9% (19)
Cycle lane (where a lane is marked on the road for cycling but there is no physical separation between traffic)	18.5% (30)	35.8% (58)	14.8% (24)	13% (21)	17.9% (29)

55 general comments were received about cycling improvements in the plan. A full list of all of these comments (Appendix D) has been provided to the service area for analysis.

Respondents were asked if they wanted to comment on any of the **nine individual cycling routes**, and the number of comments received for each were as follows:

Route	Number of comments	Type of comment	Count
Route A — From north Chichester, via Lavant Road/Broyle Road, to Northgate roundabout with a link to Chichester Festival Theatre.	43	Route K — From west Chichester, linking Fishbourne Road East to Westgate, via a shared use bridge over the railway.	38
Route B — From Lavant Road, via north Chichester, linking to the University and connecting to Oaklands Way.	31	Route N — From north-east Chichester, linking Barnfield Drive and residential areas, via Westhampnett Road/St Pancras, to the New Park Road area of Chichester.	32
Route E — From North Mundham to the south-east of Chichester, crossing over A27 near Bognor roundabout, and connecting to Market Avenue in Chichester.	23	Route Q — Route forming a link between Route K and railway station via Chichester College.	19
Route F — From N Mundham, via Chichester Free School and	21	Core area — The central area of Chichester within the ring-	55

crossing over A27 near Hunston roundabout, linking to Kingsham Primary School/Whyke Road and Kingsham Road.		road including The Hornet/St Pancras.	
Routes G and H — Connecting Donnington, via either Chichester Canal path or Stockbridge Road, to Chichester railway station.	32		

A list of all of these comments (Appendix D) has been provided to the service area for analysis.

Section Five: Other comments

When asked if people would like to add further comments about walking and cycling in Chichester, **155** provided comment.

A full list of these comments has been provided to the service area for analysis (Appendix E).

Conclusions

Respondent profile:

- The majority of respondents are **residents** of the district (**219**), and almost half (**49.3%** or 110) live in **Chichester City**.
- One third are aged 65 years and over (**30.9%** or 73 respondents)
- The split between male (**47.5%** or 113) and female (**45.4%** or 108) was fairly even.
- **12.7%** of respondents (30) told us that they have a long-term illness, health problem or disability.

Current travel:

- The most common way of travelling into Chichester City centre was by car or van (on their own or shared with others) with **204** selections.
- **148** said that they walk and **108** said that they cycle, and the main purposes for travel were shopping (**223**), leisure (**180**) and work (**76**).

Walking:

- When asked how often respondents currently walk into and around Chichester City, the most popular responses were 'most days' (**25.1%**) and 'once or twice a month' (**25.1%**).
- **31%** (45) said they were dissatisfied with the current walking network.
- '**Busy roads**' was given as the main issue that prevented respondents from walking or walking more frequently in the area (**77**). Other top responses included 'quality of physical environment' (**62**) and 'difficult junctions' (**60**).

Cycling:

- The most common response when asked how often people cycle was 'never' with **42.2%** and then once or twice a week' (**18.1%**).
- **42.9%** (73) said they were dissatisfied with the current cycling network.
- '**Busy roads**' (**95**) and '**difficult junctions**' (**95**) were given as the main issues that prevented respondents from cycling or cycling more frequently in the area. Other top responses included 'lack of segregated cycle routes' (**86**) and 'quality of physical environment' (**70**).

Views on improvements

Most respondents **strongly agreed** with the proposed **benefits of increased cycling and walking** in the area.

- More than half of respondents (**125**) felt that the money currently spent on walking and cycling infrastructure in the area was too little.
- In response to a list of the types of walking improvements suggested within the plan, the majority of respondents either **agreed** or **strongly agreed** that these ideas would encourage them to walk or walk more often.
- Respondents were also asked to what extent they thought a variety of improvements types would encourage them to cycle or cycle more often in the area, and the majority **agreed** or **strongly agreed** with the statements. One notable exception was that the slight majority of respondents (**26.1%** or 42) **strongly disagreed** that **contraflow cycling** (where cycles are allowed to travel in both directions on streets that are one-way for motor traffic) would encourage them to cycle or cycle more often.
- **60** respondents provided comment about the walking audits carried out and the suggested walking improvements in the plan, and these have been provided to the service area for consideration.

- **55** general comments were received about cycling improvements with a further **294** comments on the individual cycling routes. These have been provided to the service area for consideration.
- It is worth noting that this consultation received fewer responses than the previous Chichester District Council run consultation on rules around dog control in public open spaces. This may be due in part to a series of consultations that have needed to take place in quick succession, resulting in consultation fatigue amongst potential participants.
- Please note that West Sussex County Council's Covid-19 temporary cycle lane scheme consultation was also live throughout the duration of this consultation. The distinction between the two schemes and consultations was made clear in our communications and where comments and questions were received about Chichester's pop up cycle lane, for example on the council's social media channels, residents were signposted to the WSCC consultation. Some comments received for this consultation relate to the pop up cycle lane scheme and will be passed on to the Highways Authority by the service area.
- Where proposals have been made as part of this consultation for additional improvements within the plan area, the service area has passed these suggestions to the consultant assisting with producing the LCWIP in order that they can be considered for inclusion in the final document.
- Where proposals have been made as part of this consultation for improvements outside of the plan area, the service area will pass these on to the relevant authority for consideration.

Annex A – Social Media Reach

Social media campaign results:

- **317** total clicks (268 on Facebook and 49 on Twitter)
- **57,106** total reach (33,130 on Twitter; 16,495 on Facebook; 7,481 on Nextdoor)
- **51** retweets / shares on Facebook and Twitter
- Positive engagement rate of 4.1% on Facebook and Twitter
- **58** total likes or loves

One Facebook post was boosted over 4 days and accounted for 133 of the total clicks and 6,959 of the total reach above.

20% of households in the Chichester District are on Nextdoor. This is a very high engagement figure– most authorities can only reach around 5% of their population.

Annex B – Consultation promotion

- A media release was sent out promoting the consultation and another to remind people of the deadline.
- The consultation was also promoted within the Leader's column, District Dispatch, in the Chichester Observer and the Midhurst and Petworth Observer.
- Local partners and organisations (such as, Parish Councils, leisure centres, hospitals, WSCC etc.) were contacted and asked to support promotion of the consultation.
- The consultation was promoted in the council's general email newsletter, business email newsletter, Sussex Police's Neighbourhood Watch bulletins for the area, and in WSCC's Your Voice consultation newsletter.
- WSCC also promoted the consultation on its Consultations Hub web page.
- Members were provided with posters and link to the consultation page for promotion in their areas.
- Posters were displayed in areas such as the entrances to East Pallant House, in district leisure centres and in the Little London public conveniences.
- A car park advert was displayed in Avenue de Chartres car park, Chichester, reaching up to 1,000 vehicles a day.
- A digital screen advert was displayed in the reception at The Novium Museum.
- An email was sent to **630** Let's Talk Panel members.
- The consultation was promoted on social media – see Appendix A for a full breakdown.
- A campaign banner promoting the consultation was displayed on the homepage of the council website. An advertising banner was also displayed at the top of every web page. This was viewed **84,114** times with **26** click throughs.
- The survey was sent to all CDC staff and placed on the intranet and Workplace. A desktop advert was also created and displayed as background on staff laptops.

Annex C – Written comments on walking improvements

Please make your comments about the walking audits and/or suggested walking improvements below

Improvements to walking access from Stockbridge - suggested improvement in this area are welcome. At present the path on the East side north of the pedestrian crossing is too narrow for both pedestrians and cyclists. Although not a designated cycle route a lot of cyclists use it for obvious reasons but very few of them ever use a bell to alert pedestrians to their presence. The alternative route for cyclists along Queens Avenue needs to be better signposted and easier to access when heading towards the city centre. Safe and direct access to the canal towpath as an alternative route for both walking and cycling would be useful (the cycle path behind the former hospice takes a lengthy route and doesn't feel very safe on your own, particularly after dark) . Unsure about allowing cycling over the bridge (although many do so anyway) as this may impact on pedestrian safety.

It is disappointing that yet again the need of disabled people who can neither walk nor cycle have not been considered in this survey. As a wheelchair user (since birth) I find it increasingly difficult to go anywhere without using my car. The state of the pavements has declined to badly that it is unsafe to go anywhere. Spend the money sorting out existing infrastructure. This has an impact on my physical and mental wellbeing.

How are elderly , vulnerable ,disabled people expected to walk or cycle? Little thought given to this in assessment. Increase in cycle lanes will not assist them. Closure of college lane to all vehicles should be first priority and stop encroachment into nearby residences And streets. Continual parking on footpaths and a complete rat run through Summersdale, dangerous. Enhance only centurion way out of city.....Safety for all, However where do disabled people fit in here?. We do have an ever increasing elderly population. Compliance of any rules during Covid, limited to non-existent . More grief to endure by residents in the North.

The cycling routes around the city are unsafe, cycling from Fishbourne to Chichester city centre sometimes can feel like you have to risk your life with cars coming of the roundabout near Chichester College and Bishop Luffa, the speed limit is too high coming down from National to 20 mph. With no separate lane for cyclist some roads feel unsafe or if they do the speed restrictions for cars is too high and the risk of injury to great.

The only group you didn't consult was the largest user group. The motorists. Closing off access routes to hospitals etc is counterproductive.

I think a safe crossing for pedestrians is needed on Bognor Road near the cooperative. Also near the mini roundabout at western end of Sherbourne Road as dangerous for pupils walking/cycling to bishop luffa school at busy school drop off times.

Whilst the routes are not bad, there is an apparent assumption that some areas can be shared by cyclists and pedestrians. One of my concerns about walking in central Chichester outside the cycling restrictions period is dodging cyclists who go through at unreasonable speed. This risks significant injury especially to older persons, or collision with mobility scooters in an area with an older population.

Excellent idea

The suggested improvements, albeit over a 10 year timescale, would bring welcome and sensible improvements to encourage and support walking in what is actually a compact and accessible area. I previously lived in Chichester city around 40 years ago when traffic was much less and these proposals are a welcome move to redress the balance between motorised transport and walking, with sensible changes

in priority to encourage walking as a more sustainable mode, which should also lower pollution levels if vehicle use is reduced.

This has to be an improvement. Anything which provides better accessibility for walkers and cyclists is warmly welcomed.

I think that this is on the right track but too slow to implement. More local feedback in some areas where paths may not be entirely suitable for residents.

Needlemakers, the street I live on, is particularly hard and dangerous to cross as a pedestrian. The road needs proper crossings at both ends and a 20mph max for traffic. Ideally Needlemakers, The Hornet and East St all need to be pedestrianised to encourage walking for pleasure as well as shopping- as there is in North St., South St. and West St. Chichester needs to welcome walkers and be much more pedestrian friendly – a lot of improvements are required and should be a priority. Cutting through the Council car park is very dangerous for pedestrians with no user- friendly road markings to follow a safe route. This is a real opportunity to make Chichester a pedestrian friendly city.

Just need more signage and also to stop cars parked on pavements forcing wheelchairs, people with pushchairs etc on to the road. Reducing speeds to 20 mph in all areas in towns and enforcing this

Pedestrianisation of South Street, with access for buses and lorries specifically for the purposes of loading/unloading. Maintenance of existing footways should be improved - deal with uneven paving stones, heavy penalties for footway parking, widen footways where feasible to do so. Traffic calming measures are required, particularly with the roads immediately outside the city centre, roads such as Station road, Southgate and Westgate, The Hornet and St, Pancras

Two major problems are (i) poor quality of pavement surface and (ii) frequent cyclists of all ages cycling on the pavements.

The East of Chichester city, particularly St Pancras needs more focus. This road/area is heavy used by many (vehicles, cyclists & pedestrians) and requires major improvements. The following petition shows support for improvements on this road and some proposals: <http://chnq.it/NRPdDgkT> Vehicle speeding is a major issue and there is nothing to prevent or discourage speeding vehicles which makes the road particularly bad for cyclists & pedestrians.

It's difficult to cross St Pancras on foot to get into the city from the South East.

Shared paths for cyclists and pedestrians are inherently unsafe. Collisions may be few at the moment, but so is their use. No consideration has been given to the forces involved when a cyclist collides with a pedestrian, especially an older pedestrian. Similarly, removing the restriction on cycling in East and North streets will expose pedestrians to increased risk. I have already had near misses in those streets and on the shared path in Broyle Road. On at least two occasions, had I not been steady on my feet, I would have been knocked over. Illegal use of electric powered scooters and cycles, which may be legalised, increases the risk. There must be separation between cyclists and pedestrians.

I am 78 and retired to Chichester 19 years ago. I have NEVER had any major problem walking anywhere in the City Centre (between where I live opposite the station and, say, the CFT, providing one keeps ones wits about one. Some of the comments made about paths that I use regularly are totally wrong and stupid also bearing in mind the amount of traffic on the adjacent roads. It would be far better to ensure that the

paving slabs are all level and not likely to trip people up. Bearing in mind the pedestrian usage over some 19 years I would say that no pavements are too narrow.

! Sec.5.2 (not Sec 6 as indicated above!) CWZ what is difference between turquoise Andrew purple shaded areas? Plan 21 Ave de Chartres not adequate for walking because no pedestrian crossings, almost same for Market Ave. Appendix.C CWZ Audit - historic core pavement widening not a realistic option - why not, if traffic banned?

Cheaper bus fares for children to go to school. Cut off point on gold lines not realistic. Footpaths from villages to Chichester unsafe. Hunston has no footpath except the canal which is pitch black at night and muddy in the winter.

The footpaths in the city are frequently too narrow for comfortable use and also often so badly maintained to be safe to use. In some cases the footpath is combined with a cycle path for example in Melbourne Road where the path is already too narrow for either to be used. The combined path and cycle path down Broyle Road is a good idea but too narrow for both it was an opportunity missed. When motorists park their cars where are the footpaths to welcome them and guide them into the city? For example when they leave the Northgate car park and negotiate the underpass the encounter the top of North Street with narrow footpaths jammed between the shop fronts and parked cars with very uneven paving in some parts. This is typical of problems for walkers in the city some of the provision is good but it is inconsistent and safe pedestrian friendly and disabled friendly access suddenly disappears before reappearing somewhere else.

For people with balance issues or sensory impairment in their feet (including but not only older residents and visitors) the uneven pavement and road surfaces, kerbstones and very narrow pavements in places can be very dangerous. As a pedestrian, when it rains there is a great danger of being soaked because of the bad drainage and deep puddles (ponds!) that appear almost immediately in places, eg Little London/ East Row/ East Walls - when cars drive past, even if they are going very slowly. Also as a pedestrian, it would be good to have shorter walking distances to bus stops, especially from the northern/ north east direction - older and people with mobility difficulties - including very many people who are not 'registered' disabled - can only walk a short way to get a bus, so may be tempted to use a car instead.

I think the money spent on the cycling pop up lanes is a complete and utter waste of money. I have only seen a couple of cyclists using the pop up lanes, one of whom was on the mobile phone as she was cycling. The majority of cyclists are selfish, arrogant and inconsiderate. They ride two or three abreast and cause a traffic hold up. They are not cycling to work, they are cycling for pleasure. These people pay no road tax or insurance, therefore what are they contributing to the county? I think the money would be better utilised in repairing pot holes and maintaining road surfaces. I think it is a mistake to put cycling and walking together. As a person that walks with my dogs, I often have to jump out of the way to avoid being hit by the car or the cycle even when I am as close to the verge as I possibly can get.

For goodness sake just stop wasting money on this. Start being more considerate to motorists, who pay a very considerable cost to run their cars and for the privilege of using the roads every year. We are sick & tired of this!

I would like to see it go further up St.Pancras

Improved walking needs to be extended more along St Pancras.

An improved foot/cycle path extending towards Chichester along 'Town Lane' along beside the Temple Bar Solar Farm to link up with the route through Westhampnett which uses much of the Old Arundel Road. This would be more favourable to the residents of Boxgrove and Halnaker than the hack over the pedestrian bridge to Tangmere then alongside the busy A 27 to the double roundabout on Temple Bar flyover.

A lot of pavements are uneven around Chichester. I have helped multiple people who have tripped over and even had to call ambulances for some. The pavements are dangerous and must be sorted.

The current provision is sufficient, I don't think any changes are needed except proper maintenance of pavement surfaces.

I am a sometimes a wheel chair user and sometimes walk with 2 sticks - the biggest issue is the poor surface - even a small bump / indentation can be an obstacle. Surfaces can be good at first , but require robust maintenance

Whatever happens people will still use cars and air quality will undoubtedly suffer if cars are held in traffic queues. This isn't great for anyone, residents, walkers & cyclists. People will not walk or cycle if they have a car at home, being paid for, if they're shopping, the weather is bad or they need to access leisure or work. Particularly if they have to carry items for said purposes.

You are prioritising a minority of people who mainly live in close proximity to Chichester centre. You cannot house enough people who will all walk and cycle to support the local economy. Slowed traffic increases emissions.

the current cycle lanes (pop up Covis)are an absolute disgrace please name the idiot who suggested them cyclist do not use them they cause delays at peak times ambulances and fire fighters unable to transit BE BOLD REMOVE THE LANES BEFORE WE HAVE A MAJOR ACCIDENT FRUSTRATED MOTORIST

There are some really dangerous spots that haven't been thought through with regards to walking. The junction where Whyke Road meets the A27 the pavement disappears by Whyke Lodge care home - leaving pedestrians to cross the busy exit to the Whyke Road roundabout. Better lighting is needed along lots of the footpaths - as well as clearing. The route in front of the college and behind Westgate is incredibly overgrown.

The plans need to be extended to St Pancras (from the city centre end to Spitalfield roundabout), which, since it is long and very straight, is effectively a race track. Cars speed up considerably on this stretch of road, exceeding the speed limit by far, and motorbikes seem to use it as a testing ground. And since the road is so dangerous it encourages cyclists to use the pavement, which is dangerous for pedestrians. Pavement cycling has become endemic in recent years. Everyone knows there are no speed cameras and no traffic calming measures in St Pancras and simply put their foot down when reaching it.

Shopwyke needs more pavements. Cars should be banned from parking on pavements. Pavements that are for exclusive use by pedestrians should have notices to indicate that cycling is prohibited on them. The audit should be updated to account for all the new housing developments in the Shopwyke area. The Coach Road footpath and A27 crossing should be included in the audit as it supports direct travel between Oving/Shopwyke and the school and motor factory in Westhampnett. There is no direct safe footpath access along the A27 between Shopwyke and the business parks at the Bognor roundabout and Quarry Lane, nor the recreational Lakes beyond (off Vinnetrow Road). There is no physical protection for

pedestrians/cyclists using the A27/Oving Rd toucan crossing from vehicles making U-turns from the southbound A27 to the northbound A27 whilst the pedestrian crossing is active.

Enforcement of speed regulations

For pedestrians in my age group, cyclists are a bigger hazard than motor cars. I particularly dislike routes where pedestrians have to share with cyclists. The pop-up cycle lanes cause both increased pollution and noise (because traffic is stationary). The pop-up cycle lanes should be removed as quickly as possible. They make the road more unsafe for pedestrians. College Lane should be for buses only - either in the bottom half or the top half. The bottom half would be better. Cyclists should be banned from the pedestrian area in the middle of Chichester.

Unacceptable.

The surfaces of the paths in Chichester are woeful - very uneven in places. I have a mobility/stability issue and on Saturday the uneven path in Market Road resulted in me tripping and damaging my hand to prevent myself falling. Had I fallen I would have struggled to get up unaided.

Make the pathways safer and where possible be wider. Try to incorporate a cycle route. Maybe there should be a light system to hold cars at junctions to allow cyclists to have priority.

Pavements to be kept in good shape and free from ice, wet leaves, dog faeces etc.

It only covers local to Chichester. Selsey suffers from a lack of a cycle highway until Pagham Harbour, even then it's unclear, indirect and badly designed. There needs to be a direct, safe cycle highway from Selsey to Chichester. Forcing cyclists to use the road on a narrow, busy road is dangerous to all users, increases travel times and pollution.

Crossing St Pancras needs to be made easier to get into the city and to the hospital from the South East. Vehicles need to be forced to slow down to make it easier.

Like all such proposals they are a mix of good intentions and the pushing of someone's agenda with the agenda part being dominant. If people want to walk they can and they will - there is absolutely no need to waste public money on any "improvements".

It is a great shame that nobody can walk from Tangmere to the petrol station and little Waitrose at Fontwell. The path just stops. Also, it is dangerous to attempt to walk from Tangmere into Eartham as you have to run across the busy A27. Mount Noddy in particular, and the pub would both benefit from volunteers arriving in one piece. The footpath along the A27 from the Rontec at Kingsham heading east, ends suddenly after Kingsham Avenue, making it impossible to continue to Portfield. Ridiculous. It must have caught out many with mental health problems and risked fatalities.

I walk when I can as a matter of preference however your pop up cycle lanes are a nightmare for me and positively dangerous for my elderly father. I have sat in long tail backs through Chichester and have yet to see a single cyclist on these routes. We live in a predominantly rural area which means that cycling from home to school or work is impossible and public transport is infrequent and expensive. This is an unfortunate fact and your empty cycle lanes are witness to that. I am a carer for my dad and visit my mum in a residential home as well as studying at the university. I simply cannot sit in traffic all day. I can see the point of these provisions in large inner city areas but they do not work here. Apart from this you are allowing building to run out of control and all these houses come with parking. Where is all this traffic meant to go? No joined up thinking leads to gridlock and misery for us all. Please exercise some common sense in this. I would love to get rid of my car and walk but it is simply not practical.

The walking audits should now take account of latest govt. guidance in terms shared of use paths - such as LTN1/20

I am a strong believer in the 20 plenty limits but it strongly needs enforcing even in my car and obeying the 20 limit to many drivers overtake you

This response is given on behalf of Westgate Residents Association. As the District Council will be aware, some of the improvements proposed for Westgate are the subject of other current initiatives such as the highways works to be carried out under the Section 106 Agreement relating to Phase I of the Whitehouse Farm development ('WHF'). In relation to the areas for improvement identified from the walking audit (Appendix C p34): Lack of crossing provision for pedestrians at Westgate/Sherbourne Road junction: we welcome the zebra crossing points for this junction to be constructed under the Section 106 agreement for WHF. Lack of crossing provision for pedestrians at Westgate/ Orchard Street Junction: we are pleased that this will be addressed under the WHF Section 106 Agreement.

As my comments are about 1200 words long, this survey is not much use to me! I will try to find an alternative route to send my comments. I am disappointed at how hard it is to respond to this consultation. Overall my priorities would be a. improve the Northgate gyratory b. adopt the "Dutch roundabout" approach to the current roundabout at West St / Orchard St / Ave de Chartres c. improve the walking surface in the pedestrian areas in East St and North St d. mark clear walkways through Northgate car park e. do not put pedestrians at risk by encouraging cycling in the pedestrian areas in East St and North St

Two main features seem to come to the fore in the audit and proposals to improve things. One is the condition of the infrastructure and the other is the impact of traffic on comfort and safety. For the former, it's clear that what's needed is a massive programme of improvements to bring the infrastructure up to a high standard. For the latter, it is almost impossible to come up with a set of measures that will reduce the impact of traffic so that walking around Chichester is a pleasant experience. It's both the volume and speed of traffic that creates an unpleasant experience, and in places a distinctly risky. Regarding speed - such is the squeeze on road space that drivers have become competitive. Cars these days are powerful which means that a driver can accelerate rapidly. Can't do much about that part from coming up with a way of detuning cars within the city limits! Driver behaviour is unlikely to change in a beneficial way. But something could be done about the volume of cars in the city. a) by punishing city parking through high parking cost; and/or b) by providing low or no cost parking on the city boundaries and making it really easy to walk into the city centre. For those who don't want to, or can't, walk provide free of charge a golf buggy type transport along the enhanced (shared use) routes. Punishment is unlikely to work because people whom are determined to drive in the city just absorb the extra cost. An encouraging environment is better.

All residents should have been made aware of these surveys. The timescale is not long enough and I feel it favours the organisation pushing these cycle lanes through. All taxpayers should have been able to have their say. There are many elderly residents in Chichester who do not have computers and who are left out of the equation. This does not mean they are anti- cyclist or anti- cars. Their views are not being included. As a local resident, I feel strongly that the COVID 19 pop up lanes have negatively affected the centre of town. The cyclist are still using the pavements and the middle of the roads. Even the cyclists complain about the pop up lanes. Think of drivers (including disabled drivers and caters) who work in Chichester and need their cars. Think of the local economy - people will buy more if they can drive home in their cars and will shop less if they have to walk or cycle with their shopping.

When walking west along St Pancras at the south end of New Park Road, the crossing on to the island (CW21) is very dangerous. Traffic travelling south tends to move quickly in anticipation of merging seamlessly on to The ring road, and pedestrians cannot easily see traffic without either walking a little way up New Park Road, or taking a risk, and needing to cross two lanes. A lot of people use Cutten Way as a pedestrian cut through, and so safer crossings at the northern end (St Pancras) and at southern end (St Agnes Place) would make a huge difference, again because of the typical speed of ten traffic on both roads.

Walking routes from Lavant are absolutely fine as they are - perhaps improved access to Centurion Way at the City end might help. Shared use paths - cycles and pedestrians are already a fact of life despite any regulations to the contrary - I suggest that dual use is normalised and that cycles are kept OFF the roads where they are more dangerous and cause traffic and pollution. Good example is the Salterns Way cycles track that is ignored by many cyclists who prefer to hold up traffic by meandering along the Apuldram Road. Some BIG SIGNAGE painted on the road might get the cyclists to use the investment already made for them (and yes, I use it).

Commend the thoroughness of the audit of paths and crossings. However, have severe doubts about the tone of suggested "improvements", some of which seem likely to make the City monotonous and bland. For example, the audit notes that the north end of CW99 Upper Walls Walk can only be accessed via steps. The steps are an inevitable consequence of the height of the City Walls at this point. This section of the City Walls is wheelchair accessible at the southern end, and any change to the northern end to "improve" accessibility could only have an adverse impact on the character of this part of the Wall. The possible closure of Whyke Road at its junction with the A27 by-pass would have wide-ranging implications for traffic movement on other roads in the City. It is absolutely essential that the consequences of such a road closure have been modelled fully before such a closure is contemplated. The possible improvements to Route A seem to be disproportionately costly, and seem to carry the risk of creating additional traffic hazards through the removal of existing turning pockets and central hatching. The suggested new cycle path and walking route through Oaklands Park (RouteB) goes through the gap between the Main Festival Theatre and the Minerva Theatre. This doesn't seem to be a particularly sensible idea being very likely to give rise to accidents and conflict between users and theatre-goers.

The walking audits refer to comfort & attractiveness. I'm not sure how much climate change adaptation featured in this. Providing shade during the summer months is going to be increasingly important to enable people to walk around the city comfortably during the hottest times of the day. Tree planting is obviously an excellent solution (as well providing biodiversity & slowing rainwater runoff). Also may need to consider sunshades across pedestrianised streets in the city centre (e.g. north street & east street).

ChiCycle has campaigned in Chichester for over 10 years. For much of this time it has campaigned for improved conditions for pedestrians as well as cyclists. Now a new local Living Streets organisation for Chichester is due to be set up but ChiCycle still believes much more needs to be done to improve conditions for people who walk in the city centre and in the residential areas of the city. Much more investment is needed to improve the public space in Chichester. Major works are needed not just small,

token gestures. The amount of money spent on the A27 needs to be mirrored with similar amounts to be spent on walking and cycling improvements.

This Plan appears mapped based and out of touch with reality. No cycling should be allowed in pedestrian areas, such as East and North Streets, Cyclists can walk like everyone else, they are not welded to the saddle. They can also use self-discipline and tolerance and stay on the road keeping to the side. Overall the plans with a 20 mph speed limit are not needed and are simply to throttle car use and ownership. Note that cycling is forbidden on the path between Norwich road and Broyle road - Route S on Plan 19. The unnecessary path between Lavant Rd and Centurion Way north of the Co-op Garage was planned at least 2 years ago and now exists.

Annex D – Written comments on cycling improvements

You can make a general comment about the cycling improvements suggested in the plan below

i strongly suggest the council should not be wasting money and manpower on such projects and stick to role of providing necessary services. It has been proven in many cities that stopping cars going the town centre to provide such schemes kills the town centre, the quaintly of shoppers drop and the shops go out of business, just look at Chichester today, i prove my point. please don't waste any more time an effort on projects like this that only satisfy the needs of a few and in the end sacrifice the whole town centre, which is a fantastic place

I would like to see a cycle path to connect the Salterns Way at Apuldram, along the Apuldram lane to Fishbourne Road to connect with the underpass and continue into Chichester. At the moment there is nothing and the shared cycle path just stops at Apuldram. In the Summer and at peak times this road is super busy and dangerous and I have made the decision not to ride my bike at these times because of the lack of cycle path.

The Routes look promising, however the lack of signage for certain routes. Route 2 of the national cycle route is almost impossible to use in the city as there are no signs. The cycle routes should also limit the amount of cars, in some areas to help especially route A, K, & Q. Take some inspiration from the Netherlands or Belgium the routes are safer and feel throughout.

The bike lanes you have put in at the moment have caused more congestion and pollution then there was before you gave taken of hole lanes for cars and made it unsafe bikes still have to stop at junctions the same as cars which cannot work .also the area between Northgate and college lane us stopping emergency services from getting through.

The most important thing that needs to be done to get more people cycling in Chichester is to make them feel safer on the road. This can best be achieved by creating physical separation between bicycles and motor vehicles. Changing priorities at junctions so that motor vehicles have to give way to bicycles would also help. I would also note that creating "shared spaces" which are used by both pedestrians and cyclists won't help get more cyclists on the road as this will slow cyclists down and lead to them returning to the main carriageway. Whatever is done, the pushback from motorists will be that they are being slowed down/congestion is being caused. This might be true, at least in the short-term, but if it leads to a

reduction in people making short journeys, within Chichester, by car that is a good thing. In the long term congestion will ease as fewer shorter journeys are made by car. We have a climate emergency and an obesity crisis. We have to get more people out of their cars.

It might be the government's wish to get people cycling, but with specific reference to Chichester, the majority of its population is over the age of wanting or feeling safe on a bicycle. How does an elderly person do their shopping on a bicycle? The only people to benefit from your suggested plan, will be college and university students and possibly pupils of Bishop Luffa School. We know the ultimate aim is to get people out of their cars but with the present Covid-19 Cycle route (which we all know will become permanent) it is causing untold congestion and pollution. Try as you may, people will never forego their cars for bicycles.

Long term pop-up scheme at & near Northgate gyratory? I regularly use it at various times of day. Many angry AND intelligent letters to Chi Observer from CYCLISTS as well as drivers, describing the scheme's lunacy. My local counsellors agree, one of whom used the word "nightmare". WSCC's website betrays senseless thinking, based on faulty data - the consultant clearly doesn't know the area. Environmentally good if many more bikes, but the scheme doesn't help. Cyclists say: there are already cycle lanes, but hardly used because FIVE busy junctions at the gyratory mean safe cycling is very hard. So lane widening is utterly pointless - hardly any cyclists on them. Many youngsters still use PAVEMENTS. Buses? Few routes, few buses, my observation is few people used them even before lockdown. It's the only route for north Chichester and rural residents who must drive to Bognor Regis, Littlehampton, and All Places East On The A27. Rush hour before lockdown - this route always very busy, with near gridlock during last autumn's road works. But now gyratory, adjoining road and nearby roundabout VERY busy, and BUMPER -TO-BUMPER HEADING WEST BETWEEN 2 AND 4PM . Terrible at 5pm. MORE POLLUTION. WHEN MORE PEOPLE STOP HOME WORKING; even more so WHEN THE BIG NEW HOUSING ESTATE IS BUILT 1 MILE TO THE NORTH..... Guess!! EMERGENCY VEHICLES WITH NO OVERTAKING LANE (ST RICHARDS HOSPITAL & FIRE ENGINES) !!!

PLEASE PLEASE separate pedestrians from cyclists. Please consider Motability scooters as the same as cyclists and keep them separate from pedestrians Before any permanent implementation is considered, PLEASE check out just how many cyclists actually use these routes or would guarantee to do so. Cycling routes inevitably slow down traffic, whilst this enhances road safety it also can lead to increased pollution, both noise and air quality. Any implementation must have signs clearly indicating rights of way and hopefully in favour of pedestrian safety.

Improve road maintenance, pot-holes are a huge hazard. Some of the existing facilities are poorly designed, shared bridges over both A27 and railway have too tight turns to safely cycle on. On Westgate cyclist are faced with facilities that are too narrow and sometimes blocked by parked cars. Likewise the canal towpath and Saltrerns Way are very narrow and are a hazard to walkers and cyclists alike. Finally the ill thought out pop up lanes are a disaster and waste of money.

This is all pie in the sky. The existing arrangements for cyclists are badly designed, badly maintained and indeed dangerous in places. The installation of the pop-up cycle lanes demonstrates how it should not be done but I don't hold out any hope of a better outcome without better planning and investment. Cycle provision needs to show more understanding as to what cyclists require, which is a smooth surface to ride on without needing to stop and start, following a direct route.

There are already sufficient cycle lanes in Chichester. The additional lanes currently being trialled with cones are very little used by cyclists, and they simply cause more traffic jams due to the reduction of two-lane roads to one lane.

Many people cycle in and around Selsey and use the traffic free Medmerry area. However, the only roadway to Chichester is busy, particularly with HGVs travelling to and from Nature's Way. We need a dedicated tarmac surface across the farmland to link us with the cycle routes in Chichester. The cycle route 88 is mostly along overgrown footpaths and is dangerous for pedestrians and not a suitable surface for ordinary leisure cyclists. I have had punctures when using it and also fallen from my bike several times causing personal injury and damage to my bike. The surface is treacherous with many deep potholes. If I want to cycle the Centurion Way, for example, I have to take my bike on the car to reach the start of the route. I also have to use the car to access the CDC Saturday cycle rides. It is only eight miles to the city but most leisure cyclists I speak to living in Selsey are unwilling to use the road. I have spoken to the Sustrans representatives but they are keen cyclists who are not afraid to use the road until they reach route 88. The local councillors are supportive in principle but seem to lack the drive to do anything about the problem.

Current temporary lanes are too wide and are limiting traffic flow. Fundamentally, I see no evidence that the lanes are actually being used by cyclists. Can't see why we can't just have the narrower green lane painted on the road as exists already on some routes.

Improvements needed on the routes into the city from the villages outside of the general city zone

Something is needed from Selsey to Chichester or to link up with the proposed network.

We really need areas closed to traffic. The Hornet for example. We need cycle routes properly maintained and free of traffic.

The new temporary cycle lanes are NOT a good idea: 1) they are always empty and unused whenever I drive through Chichester and 2) they create congestion by slowing traffic down considerably near roundabouts, increasing air pollution for local residents. They must be dismantled as soon as practical.

I feel the desire to improve the cycle network in and around Chichester is excellent. However this should not be to the detriment of motorists. Many people use a car instead of a bicycle for very valid reasons, age, inability, volume of goods to carry and distance to travel to mention a few that I personally experience. Any plans should not penalize motorists and lead to added congestion on the roads. There are many very good existing cycle paths and these should be expanded upon and improved before going down the route of reducing lanes for traffic and creating unnecessary bottle-necks.

The absolute idiotic idea of the unused cycle lanes in Chichester is causing havoc. We all hope they are removed ASAP. I am suffering with asthma due to increased fumes with queuing traffic

I came into Chichester this week and there were no cyclists using the new system. It makes it confusing for car owners and I expect traffic build up at the busiest times of the day, or schools and business. I just feel it will not get used especially with winter coming in. If there were a lot more cyclists then fine but I think it needs to be looked at before wasting council money

The current cycle routes and pop-up Covid cycle lanes do not appear to have been thought through with cyclists in mind. Some of the changes are downright dangerous to cyclists. In 35 years cycling around the Northgate roundabout I have never felt at risk, but with the Covid pop up lanes I have experienced several dangerous episodes.

Routes need to be designed by cyclists of all types and all speeds if you want them to be actually used and not just wasting money eg the bit around the fire station roundabout never use it will ride in the road so I don't have to stop at every side turning and risk my life trying to cross the fast flowing traffic from a standstill start. Links need to go out of the city to surrounding towns further than planned. Where side of road used potholes and deep drain covers etc need to be addressed, we don't all have fat tyres and suspension. The biggest thing is training for car/van etc drivers that cyclists are actually people and do have families etc so trying to run them off the road etc is not a acceptable behaviour. In fact if the car to cyclist hatred could stop being stirred up by media and we all just share the roads with respect it would be safer for everyone.

We need separation of cyclists, pedestrians and traffic. The shared path north from the theatre is a dangerous rite. I've been approached by fast moving cyclists from behind with no warning on many occasions.

Shared paths for cyclists and pedestrians are inherently unsafe. Collisions may be few at the moment, but so is their use. No consideration has been given to the forces involved when a cyclist collides with a pedestrian, especially an older pedestrian. Similarly, removing the restriction on cycling in East and North streets will expose pedestrians to increased risk. I have already had near misses in those streets and on the shared path in Broyle Road. On at least two occasions, had I not been steady on my feet, I would have been knocked over. Illegal use of electric powered scooters and cycles, which may be legalised, increases the risk. There must be separation between cyclists and pedestrians.

The only cycle lanes should be separate from traffic. No cyclist wants interrupted lanes. The popup lanes at Northgate etc show this. Hardly anyone uses them but the few stay in traffic rather than in and out at roundabouts. These lanes are a waste of money! Shared pedestrian and cycle lanes can be dangerous as cyclists think they are more important! If you have been to Amsterdam you may have seen how cyclists drive at pedestrians! Most existing lanes in main roads restrict traffic flow thus increasing environmental problems and increasing risks to all. In my view this whole exercise is a waste of money: please do not waste more.

Cycle paths are great. it they are actually used. Though you don't want it getting like Amsterdam That place is a nightmare. The pop up covid cycle paths are ridiculous, unsafe and not good for the environment. Five bikes don't need a whole car lane Sadly most people traveling to Chichester to work can't afford to live there so building cycle paths is a fools errand as they will still need to travel in. It is wiser to work on subsidising public transport and making it more accessible.

Improvements should be made without impacting existing road capacity, there are plenty of ways that pavement areas can be improved to accommodate cycling and walking without impacting motorists and other services using the highway. New pathways could be created alongside or away from existing roads and crossings can be upgraded to support both cyclists and pedestrians, very much like the Dutch.

I have not yet cycled in Chichester - I live in the centre and would be interested to cycle out, eg to the larger supermarkets or the Farm Shop and Southbourne etc, rather than drive. My concern therefore is to have continuous 'safe' routes for those longer journeys. Also an awareness that potholes and rough road surfaces at the road edges are extremely dangerous for cyclists - a high risk of the wheels being jolted or overturned, possibly into traffic. Also to note - my experience elsewhere of floating bus stops is to consult very much with older and dabled people about design and design in a way that very much slows or disrupts the cycle flow as the bus stop in=s approached - cyclists need to be educated and made to be very courteous and careful when approaching and passing the bus stops.

An outrageous waste of money. You are creating real anger amongst motorists who are being constantly demonised by CDC and WSCC. Start providing decent facilities for motorists who pay an awful lot of money every year to run their cars and for the privilege of using their cars! Motorists are the ones who come in and spend big money on shopping. How much shopping can you carry on a bicycle, for goodness sake?!

I would like to see cycle lanes of one standard used everywhere and taken seriously, it is confusing to see different styles, painted lines, segregated ways, walkers paths too narrow but shared, roundabouts where cyclists don't have right of way. When traveling to work I want to free flow, often at around 18mph I don't want to be forced onto a narrow cycle path for just one mile and then have to stop, cross over the road to continue cycling another cycle way or keep stopping at turn offs to let cars by, it makes my journey much longer, I may as well cycle on the road. I don't understand why at the Free School they made a cycle way over the bridge to Chichester but there is no safe route to the school from Hunston! Personally I would be happy with a coloured painted lane along every road but I'm a confident cyclist and would love segregated cycle ways with lights and distances like in the Netherlands but our roads are just not wide enough. I often cycle to Pagham but use the back way as the Pagham Road is too dangerous and cycle to Bosham and Emsworth every week, where I believe plans are in progress to make safer. I think for too long cycling has been considered recreational (which I also love) but it's different to everyday cycling and replacing the car.

Replacing car lanes with cycle paths has increased stationary traffic, increasing air pollution. The cycle paths are confusing and push bikes out into the single traffic lane at roundabouts. I've no idea where I am supposed to cycle at the roundabout south end Ave Du Chartres. Cars have accidentally driven into temp cycle lanes as such a confusing arrangement. Making people cross to the centre of the road to catch a bus will cause pedestrian-cyclist accidents also in London where they did this the shelters are lost and you get elderly people standing in the rain. Blocking roads to cars has been shown (in London) to obstruct emergency vehicles and divert traffic into nearby streets causing congestion and worsening pollution. Also people with disabilities Who rely on transport by car have to spend longer travelling due to congestion and can't get close to destination.

The Northgate nonsense is the worst of both worlds and is confusing and dangerous. Cycle lanes are far too wide. I have yet to see ONE cyclist use the cycle lanes. A recipe for snarl ups at peak times. A complete and utter waste of ratepayers' money.

I do not think the proposed measures are necessary. They would be very disruptive for little gain, and a complete waste of money.

If cyclists actually used the cycle lanes, I would be more sympathetic. However the new cycle lanes are empty but the traffic is totally snarled up most of the day. I have almost given up on shopping in Chichester. Chichester's loss, Amazon's gain!

The plan has nothing to improve access from the Witterings

Cyclists can't navigate around North Gate roundabout because they must give way at junctions! New cycle covid lanes stop cyclists using rounds altogether.

count the number of cyclists and compare with motorists we pay to use the roads how much do cyclists pay why should they be allowed free use of our roads

Very Chichester centric for the proposed improvements - will Selsey ever get a cycle route suitable for commuting that is not dangerous due to traffic / road surface and unlit roads.....if a path can be built to connect to Bognor, why not to Selsey?

It is incredibly positive that Chichester is planning improvements. I cycled in London for 25 years before moving to the city and was shocked to find that it was much more difficult and dangerous to cycle here. I would do all of my local journeys by bike (as I did in London) if there were safe routes, including to supermarkets/shopping centres on outskirts of the city and for routes involving using the inner ring-road, around the Hornet etc. I do occasionally do it but feel as if I am taking my life in my hands each time. Totally supportive of any improvements that can be made!

Pop up Covids are not an 'improvement to cycling safety'

The current set up is ridiculous - no-one uses the pop up lanes because they are confusing. Also pointless - the one by the job centre and the crossing disappears into nothing - and there is already a route from the station to Westgate/college so it is not needed! This makes traffic bad and so cycling more dangerous. I won't use them because of the complete lack of knowledge from both drivers and cyclists and stick to the existing cycle paths where I feel safe.

There needs to be a thought through response to travel in the city centre. Walking is difficult on the 4 main streets - N, S, E and West Streets. There is continuing damage to paving caused by the huge lorries delivering to the shops. This needs to be tackled. Falls and injuries are very common and repairs take a long time. The pop up cycle lanes are a disaster and a knee jerk reaction. They need to be removed ASAP.

Make more use of dual use pavements due to space. Walking and cycling. Covid Pop up cycle system is a disgraceful waste of money. I was not aware of consultation on it. It's an eye sore and I never see anyone using it.

The audit needs to be updated to reflect the large housing developments in the Shopwyke/Oving/Tangmere districts - the Eastern side of Chichester City seems to have been forgotten. The City audit boundary arbitrarily misses out the footpath and cycle way that joins Shopwyke with Westhampnett via the broken halves of the Coach Road and associated A27 footpath crossing. This is a direct access link for pedestrians and cyclists travelling between homes in Shopwyke to the school and motor factory in Westhampnett. The existing Portfield-Westhampnett cycle path cuts through the Sainsbury's car park where the path is very narrow and with sharp bends that are difficult to negotiate. This cycle path also only has a "zebra" crossing in the car park access road that is often not recognised by drivers. Where the cycle path cuts through the Portfield Retail Park car park the path is poorly defined. Cycle paths that cross East-West through the City centre are currently very poorly thought out - they are frustratingly discontinuous and often offer no improvement in safety where they pass through car parks.

The improvements need to be much better thought out, share paths do not work. They are hazardous to cyclist and pedestrians do not understand them.

the current closing off of lanes in Chichester for covid cycling separation is not working - causes more congestion for no gain: did not see a single bike in the lanes on Saturday, only bikes I saw in town were on the pavements!

just make sure they are safe, well-lit and user friendly

Like all such proposals they are a mix of good intentions and the pushing of someone's agenda with the agenda part being dominant. The problem with such changes is that they encourage anti-social cyclists to be more vociferous, obnoxious and as a result a more dangerous nuisance than they are at the moment. There is absolutely no need to waste public money on any "improvements".

The Graylingwell development has opened a great cycling and walking connection between Summersdale and the supermarkets and stores in the Portfield area. This could also provide a great route for people living in the East Broyle estate and the new Whitehouse Farm development. But it needs to be included as a key route within the plan to ensure the road crossings for cyclists and sharing alleyways with pedestrians is adequately dealt with. Also signing would help some people as I suspect not many people know about it. The plan needs should address what has been a very lax attention to detail re access for cyclists to new development eg access to Aldi, access to Halfords, Iceland and Wickes, access to Lidl. It is just assumed that cyclists use the vehicle entrance although Waitrose is a good example. It would also be helpful to encourage major uses to provide an adequate number of cycle stands and of the right type and in the right place. For example, St Richards hospital has parking for staff but only limited parking for visitors, lots of local stores have no cycle stands but they do have parking lay-byes and off- off street parking and my local health centre has only a few substandard cycle stands.

Any improvement is going to make a difference but particularly the ones which keep pedestrians clear of cyclists and cyclists away from vehicle traffic, which are the most important. Pedestrians should have precedence over vehicle traffic, especially at busy junctions.

I already make use of off road paths and cycle lanes, making these better connected and safer at junctions would make a big difference. One of the greatest problems is the road / path surface: potholes, cracks, dips and bumps are really dangerous. A shame the covid money wasn't spent on improvements to surfaces rather than wasted on the existing scheme that is confusing and often duplicates existing provision. Cars idling in traffic jams, especially on Stockbridge road, badly affect the air quality, so all inducements to cycle rather than drive are to be encouraged. Could you also encourage local landowners and employers such as Goodwood (where I worked until recently) to consider providing cycling routes for their employees and others? I look forward to the new cycle racks, paths and lanes to make my journeys safer and more pleasant.

Chichester district is an ideal location to enhance cycling as it largely flat to south, east & west but it needs a network of cycle ways separated from roads that connect rural settlements/towns with the city that also connect with related schools. Children should be able to cycle safely from home to school for their health and also to cut down on traffic congestion. Good cycle way design is imperative to avoid errors like East Wittering to West Wittering where the route involves crossing a road three or four times and then terminates on a dangerous bend or Northgate roundabout where cyclists have to stop at every junction so ignore the expensive cycle way. Route designers should either have cycle experience or consult cyclists to help avoid errors like the crazy temporary pop up cycle lanes in the city. From what I have been able to see of the local plan is that there is too much concentration of the minutiae of design rather than dealing with the main issue which is a network of interconnecting safe cycle routes. Not only would this be of huge benefit to residents but appeal to tourists too; imagine how appealing it would be to continue Centurion Way all the way to Midhurst on the old railway route and then for new routes from there to Petworth or Petersfield using the old railway routes as a basis.

Cycle lanes on the road to Emsworth through Fishbourne, Chidham, Nutbourne and Southbourne are hit and miss. They are not clearly signposted which is why cyclists are still using the main road. The stretch between Bosham and Chidham is dangerous. Cyclists have to switch from one side to the other. Couldn't the verges either side be tarmacked over to create safe and wide cycle lanes. It is not just the city centre we wish to visit but also the outlying villages.

There is no further detail or opportunity to comment on the East - West routes identified as being responsibility of developers. These are the main routes I use and would like to know more and have a say on these. Will they be subject to the same audit / assessment & improvement plans? I also think it is a serious omission from the plan that St Paul's Road is not identified as a preferred route for improvement given Whitehouse Farm development & aim to increase walking / cycling from Parklands. Some measures that could be considered: - 20 mph zone from Whitehill Farm onwards into Chichester - Engage with local farmers to avoid tractors using this route during school run - Better pedestrian crossing so at central round about

Please consult cyclists in detail before plans are finalised and implemented. The plans need to reflect real journeys. There is no point in improving part of someone's journey if one or more sections is still a deterrent.

Please comment on Route A below

With current speed limits the existing cycle facilities are more than adequate and other majority road users need to have their rights protected

Keep it off the roads, limit cycle speed when shared with pedestrians. Do a detailed safety risk review of all parts of the route taking into account all users.

Safer pedestrian and cycle crossings needed on all 3 roads off the big roundabout which joins Spitalfields lane, Oaklands way and new park road. Especially useful at east end of oaklands way. Cycle/pedestrian path down Broyle road (next to Oaklands park) would benefit from railings so a wobbly cyclist cannot accidentally cycle off down bank into road. Also needs better lighting as v dark at night. Build cycle path in Oaklands park linking town to university entrance and Graylingwell housing. Also more priority for cyclists crossing the North gate (theatre) car park.

Shared use paths should only be used if there is absolutely no way that road space cannot be taken from the motor vehicle lane. If implemented, the shared use path should be wide enough to allow both bi-directional cycling and bi-directional walking.

Current provision is highly dangerous for pedestrians and car drivers. Initially difficult to understand logic of scheme tricky for those unfamiliar with city and scheme. So unhelpful and dangerous for Emergency Services and those attempting to aid their progress. Cyclists not using designated lanes correctly very limited use at any times to warrant financial expense and disruption to traffic flow.

Have observed large increase of road travel hold-ups since Pop-up Cycle routes in Chichester, entering Chichester to and from Bognor by car and when traveling by car to and from Worthing.

This is an excellent proposal, please make it happen, I and I am sure the Full Parish Council will fully support this proposal. My only observation is the link from A286 to Centurion Way is gravel, for cyclist it would be better if it was tarmacked, sadly I managed to get Seawards to build it but did not say had to be flat surface suitable for bikes. Always wanted the path to be shared use to south of the CO-OP. Good stuff

Review of Northgate roundabout is overdue and welcome. Loss of priority on current provisions is a major disincentive to use.

There is mention of the link to Centurion Way. The one placed by the developers is very badly surfaced. The surface is dangerous and the shared use path has not been improved. This was part of the planning conditions I believe. If developers are not kept to the conditions then poor quality cycling provisions will result. This local developer needs to be made to finish the project to a high standard. The chicane that is on this link is too tight for wheelchairs if they can make it across the rough surface. Hopefully a fully segregated route north and south is planned.

This is a positive option and much improved for use by those who live in the area for north circular connection to centurion way and those travelling to the Theatre and uni. Much better as many cyclists tend to go on the pavements this side of the city and pedestrians are not prioritised.

This route requires the do more options to make this route more cycle friendly.

Save money why should public purse pay for cyclists when they contribute nothing to the upkeep of these provisions and do not need insurance and do not follow Highway Code.

Plan 25 There needs to be a protected cycle track all the way separated from traffic on the road by a kerb barrier. This only exists currently when cycling South along the edge of Oaklands Park.all the way N is on the road sharing space with vehicles. Sorry do not understand what stepped tracks or wands are! Not in glossary!

The suggestions and comments for this are not unique to this route or to other routes. If you follow the cycle routes from the gate to the Graylingwell estate at the top of Kingsmead Avenue heading south down Palmer Field Avenue the route takes you down Baxendale Road to Swanfield Drive and then disappears. The only way to join another cycle path is to cross a busy junction or ride on the footpath which most of us seem to do. The next section of cycle path to the city centre starts at the crossing on Spitalfield Lane by the junction with Melbourne Road. The official cycle path in Melbourne Road is the footpath which is far too narrow for both pedestrians and cyclists. When the junction with Adelaide Road has been crossed there is a clear and safe cycle path to the city centre via Alexandra Road and the cycle path next to Litton Gardens. A route via Adelaide Road, Melbourne Road and Alexandra Road would make a safe route to the railway station from St Richards hospital continuing via East Walls to East Street and down Baffins Lane and crossing the car park. The problem is that these paths exist in sections that are very good and then just disappear near dangerous junctions. It wouldn't cost lots of money to join up the existing paths, and then mark them clearly.

All of the proposed routes are badly thought through. We are not yet a cycling society and CDC are sacrificing the economy of the centre of Chichester for a minority of cyclists. I agree there should be separate cycle lanes but not ones that take up half a road and put lives at risk when emergency vehicles cannot get through.

Take down the ridiculous cycle lanes

I cycle in down St Paul's Road into the same Northgate Roundabout. There is no space to filter by congested traffic and cars will often overtake to get slightly ahead and then block space to filter by them. A lot of drivers at the Northgate Roundabout will pull out blocking the cycle lane around it whilst they wait for a gap in the traffic. I've even had drivers swear at me whilst doing so. I also find that a lot of drivers don't indicate if they are pulling off and I'm waiting for a gap to cross the lane to carry on around the roundabout. A number of times I've gone to cross the lanes on my bike as they aren't indicating off and then they nearly hit me as they exit without indicating. The cycle path around it doesn't work very well if drivers are just going to ignore it and not use indicators either. There isn't anything in the plans that actually show what improvements are possibly planned. I can't comment on "DO MORE Complete redesign

of gyratory" when there aren't plans showing what this design would be. A Dutch style junction with bikes and pedestrians get priority would greatly increase safety. Failing that signs advising drivers not to block the cycle path and also to indicate their direction, along with some enforcement would be helpful. I'd like to see drivers even indicate if they aren't turning off as well just so I can be 100% sure of their intentions. There is also a total lack of secure cycle parking to leave my expensive bike whilst I'm at work all day.

I use the B2178 St Pauls Road to travel by bike out of Chichester to Funtington. The journey is really dangerous with speeding traffic & close passes. Despite the speed limit being reduced from 60mph to 40mph several years ago drivers continue to drive over 60mph as there are no speed cameras. Why are there no plans to make this route safer? With all the houses being built the traffic is only going to get worse.

Cycle lane currently inconsistent - from adequate width to nothing .

This is very dangerous apart from the section along Oaklands path.. It stops and starts and going North I find it frightening

Great to see the restoration of the access from Broyle Road to Festival Theatre. Can the cycle unfriendly speed ramps be replaced? Given the current environment where the the cycle lane width is the minimum a cycle should be from the curb and generally where the state of the road / gutter is unsafe for a cycle, it would be good to have better road surface and removal of the "central hashing" which does nothing and increase to the cycle lane widths to something realistic.

Only a quick comment to say that having cycled down Brandy Hole Lane a couple of times last week, the road is in a terrible state and very difficult to cycle on. An improvement in the road surface is very much overdue.

Can we add a route from Lavant Rd/Broyle Rd to St Paul so cyclists can avoid having to navigate the whole of the Northgate one way system.

Generally, cycling is fine around here, until you get in to town and the Northgate gyratory. It needs to be completely re-thought. My suggestion would be to give cyclists priority across all junctions (as they would have if the cycle lane didn't exist at all) - the stopping and starting nature of the cycle path makes it very dangerous - I avoid at all costs especially with my children, and this forces us on to the pavement or elsewhere. This seems to be the one place which most people complain about - the recent COVID poles haven't helped at all, as the priority is still not there. They have actually made it worse, as cars now queue on the cycle lane waiting to get out on to the gyratory. Please please do a proper job on this, it's such an important traffic flow.

I agree with your proposals, and especially widening cycle lanes. I am concerned at gaps in cycle lanes eg at the entrance of The Drive and The Avenue. I also object to the ending of the cycle lane going north after the speed limit sign, as that is my main route on to Centurion Way.

- DO MORE on the Lavant Road section, specifically just north of The Drive. As this part of the road becomes national speed limit, it is dangerous for cyclists. A dedicated cycle lane needs to be created for cyclists on both sides. A shared use path would not be sufficient as it is only on one side. - DO MORE - The existing cycle lanes need to be coloured green and made clearer.

To many houses ,traffic and more important a health and safety nightmare . All ages of community.

All routes in Chichester especially at school run time traffic is moving too fast, these cycling lanes have dangerous junctions. Driving I have found sitting waiting to turn into college lane car coming from theatre roundabout now only one lane you don't get room or time to cross the road.

There is already a cycle path that runs almost parallel in Centurion way but it is not advertised or well maintained, people don't know where entry and exit points are, if this was better advertised and maintained there would be no requirement for anyone to cycle up this or down this road

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

Northgate roundabout is used by kamikaze drivers, who once on the roundabout, drive blind. Boy racers and young female drivers see a cycle helmet and pull out into your path, despite the fact you are on an e bike doing 15.5mph, forcing you to emergency stop. On a bike? That's difficult!. Extremely dangerous roundabout. It always has been but with the new housing this cycling upgrade is vital to save lives and prevent injuries.

I have sat in gridlocked traffic sometimes with emergency vehicles while the cycle lane remains empty. Chichester is not London. Unfortunately we need cars as we live mostly in rural villages and public transport is expensive and infrequent. It's just common sense!

Route A comprises some new shared used paths - latest govt. guidance makes it clear that shared use not appropriate in urban areas, also the connection to the theatre and university is unclear. How does the proposed route as shown from the heading east towards the theatre along the theatre driveway connect in any way to the university?

For this route to be appealing to cyclists, the Northgate gyratory needs to be made safer and more convenient for bicycle riders. Traffic lights would be preferable to the existing gyratory system that currently forces cyclists stop at each and every arm of the roundabout to give priority to motorists. Unless there is a significant increase in the quality in the provision for cyclists, the do minimum intervention risks being a waste of taxpayers' money. Any improvement should meet or exceed LTN1/20 to ensure the scheme is a worthwhile scheme that can generate a modal shift towards cleaner more sustainable transport. The modal filter on Brandy Hole Lane is an appealing idea for improving safety for both walking and cycling.

All improvements are welcome but are negated by having to negotiate the Northgate Gyratory when entering the city. This area requires a Dutch style roundabout model to calm traffic and make junctions safe for cyclists and pedestrians.

Current cycle lane on Lavant / Broyle road is intermittent and inconsistent. It lacks safe connection around Northgate Gyratory (NG). Cycle route down college lane would great augment travel to the east.

Any designated cycle lane must be continuous and with right of passage over the side turnings. It's counter productive having a cycle lane disappear for a few yards. That is the same as a chain with a weak link. The route should have top quality cycle paths on either side of the roadway. It should be physically separate from the road that is being used for vehicles. The surface must be top quality if it is to attract people who don't cycle now - and to keep them cycling. An extension up to Lavant via Fordwater Road should be added to this route. Here and elsewhere, the choice is between tacking cycling on to the vehicle infrastructure as

a nice to have - or - deciding that the bicycle could be the answer to - well to so many questions. We all know the benefits. To do a proper job - do it properly.

Make it happen!

Cyclists already use the pavements so I suggest taking all cyclists OFF the roads and make the paths dual purpose with appropriate signage.

Commend the thoroughness of the audit of paths and crossings. However, have severe doubts about the tone of suggested "improvements", some of which seem likely to make the City monotonous and bland. The possible improvements to Route A seem to be disproportionately costly, and seem to carry the risk of creating additional traffic hazards through the removal of existing turning pockets and central hatching. Closing Brandy Hole Lane will only concentrate vehicle traffic on other roads; St Pauls Road, Broyle Road and esp Hunters Race which will cause more congestion and air pollution.

The "Do Little" options are not adequate. Major investment is needed in the routes to ensure proper modal shift and safety of current users. Proper, protected cycle lanes are needed. Any route is only as good as the junctions which will need to be made safe and easy to use.

The section of Brandy Hole lane running North South should not be closed under any circumstances I fail to see why the road's residents, including the WSCC Member should be allowed to increase their properties value by creating a cul de sac of the section running East West. There is no need for cycle lanes and definitely no shared use paths. The unnecessary link, Lavant Road to Centurion Way, exists.

Please comment on Route B below.

Again the current cycle facilities are adequate and no further impact on other road users is needed

No through route through Summersdale residential area. Safety an issue. How are you expecting disabled drivers travelling North to enter the estates if there are no right turns. How about more Pedestrian crossings across Summersdale Road. There are schools,,nursery, care homes. Let's have more thought and common sense.

see comments re route A

The implementation of LTNs and modal filters are a great idea at not only encouraging walking and cycling, but discouraging unnecessary car travel, without restricting necessary motor vehicle journeys.

Please see previous comments. Journey across Chichester, from Broyle Road to bypass, by either route, now very hazardous and no longer enjoyable.

Same as A

It is suggested the Broadway and College Lane are quiet roads. This does not seem to be the case so better segregated provision is required including the crossing of Oaklands Way that the developers of Graylingwell Hospital have failed to install as per their planning permission. College Lane could become a cycle street apart from busses for the University.

Great that there us a cycle way suggested in Oaklands park, but only if pedestrians are the priority and styled like the cycle lanes around Chi college, which avoids cyclists taking over and pedestrians know which side of the path to walk on.

See previous comment

See previous overall comments.

Take down the ridiculous cycle lanes

First reaction was "wow!" Big thumbs up for the access from Festival Theatre to College lane. Would love to have seen access through the university to link up with cycle route N as there is still no sensible route from Somerstown to supermarkets at Barnfield. Something does need to restrict or discourage the race-track down College Lane. The traffic (not) flow round northern gyratory system just encourages unsuitable alternative routes by those in a hurry and hence speeding.

Very positive to see plan to increase route through Oaklands Park and would also be good if access (via ramp) could be given further up Old Broyle Road as currently the wall restricts access and means you have to get off bike and/or go down to go up again. I work at University and whilst I like the idea of a low traffic neighbourhood on College Lane, there is a lot of traffic associated with the University and I find it difficult to believe it would feel like 'low traffic', even if it was just for access. There is also a good raised footpath away from road, and internal footpath to University, so not sure how necessary it is? I'm old enough to remember when the road was going to be made one-way as part of Graylingwell development, but that never happened. Might also be worth re-considering that option, though not sure of pros and cons.

Could you connect a route through the hospital and college to Oaklands Park.

One way to avoid the Northgate gyratory if a solution cannot be found there, would be to formalise the cycle route through the festival theatre car park and install a toucan crossing across Oaklands Way. Cyclists can then come down Broyle Road on the cycle path, down in front of the theatre (the junction here could be improved - it is very tight by the existing crossing), past the theatre, through the car park, press the lights to get across Oaklands Way, into the little road opposite and then along to the top of north street. There is plenty of space where the underpass comes out at the top of North Street to create a path or make this a shared space so cyclists can go through out on to north street and into town. It just needs a bit of joined up thinking.

College Lane is presently dangerous - it is not a quiet quasi-country road, but is used by buses. The speed limit is habitually ignored by cars. Separate cycle provision is badly needed. I think that for vehicular traffic it should be a one-way street going north. For a cyclist to turn right at the bottom of CL is dangerous. I agree with your proposals for The Broadway, but please bear in mind the presence of the community shop there and its impact on traffic.

- DO MORE: Junction improvement needed at the south end of College Lane. This is an undesirable part of the road to exit due to the east-west bound traffic.

All routes a health and safety risk. No thought given to housing, movements of people and pollution environment poor consideration by councils.

There is a perfectly adequate pathway through Oaklands park but it is not advertised as the best walk into the town. The pathway already on this road just needs improving with better lighting and maintenance

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

Same comment as for route A plus - I am a student at the university and would love to leave my car at home and not pay for parking. However this is just not possible. If it was the car park would be empty and the roads full of cyclists.

Strongly support proposed crossing of Oaklands Way, and also bus gate on College Lane. There is a need though to assess the likely impact on traffic flows along Wellington Road and the Broadway to ensure that Summersdale can become a low traffic neighbourhood as the displaced motorised traffic will need to go somewhere

The crossing over Oakland's way is very welcome as it improves connectivity between the Hospital and University with the city centre. The do more approach that includes turning College Lane into a Cycle Street, will hugely improve the appeal of walking or cycling into town for University students and Summersdale residents. However, part of the drawing suggests that the North side of Oakland's Way and Spitalfield Lane might employ a shared use pavement. This would be a poor option as it is inconvenient to cyclists and pedestrians. It would be much better to re-allocate carriage way space and re-design the roundabout to make it take up less space, so that pedestrians and cyclists can be segregated.

A good route to the North of the city but needs to be better integrated/ joined to the central area i.e at Northgate gyratory and New Park roundabout. Both areas need Dutch style roundabouts to make cycling and walking seamless and safe.

College lane is a beautiful lane and should be made traffic free / access only. Cycle and walking priority. Integrate more and make an extension of Oaklands Park.

Support the ideas for College Lane. Top of the list are the two roundabouts - Northgate and Oaklands - currently these deter all but the brave (or foolish). Ideally create Dutch style roundabouts that link with designated cycle paths that are separated from vehicles.

Fully support ideas for College Lane. At the moment it should be a great cycling alternative to the main roads, but vast majority of motor traffic seems to use it as a cut through and ignore 20 mph limits. Would be an ideal route for walkers and cyclists going North out of the city.

Commend the thoroughness of the audit of paths and crossings. However, have severe doubts about the tone of suggested "improvements", some of which seem likely to make the City monotonous and bland. The suggested new cycle path and walking route through Oaklands Park (Route B) goes through the gap between the Main Festival Theatre and the Minerva Theatre. This doesn't seem to be a particularly sensible idea being very likely to give rise to accidents and conflict between users and theatre-goers.

By closing off Collage Lane to vehicles and reducing traffic flow on the Broadway there will be increased congestion and more pollution on other roads

The "Do Little" options are not adequate. Major investment is needed in the routes to ensure proper modal shift and safety of current users. Proper, protected cycle lanes are needed. Any route is only as good as the junctions which will need to be made safe and easy to use.

Leave Wellington Rd and Summersdale as is. Close College Lane completely at the Northern end, there is room, with purchase of adjacent land for a hammer head turning point.

Please comment on Route E below.

Best to use canal path rather than the road

I welcome the suggestions made for the improvement of the bridleway surface and access between the A27 bridge crossing and North Mundham, as well as at the junction from School.lane to church lane. Additional signage would also be beneficial as while not part of the route 88, it is not clear that this is a legitimate path to the aforementioned route.

Cycling on Whyke Road and Quarry Lane currently feels unsafe. Could be improved by limiting car parking on quarry Lane.

Same as A

This would open up safe routes into Chichester to avoid the necessity to use busy narrow roads where the presence of cycles on road causes delay, frustration and anger to users of motorised vehicles.

Previous comment applies

Whole length of Whyke Road needs protected cycleway separated from vehicles.

See previous comments.

Take down the ridiculous cycle lanes

Can we have a route with curb free access from Bognor Road as you approach the roundabout and get you onto the bridge.

The proposed speed limit for School Lane, North Mundham of 20mph is too high. The surface and width of School Lane dictate that vehicles should be restricted to 15mph or even 10mph.

In all honesty I have not used this route very often, but I think that present provision for cyclists is very poor, especially given the amount of vehicular traffic that this road carries.

Improving route through 'scrapyard' at north end of Peckhams Copse Lane May be over ambitious. Residents there have dogs which, in the past, have seemed threatened by me cycling through. Also, not a pleasant experience cycling along Quarry Lane with all the cars, and and lorries. What North Mundham desperately needs is a safe walking and cycle route between the school at North Mundham and the cycle track Route 88 to Hunston. Pavement too narrow and busy heavy traffic dangerous.

This will be a complete disaster for anyone who lives in this location, we already don't have enough parking in this location and restricting this further will cause chaos. This is not a sustainable option, the traffic can queue during rush hour and weekends here for over an hour, why would you add to this congestion in this area? Total madness.

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

Strongly support improvements to bridleway south of A27. Also support cycle lanes along Quarry Lane - concerned how this is achievable given level of on street parking.

It would be better to put a modal filter along Whyke road at a position roughly where the level crossing is. This cycle route is not direct but it appears the only alternative to avoiding heavy motor vehicle traffic on the A259. Motorists could easily bypass this route by following the A259 leaving Whyke road as a quiet street for walking, cycling and local traffic only. Filtering motor vehicle traffic from using Whyke Road as a through road, would make this a safer route to walk and cycle into the city following a way through a low traffic neighbourhood.

All welcomed. Consideration should be given to the surface and ambience of the routes. To attract and keep people new to cycling it has to be a very pleasant experience - or they won't come again.

Propose improvements to a School Lane, particularly at northern end just before the bridge over A27 (widening of shared use Lane) would be very helpful.

Commend the thoroughness of the audit of paths and crossings. However, have severe doubts about the tone of suggested "improvements", some of which seem likely to make the City monotonous and bland. The possible closure of Whyke Road at its junction with the A27 by-pass would have wide-ranging implications for traffic movement on other roads in the City. It is absolutely essential that the consequences of such a road closure have been modelled fully before such a closure is contemplated.

To limit access to A27 from Whyke Road will only increase congestion at other access points: Bognor Road roundabout and Stockbridge roundabout.

The "Do Little" options are not adequate. Major investment is needed in the routes to ensure proper modal shift and safety of current users. Proper, protected cycle lanes are needed. Any route is only as good as the junctions which will need to be made safe and easy to use.

No new cycle lanes, unnecessary with 20 mph limit. Maintain access from Whyke Lane to the local distributor road (current A27)

Please comment on Route F below.

Use canal path rather than road where you can

This would be great for a nice leisure cycle route which would encourage people to use the (little known and underused) lakes area and a longer rural route out to Pagham Harbour. This route needs better promotion. I think safer cycling on Kingsham is a priority, for Chichester high school pupils and also to link the south east of the city with the cycle track between the train station and college.

Same reply as A

This is another opportunity to open up safe cycling access to Chichester, or routes out to the countryside from Chichester. This may however be overtaken by proposals for the proposed Selsey greenway to pass behind the Free School, linking Hunston to the combined bridge over the A27.

Connections to this area from central Chichester are much appreciated. Encouraging children to cycle to school.

Previous comment applies

S part of Whyke Rd. needs protected cycleway separated from vehicles

It still frustrates me, and many other residents that live in Hunston and North Mundham that the Chichester Free School was built on the site of the old convent without any provision for students to either cycle or walk to school from the south. The B2145 is the busiest B road in the country and yet the council have made the traffic, pollution and noise worse due to parents/carers having no choice but to drive their children to school! The cost of a bus pass is disgustingly high and so some families cannot afford them. And there are no free school buses as ironically the students don't live far enough away. It is obscured that this issue was not solved and a proper pavement/cycle route not put in place when they were building the school. I appreciate that there would be problems building a pathway along the side of the road, but an agreement should have been set up for a pathway set through the fields to the south of the school. Driving, walking and cycling past the free school during drop off /pick up time is a nightmare for everyone concerned. There has already been one accident and sadly, it won't be long until there is a more serious accident! It is disgusting that Chichester District Council even approved that site for the school when there were clearly issues regarding access! It's about time something was done to rectify the problem!

See previous comments.

Take down the ridiculous cycle lanes

At present I feel too unsafe to attempt cycling to Sidlesham and beyond. These improvements would be such a help

Looks good - if these improvements were made, we would use this route to go South to Mundham, Pagham etc. Currently we avoid the area on bikes.

The proposed speed limit of 20mph for School Lane, North Mundham is too high. The surface and small width of School Lane dictate that vehicles should be restricted to 15mph or even 10mph.

- DO MORE: Cycle lane needed on the B2145 between Whyke Roadabout and Hunston.

agree the cycle path improvements are needed but not to close access to the A27, this route is already considerably backed up during rush hour and at weekends, if you push the traffic down to the next two junctions quarry lane will become completely blocked because the right turn into the A259 will become impossible to exit and the other end to Donnington will back up out of basin road which already has considerable access and exit issues. Kingsham Road and Avenue will become a complete rat run with people trying to get out of Chichester

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

Strongly support these improvements especially along A27. Issues may remain with on street parking through Kingsham Road and Ave.

Filtering Whyke road would be a significant improvement and free up a section of the city to become a safe place to cycle.

Here and elsewhere, the choice is between tacking cycling on to the vehicle infrastructure as a nice to have - or - deciding that the bicycle could be the answer to - well to so many questions. We all know the benefits. To do a proper job - do it properly. For example - the bridleway from the Free School to N Mundham. 'Improve the surface' - I'd say make it top quality so that no one gets punctures or muddy. That means a tarmac surface. If you want as many people as possible to use it, then it has to be acceptable and attractive to everyone - not just the determined.

The "Do Little" options are not adequate. Major investment is needed in the routes to ensure proper modal shift and safety of current users. Proper, protected cycle lanes are needed. Any route is only as good as the junctions which will need to be made safe and easy to use.

Leave Whyke road alone, maintain access to local distributor road (current A27) for all motor traffic. Maintain access for all motor traffic to Cherry Orchard road.

Please comment on Route G and/or H below.

Improvements to access from Stockbridge - suggested improvement in this area are welcome. At present the path on the East side north of the pedestrian crossing is too narrow for both pedestrians and cyclists. Until any more significant improvements are made to the pavement here the existing alternative route for cyclists along Queens Avenue needs to be better signposted and easier to access when heading towards the city centre. Safe and direct access to the canal towpath from the south side of the A27 as well as the north as an alternative to the bridge for both walking and cycling would be useful (the cycle path behind the former hospice takes a lengthy route and doesn't feel very safe on your own, particularly after dark) . Unsure about allowing cycling over the bridge (although many do so anyway) as this may impact on pedestrian safety. Ramp is too steep for me to comfortably cycle anyway until I upgrade to an electric bike.

Would love to see a cycle path that stops me having to use the B2201. It does not feel safe with lorries coming from Selsey and cars exceeding the speed limit.

Personally I have given up cycling to/from the Witterings to Chichester etc. No direct SAFE quick cycle route. Your best solution would be to give up and work with Highways England when A27 study commences. Hopefully the Stockbridge Bypass will go ahead so a good opportunity to provide a segregated cycle route through Donnington. I only cycle in London now - lots of segregated cycle routes. Also I must say this whole CDC cycle report is not very well put together, all waffle, confusing diagrams etc Have a look on Transport for London cycle diagrams and reports there much better.

Use canal path rather than road (your 'here' links don't work so I can't check the routes)

I wonder if the canal towpath can be widened or having passing places, to improve experience of both walkers and cyclists using it.

The improvements shown around the train station are much needed with the existing shared use path at the junction of Terminus Road not being fit for purpose in its current state. Travelling out of the station in a Southerly direction is currently impossible/incredibly dangerous and signage to Canal Wharf is not obvious enough when negotiating the road. Use of the bridge over the A27 would greatly improve access into and out of the city from the south, but only if it linked with much needed improvements to the infrastructure on Stockbridge Road between the A27, the railway station and South Street. Further safe segregated infrastructure on Stockbridge Road south of the A27 would also be needed to complete the link, including traffic calming and reduced speed limits on side roads including Grosvenor Road. ASLs that allow cycles to get ahead of the traffic and be more visible would be a great improvement and would be useful to aid turning into and out of junctions particularly the train station and Terminus Road.

Same answer in A

This is already a popular route but often pretty congested so any improvements would be welcome to make a better experience for cyclists and walkers.

The bridge across the A27 is not wide enough to comfortably accommodate both pedestrians and cyclists. The canal path would need to be significantly widened and re-surfaced to promote safe cycling on a path, which is primarily used by pedestrians. The canal path is already used by cyclists as a through route to Hunston and beyond. However, it needs to be widened and re-surfaced to encourage a greater volume of cyclists. In fact, the canal path is generally an under-valued resource. The entire length of the canal path, all the way to Chichester Marina could be modified quite easily to encourage cyclists to use the route to get out into the countryside.

Previous comment applies

If protected cycleways installed on Stockbridge Rd. S of railway to canal basin, they either need to be on both sides of road or a clear cycle crossing to provide easy access to canal basin. As well as surface improvements to towpath, lessening gradient on cycle path where it leaves towpath to join Grosvenor Rd. eventually and widening of this shared cycle and pedestrian path needed. Where cycle and footpath between flats joins the side road that joins Grosvenor Road need a widened access to road to avoid very tight cycle turn and narrow space for pedestrians and cyclists to share.

Please make sure cycle paths and access to paths are easily accessed by cycles with 'baby trailers' as it is impossible to get on parts of the Salterns way route due to gates not made for baby trailers.

See previous comments.

Take down the ridiculous cycle lanes

Can you make the crossing over Stockbridge Rod near the parade of shops cycle friendly.

Looks good - if these improvements were made, we would use this route. We occasionally go down the canal on bikes, but it's a bit tight. Would be great if the path carried on through properly to Chichester Marina as it would make it more of a destination and/or circular route to link up with the Salterns Way to come back round.

The environmental and climate change damage caused by excessive use of fossil fuels is undeniable and action for change has to start now. Therefore, we have a duty to both the planet and the population to do everything possible to decrease our dependence on motorised transport. Chichester and its environs provide the perfect landscape to encourage healthy and safe walking and cycling. Specifically, I fully support the proposal to segregate the pedestrian and cycle paths that exist at present on Route H and the proposal to allow cycling across the Stockbridge roundabout pedestrian bridge.

Improvements would definitely lead to more cycling into Chichester city by residents. Donnington is very close to the city centre and it is poor routes that prevent more people using their bikes.

I agree that the canal path surface is not good, and last time I was there, albeit I am an experienced and regular cyclist, I felt in some danger of an involuntary swim; the issue is far worse between Hunston and the Marina entrance. I agree with your suggestions for Stockbridge Road.

- Agree with proposal to introduce a bi-directional track on eastern side of Stockbridge Road to allow cycling. But, this will need to be wide enough and clear enough to allow shared use. - Agree with proposal to allow cycling on bridge. - Agree with surface improvements on the canal. - Agree with upgrading to protected lanes on the north side of the bridge. - Agree with major redesign of junction by Canal Place and Wileys. - DO MORE: Reduce speed limit on the Stockbridge Road on the south side of the bridge. - DO MORE: Extend the cycle lane through to Birdham Road. - DO MORE: Reintroduce the pathway on the south side of the Stockbridge bridge and the canal bridge, with a ramp down to the canal path. - DO MORE: Improve junction and crossing on Grosvenor Road / Stockbridge Road / Stockbridge Gardens.

A sensible idea to hard surface the route through the lakes to the Free School. I often cycle this way but only in dry weather as it can get very muddy, even on foot. This would be of real benefit to North Mundham residents. Even more important - North Mundham desperately needs a safe walking and cycle route between the school and the cycle track Route 88 to Hunston. I often see parents walking their young children to school and fear for their safety (and mine) having to use the narrow pavement along the road with busy traffic which always includes many monster HGVs and tractors.

seems like a very sensible route

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

Oh my, getting across the Stockbridge roundabout, or attempting to, means you have suicidal ideation or are feeling like an Amazonian warrior. On a bike. No thanks, once a year on this route at 4.30am is quite safe, except for the HGVs which use the roundabout like a F1 chicane and bear down on you. Chichester Harbour could benefit from more visitors, without dead ones, or people who have taken a 6 mile detour through Apuldram. This upgrade is vital for preservation of life.

Strongly support all of these proposals. I have daily experience of the route between the end of Terminus Road and the Station. The experience as a pedestrian and cyclist is generally unpleasant and frequently feels unsafe particularly when trains have just off loaded large volumes of passengers. Cars seem to ignore the cycle lane on the north bound carriageway and who can blame them as it is barely visible these days. There is no provision on the south bound side. The volume of cars, pedestrians and cyclists in this area means this should be a priority route.

These routes feel of a particularly low standard at the moment and need a substantial "do more" approach if we wish to see any modal shift towards sustainable, clean transport rather than car dependency.

The canal path is beautiful, inviting and functional. It is overgrown and too narrow. This is especially relevant in Covid where distancing is impossible. Vegetation maintenance is critically absent or under resourced.

The issue here is not so much what to do with the bicycles - but what to do with all the traffic! Reduce the traffic and there is an easier solution. Even if it were possible, I'm unsure whether sorting out the railway crossing, so that traffic can flow more freely, would be a good thing or not. Having the whole area at a standstill for much of the day makes a cycle path a bit easier to envisage because at those times there is no moving traffic to be in conflict with. Again, the surface is an issue. As it is, the surface is terrible - certainly not going to attract people who don't already cycle.

Would like to see improvements on the canal path leading to Chichester Marina with a toucan crossing to enter the marina safely.

Keep the cyclists OFF the road - dual usage paths will need signage to ensure that cyclists make pedestrians aware of their presence - use their bells - call out that they are passing, etc. Simple stuff.

The "Do Little" options are not adequate. Major investment is needed in the routes to ensure proper modal shift and safety of current users. Proper, protected cycle lanes are needed. Any route is only as good as the junctions which will need to be made safe and easy to use. The surface of the canal is not good enough for people to use all year round as a commuter route. It gets too muddy. The station area needs vast improvements for people who walk and cycle to make them safe and easy to use with direct, protected and safe routes.

Do not allow cycling on A27 bridge, far too dangerous to pedestrians on the down slope, (and up slope if motor powered) cyclists can walk they are not welded to their machines. Leave Stockbridge road alone until Stockbridge bypass provided!

Please comment on Route K below.

The railway bridge is barely fit for purpose, visibility is poor and it creates conflict between pedestrians and cyclists. The surface is unsafe in icy weather and it is poorly maintained and the gradients are too steep and turning points too narrow. It is quite scary when exiting the bridge towards Chichester and having to overtake the buses delivering the children to Bishop Luffa School. The junction at Sherborne Road roundabout is large and difficult and dangerous to navigate by bicycle, so I agree that it needs to be replaced with a safer junction - perhaps a Dutch roundabout? I would prefer Westgate to have a dedicated separated cycle track in both directions.

This route, including the proposed improvements to the Sherborne and Orchard Street junctions and would be very useful to improve and promote the connection between the city centre and the southern end of the excellent Centurion Way and Saltern's Way. Additional signage to this purpose would also be helpful. I have seen a near miss at the Sherborne junction where a driver approaching from the Via Ravenna roundabout did not give way to a cyclist (in high vis) entering the roundabout from Westgate, so a clearer priority would help.

Crossings for cyclists and walking pupils near Bishop Luffa school needs prioritising. Feels unsafe near the mini roundabouts at end of Sherbourne Rd.

West Street should have parking removed and a stepped, physically separated cycle track installed both sides. The South Street/ West Street junction should be blocked at The Cross. Buses should not be routed along West Street and instead routed along Avenue de Chartres. Pavements should be improved to assist pedestrians. The West Street/Westgate roundabout should be removed and traffic signal control installed with cycle and pedestrian phasing. Westgate should be blocked from through motorised traffic, parking reduced (but not completely taken out) and a separated cycle track put in, the bus route on Westgate should be redirected. A separated cycle route should then continue west. The Whitehouse Farm development should have its own dedicated connection to the A27 and not interfere with the cycle and walking route going west. The idea of a roundabout is retrograde and will wreck any potential cycle route going west. The Fishbourne issue can be dealt with in several ways. The A259 connection to the Fishbourne/A27/Tesco roundabout should be cut. The A259 should be downgraded to a local road and a new connection or connections made to the A27. Fishbourne can then become a quiet street with 20 mph and priority given to pedestrians and cyclists, returning the village to something beautiful. The Apuldram road should no longer be a rat run for motorists. The current Emperor Way could be improved and then connected to the railway station and potentially taken on further.

The pavement edges that have been placed on the cycle passes on Westgate need to be removed as I (and all other cyclists on a road bike) have to avoid them as they are so pronounced that you risk buckling your wheel on them so you end up having to join the cars in the traffic calming system, this makes the bike pass points redundant (not sure why they put them there in the first place?) Whoever designed those clearly has never used them on a road bike (or at all?.....). The removal of these unnecessary and dangerous pavement edges at these pass points must be included in the plan to improve this route.

Removal of on-street parking would greatly improve cycling along Westgate with the additional space being allocated to a segregated cycle lane passing behind the existing traffic calming measures. Currently having to squeeze through the bollarded sections up diagonal kerbs is dangerous. It would also remove

the current need to avoid cycling in the door zone of parked vehicles. I believe that replacing the current roundabout at Sherborne Road and Westgate would make the junction safer to negotiate by cycle and foot, particularly when travelling east, as it is currently difficult to anticipate vehicles coming from the college roundabout at speed, who effectively have priority so aren't encouraged to slow for the roundabout.

Same answer in A

The road surface is very poor along Fishbourne Rd East. I avoid School parking times. The mini roundabout junction is difficult to negotiate in to Westgate and it becomes very narrow due to parking after Parklands Rd.

The current link between Chichester and Fishbourne and onto the Centurion Way seems both complicated and confusing to the novice or unfamiliar. Any improvements would be welcome.

Have the developers of Whitehouse Farm reveal their plans for the roads through the estate and have that decided by planning rather than the ad hoc way they are avoiding the issue thus far. This will allow for proper provision for Cycling and walking and links to the proposed Chemroute improvements. If planning on more houses was refused until this was done progress could be made.

There are several studies relating to Westgate (WHF, ChEm, Road Space audit) with no co-ordination at all between them. I believe the one that should be pursued is the WHF as it is more advanced. The developers need to pay more attention to the design of the chicanes. No plans -eg CheM route - should result in the loss of traffic calming measure as rat-running cars are a major problem here. Those studies that suggest that it is a quiet route forget that there are flows of 600 cars per hour in the peaks split 400:200 in each direction. Cyclists and walkers need to be protected from this traffic. It is also a major route for students to Chichester College and Bishop Luffa. Much more attention needs to be paid to them.

Agree with these improvements.

Previous comment applies

Introduce protected cycleway on Orchard Street. Must remove current series of cycle gaps on Westgate which are not smooth and hence hazardous!

Needs to be extended to Emsworth in order for people to ever cycle in the area. Shared use bridge is not fit for cycling. Very difficult to cycle and if you do it is dangerous so encourages use of roads which are not suitable for bikes. Need direct route solution in Fishbourne Need well maintained direct cycle route from Emsworth to centre of Chichester. If all above fixed I'd cycle every time.

See previous comments.

Take down the ridiculous cycle lanes

I think the current cycle lane in place on Avenue de Chartres is dangerous and should be removed or improved.

This is a regular cycling route for me. The junction at Westgate / Orchard Street is always tricky after the protected City walls Cycle path. The cycle path across the front of college needs new markings - plus the Sherborne Road / Westgate roundabout is not easy to negotiate on a bike.

I cycle this route daily so feel well qualified to talk about danger points. Agree Sherborne Road roundabout is an issue. Cars often seem oblivious to cyclists. At peak times, as I filter through non-moving traffic that is stalled at roundabout (particularly leaving city in evening), cars are not expecting me to come through the traffic. I am very careful to make sure they see me but have still had numerous near misses as cars just see non-moving traffic and don't expect bikes. Westgate is terrible. I can't see what the detailed plans are, but it needs improvement. The current 'cycle tracks' to avoid bollards are lethal. They use stepped kerbs that are not flush with tarmac so I have to bunny hop over two of them that are particularly poorly maintained. Cars are allowed to park directly up to the 'tracks' meaning if one of them opened their car doors, there is nowhere for a cyclist to get out. These need complete replacement or proper maintenance, with space for cyclists to use them without parked cars being a risk. I don't use them now for the two reasons above, only in slow/non-moving traffic where I am then going

down the inside of vehicles which is a danger - however the alternative is to go on the outside, only for vehicles to turn out on you around bollards. It is very poorly designed.

Any chance to provide cycle crossing for level crossing near the railway station?

The Sherbourne Road junction needs improvement. I think either a new junction as you suggest or putting speed bumps in to stop cars whizzing down off the college roundabout across to Sherbourne Road - really tricky getting across there with kids, particularly to get across to the cycle path that runs down the side of Via Ravenna. Again, joined up thinking - people come down Centurion Way and want to carry on to the Via Ravenna path, but the Sherbourne Road junction is very difficult to navigate. Going along Fishbourne Road towards town is fine with the existing traffic calming, but then again super tricky when you get to the Westgate roundabout. Need to somehow improve the roundabout or easier/cheaper would be to improve the link to the traffic lights across the ring road by the curry house. This is not joined up at all but there just needs a clear route through into town.

I would never use the railway bridge route (except coming from Tesco, as what I think of as the Tesco roundabout is far too dangerous even for this experienced cyclist. Re Westgate, the alleged gaps for cyclists at the traffic calming are far too narrow (and I often ignore them). Has consideration been given to the increased traffic demand that Whitehouse Farm will generate?

seems to be a very sensible option

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

I agree that that junction at Sherbourne Road needs to be redesigned. The existing cycle path from the college just ends on the wrong side before the junction and is totally unclear. Generally improvements require a dedicated cycling lane and segregation from traffic if they are to be meaningful. Orchard Street junction also should be improved

The network here seems to ignore the via Ravenna Shared use path. It is perhaps little known and it is certainly not well over-looked in terms of personal safety. However, Cyclists can travel uninterrupted along this route and connect with the end of Westgate and junction with Parklands Road. This is the route my children used to cycle to school. However, the biggest issue here is the junction between Parklands Road and Westgate and the little road between the college roundabout and these roads. There is no safe crossing for cyclists and pedestrians here and visibility is poor with cars coming at speed around the corner from the Tesco area. Pupils have been knocked off their bikes in this area by cars carrying other pupils turning at speed into the junction. Many measures are needed to make good provision for cyclists, pupils walking to school and school buses in this area.

To make Westgate viable as a cycleway requires a modal filter to stop motor-vehicles using it as a through road. Motorists already have Via Ravenna as an alternative to using Westgate as a through road. It seems reasonable that Westgate should become a safe route for cycling by making it into a low traffic neighbourhood. The cul de sac Western end should not have cycle-tracks as it should instead be converted into a quiet (school) street. The school should prevent parents driving into the school grounds to drop of children. Restrictions should be put in place during school drop off and pick up times so parents make alternative arrangements for transporting their kids. If reasonable ideas (such as within the LCWIP) are implemented, then parents can walk or cycle to the school with their children and this would greatly reduce congestion, noise and pollution within the city. Young people need to develop active travel habits and will do better in lessons if they get some fresh air in their lungs on the way into school.

Two-way cycle track west of Sherbourne Road: this is a quiet cul-de sac with a 20mph speed limit and adequate space for on-road cycling. There is no need for a segregated cycle path. If segregated cycling were necessary this should not be shared with pedestrians including the many schoolchildren from Bishop Luffa School. Replace roundabout at Sherbourne Road junction: improvement works are being

carried out under the Whitehouse Farm (WHF) Section 106 agreement. Signal junction if required due to increased traffic from future stages of WHF: we strongly oppose any proposal to route the Southern Access Road from WHF into Westgate. The increased traffic levels/speeds would be highly detrimental to our community and to your aspiration to improve the environment for pedestrians and cyclists. A signalised junction here would be an unsightly urbanisation of our residential environment. Two-way cycle track Sherbourne Road to Parklands: we support this provided that traffic-calming chicanes are maintained along both sides of the road. These are essential. Lost green infrastructure should be replaced. Raised table at Henty Gardens Junction Introduce 'Cycle Street' between Orchard Street and Parklands Road We support these traffic calming measures. The raised table should be suitable for cyclists. Modal filter west of Mount street Junction: we do not support closure of this section to cars. (A recent questionnaire showed that the majority of our residents oppose this.)

A route I use frequently, these improvements seem sensible and will be of benefit. A more dedicated cycle path along Westgate rather than small gaps between bollards is important. It is not clear what will happen at the roundabout from Orchard street but this needs to be Dutch style to ensure a smooth transition to the city.

Fishbourne road is relatively low traffic use. However increasing housing to the west will change this. a secret-gated cycle lane would be a great improvement. The pedestrian bridge linking to Centurion way and Westgate is awful. It is ugly, steep, too narrow and has 6 or more blind corners and 4 sharp and difficult Turns. It also adds an unnecessary zig zag It would be greatly enhanced if the Northern side were a ha CE by replacing the first ramp with an era bund allowing a ramp access from both North and south. This was an Excellent suggestion from Johnathan Grimshaw.

The east/west route is the subject of proposals for ChEmRoute and the proposals' recommendations need to be incorporated.

Does it mean by replacing Orchard Street junction with a cycle friendly Junction the priority would be for cyclists to enter the roundabout without having to dismount as being the norm as practiced on the continent?

See comments at the end of the survey.

- 1.Strongly support recent re-design of Westgate/Orchard St./Ave de Chartres roundabout as a 'Dutch-style' roundabout, as proposed at Whitehouse farm development Infrastructure Steering Group.
2. Westgate needs a two-way cycle provision throughout by removal of planters and roadspace re-allocation.
- 3.Support modal filter proposal at W of Mount St., for buses, cycles and pedestrians only
- 4.Vitally important to work with Whitehouse Farm Developers (Miller/Vistry) on the cycling provision for the proposed Southern Access Rd., and to make sure it will not link to Westgate, but the cycle link Westgate - Centurion Way is retained and enhanced.
- 5.The existing shared pedestrian and cycle bridge over the railway should be extended northeast across the proposed Southern Access Road, to enable the route from Fishbourne and the ChEmroute to connect to Westgate. Otherwise a toucan crossing will be needed at this point.

By closing Westgate to vehicles you will increase congestion on neighbouring roads as traffic has to find alternative ways to get to their destination.

Part of this route links in with White House Farm development. Doing little on this route will lead to reliance on the private car from new residents of this development. Major changes eg the restriction of access to Westgate need to be considered. Cycle-priority junctions are needed at Westgate and the junction with Sherborne Road.

Ensure West of Chichester development's spine road uses route under railway bridge to join the college roundabout. Leave roundabout on Westgate Sherbourne rd junction in any case. if and only if both the aforementioned are done close off Westgate to all motor vehicles at the Parkland road junction. Make Orchard St 20 mph and leave as is. Remove all changes on Avenue Charter sneaked in under the pandemic, make 20 mph, no other changes.

Please comment on Route N below.

Current facilities are adequate and no further impact on other road users is necessary.

Worth considering putting a raised platform over the stream that runs along Westhampnett Road just for bikes. Westhampnett is such a short distance from Chichester but so difficult to cycle. There are so many new houses in the area, I think this should be a priority.

Generally slow down traffic in and around A27 especially the roundabouts which people throw themselves onto.

Turning right onto Spitafield Lane from Swanfield Drive is not something I feel comfortable doing during busy times even though I am an experienced cyclist. There needs to be some way of getting onto Spitafield Lane that doesn't involve a right hand turn across traffic as the only alternative is to use the mini roundabout further on at Douglas Martin Road which is equally as dangerous at busy times.

Adding a cycle lane along the A285 here would greatly improve the ability for people to access the shopping facilities at the retail park end of the road, as well as travel into the city centre from the east. Removal of staggered barriers are vital to allow utility cycling with trailers and cargo bikes, mobility cycling with hand cycles and trikes as well as avoiding unnecessary conflict between cycles and pedestrians on shared space.

Answer given in A

With the increase in residential build and Rolls Royce, any improvement to cycling in this area is welcome

Motor vehicles go far too fast down St Pancras, this needs to be resolved to help cycling and walking.

Making the cycle routes more joined up is an big improvement

We live in the New Park area, traffic congestion has increased significantly and air quality has suffered significantly as a result. This means that cyclists as well as residents are breathing in more unhealthy matter. The cycle lanes are usually empty so this does not seem to be of benefit to anyone.

Previous comment applies

See previous comments.

Take down the ridiculous cycle lanes

I think the protected cycle path on the approach to the New Park roundabout is very dangerous. Both bikes and cars do not know what to do at the junction. I have seen a lot of people cycling the wrong way down the protected lane. The sooner it is taken down the better, preferably before a serious accident takes place.

The road surface along one side of the Hornet (going from West to East) is really poor for cycling. The section between the Velyn Avenue junction to Oving Road. Cars will often overtake dangerously along here racing between the pedestrian islands dotted along the road. I have to cycle in the middle of the lane due to the poor road surface too, it slopes down too far towards the kerbside from the centre of the lane and it's both rough and bumpy with depressions in sections. None of this is mentioned in the plan currently.

My main area of concern is that I don't want air pollution to increase with the implementation of a crossing. I think perhaps a crossing mixed with speed control would be beneficial and important to stop the traffic from building up in a concentrated area near residents.

The proposals are good but need to be done in conjunction with reducing the amount of vehicles and their speed. More pedestrian and cycle crossings are great but need to be careful about air and noise pollution for residents close to new crossings.

I understand the focus on radial routes which serve the larger volumes of people traffic. For powered transport this is not so much an issue but for human traffic the absence of cross routes encourages less safe "short-cuts". Adding a through route from the theatre to the shopping areas would give easier access for me and other residents between the top of Broyle Road hill and the city centre. Have you considered a route through the university and hospital to Swanfield?

If Oving crossing is shut and a possibility of Stockbridge being only buses and cycle routes, why take space from one of the few routes on to the A27?

Can you allow cycling through the Jubilee Tree Park.

The only people who would use this route at present are very experienced cyclists. Traffic is often very heavy, and I find myself weaving inside and outside of traffic. St Pancras is one of the most dangerous roads in Chichester, even more so if you are coming into it from The Hornet, as I do when coming from Whyke to New Park Road. Extreme vigilance is necessary, and the settings of the traffic lights make things even worse.

I think that the protected new cycle lanes are causing problems with traffic congestion, (and thus air pollution), which would be worse were it not for the current lower levels of movement due to Covid19. Importantly, I am not sure that emergency vehicles can "blue light" travel safely due to cars having nowhere to move over due to the new cycle lanes. Further, most cyclists display a blatant disregard for the Highway Code in many traffic situations, and make things worse!

this option will need significant advertising and maintenance but is possible with the current traffic being significant all day and all year round

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

I agree that the main route east requires a more direct and protected route. it is currently extremely difficult to work out what the cycle route from the Portfield shopping area into the city is supposed to be.

Parking on Spitalfield Lane in particular can be a hazard to cyclists.

The existing cycleways are not realistic routes that I would consider using due to them being indirect, inadequate geometry/widths and shared with pedestrians. A "do minimum" approach would be a total waste of money and a high standard direct route is the only option worthy of consideration..

This is a key route in/out of the city. The road way is already too narrow for comfort and the only way to encourage people who don't already cycle is to create a designated and separate cycle path as is suggested.

Parallel crossing at either end of Cutten Way would make a huge difference to safe cycling .

Protected cycle way in St Pancras Road should not be at the expense of the current parking provision at side of road. Parallel crossing is not a good idea as cyclists travel at higher speeds than pedestrians and motorists will not have sufficient time to react if they suddenly appear at speed onto a crossing point.

The routes to the East are vital due to the large numbers of new residents in Shopwyke, Westhampnett. Major improvements are needed eg at Sainsbury's roundabout as well as making full use of any quiet back routes eg linking cemetery and St James' industrial site.

Leave St Pancras and Westhampnett road as is, make 20 mph. No shared paths.

Please comment on Route Q below.

The route is good in that it is away from road traffic, but the shared pedestrian/cycle path causes problems particularly as there are high numbers of students who walk on the cycle path bit, and can't hear your bell because they are wearing headphones and looking at their phones rather than where they are going. I therefore agree that widening the cycle side track and colouring the tarmac would be an improvement. Cycle parking needs to be much more secure as there have been high levels of bicycle theft in the area.

I think Westgate should be made one way for cars, to allow wider cycle lanes. This would make it safe so more pupils of Bishop luffa would be willing to cycle to school. The road is too narrow especially near crate and apple pub end. The cycle route joining orchard street to parkland Road is great idea. And making Westgate roundabout more cycle friendly is great proposal.

Improved surfaces are needed to ensure walking and cycling is attractive and doable all year round.

Same as A

Agree with improvements. My children go to school in Barnham from central Chichester, and I think they and many others would use their cycles more.

Previous comment applies

See previous comments.

Take down the ridiculous cycle lanes

You're trying to squeeze in a cycle route onto busy roads by removing lanes - this causes more congestion in the long run as cars are forced to sit in one lane of traffic before being allowed to turn off at roundabouts.

Speed table on Swieqi Road would be great! Otherwise this section all good aside from students and other pedestrians walking in the cycle path. Maybe ditch the segregation and make the whole thing a shared path to avoid the territorial conflict?

I do not think that there is that much of a problem here, though, depending on the route you take, to get from the College to the station is rather more challenging. I would add that this part of the Avenue de Chartres is the one piece that WSCC has got right with its pop-up scheme, which otherwise is so awful that I fear it will have set back the cause of cycling for years,

Not necessary to widen cycle track -already half of path. Useful to colour mark to provide better demarcation

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

Excellent addition to the cycles which goes through the college grounds to the westgate centre, Waitrose and job centre.

There is already a perfectly good cycle route between college and railway that avoids the road. Stop wasting our money.

I hope we can keep the Pop-Up shared bus/cycle lanes on Avenue de Chartres. These have been a big improvement on the previous Duel Carriage Way arrangement.

Valid improvements. I cycle this route frequently and it is widely used by cyclists and pedestrians. It could benefit from more clarity if the path is to remain segregated and I believe would be improved by not changing 'sides' half way round the college green space, this always causes confusion.

Route Q - Cycling/Walking signage at the station is a priority. And this is a major cycle route that needs updating.

Less of a vital improvement as this route is already off road. With growing numbers of students major widening of the paths might be useful.

Please comment on cycling improvements to the core area below.

As the majority of road users are not cyclists then their rights and ability to move freely must be protected and cyclists must not become privileged road users particularly as in using their equipment they do not pay towards the upkeep of the road infrastructure

The lack of really secure bicycle parking in the town centre and at the leisure centre deters me from cycling to Chichester for shopping purposes due to the high level of thefts, particularly since Covid 19.

I do not understand the reason for limiting buses to 15mph in South & West streets when the main problem here is motorists and delivery drivers frequently exceeding the 20mph limit (and in some cases motorists ignoring no entry signs and driving through the pedestrianised area).

I think the centre of Chichester should be residents only for car access. Everyone else should use a bus, bike or park and ride.

Your link above doesn't work

Keep it off the roads, limit cycle speed when shared with pedestrians. Do a detailed safety risk review of all parts of the route taking into account all users.

Advisory cycle lanes are regularly used by cars to park rendering them useless. Mandatory cycle lanes with double yellow lines should be used instead. Cycle bypasses are not swept by road cleaners therefore regularly contain road dirt and stones and are puncture zones. Regular sweeping of cycle bypasses is required for these measures. Roundabouts need to provide priority to cyclists. Present measures generally mean cyclists must stop at every junction making the cycle lane unusable by proficient cyclists

I am not sure what the complete redesign of the gyratory would encompass but I believe the current marked cycle lane is practical, though possibly not ideal for cycling with children or those of less road awareness. The main thing I have found with this area is more that while holding markings are clear on the cycle path, as the road has no/few markings drivers do not always indicate off as they would (or should) a roundabout, which makes the judgment if crossing exits a challenge. I would disagree with the requirement to dismount on East/north st as, though this is an inconvenience to cyclists, the density and unpredictable path of pedestrians in this area would be a hard to both parties without additional measures.

I wonder if any way to have more cycle lanes through town centre (on North, South, east and west streets). Cyclists sharing space with pedestrians rather than with cars?

I am pleased to read that the consultant has suggested a redesign of the Northgate Gyratory. This system is a perfect example of the concept of the car first and walkers and cyclists second. I suggest it stops being a gyratory and that the northern side becomes a conventional two way street with signal control at junctions as necessary. The south side can then be dedicated to walking and cycling and thereby enhance the northern side of the city which is potentially very fine but has been allowed to become poor. Central parking needs to be restricted to disabled only and in their place cycle parking and green space put in so that the centre has some green lungs instead of being choked by queueing cars waiting to park.

I personally find riding around St Pancras/The Hornet to be the most dangerous part of my commute, on the run up to the Hornet from St Pancras I will often get cars try to overtake at the last minute in order to 'beat' me to the front of the junction. Several times this has meant I have had to brake excessively in order to avoid hitting the back of a car which has overtaken me then immediately had to brake itself to stop in time at the junction.

On Avenue de Chartres a segregated cycle lane would be preferred to a shared path, allowing priority passage across Swieqi Road and not requiring dismounting/stopping at both the roundabout (at Westgate and at the entrance to the multi-storey car park). A cycle track that allowed safe passage around Market Ave/A286 would work very well with the proposed improvements shown in Routes G and H, on what is currently a very hostile section of road to cycle. A cycle lane here would also have the added benefit for walking, effectively creating increased separation between pedestrians and motor traffic noise and pollution. Removal of cycling restrictions would enable safe and direct passage across the very centre of the city and aid those using cycles as mobility aids to directly access the cycle parking facilities. A complete redesign of the gyratory that allowed cycles to have priority over cars entering and exiting the gyratory, would improve safety and restricted mobility issues with the current setup. Making cyclists with loads, or reduced mobility stop and start twice at each junction is incredibly restrictive to the use of an integral part of the road network within the city. LTNs within the city centre would, work especially when partnered with the restricted access for motor vehicles on East Street and North street as these are currently the most people friendly parts of the city centre as they are away from the danger, noise and pollution crated by motor traffic.

You propose a north south route I using north street and south street and a second route through the Pallants and St Martins sq. I have two comments, one these routes are largely the same and are not that far apart. I live in St Martins Sq, and whilst as a cyclist I have no objection, if you increased the volume of traffic you will increase the likely hood of accidents. Firstly there are speeding taxi drivers servicing M&S not too mention the large 40 foot lorries servicing M&S and Poundland. However I think the even more dangerous proposal is to allow 2 way traffic along St. Peter's. This is a narrow road and traffic is quite fast when going westward from priory road into St. Peter's. The junction of St Martins Sq, St. Peter's and priory road is a blind spot for current traffic exiting st Martins to go eastwards and to encourage cyclists to turn right from St. Peter's into St Martins Sq is just madness. It should also be borne in mind that the turning in to St Martins Sq at the north end is effectively single lane.

Pop Up Cycle routes to Pop Down.

This route seems to give a really complicated and confusing (as well as potentially dangerous because of traffic volumes) access to the combined bridge over the A27 to Vinnetrow Road/ Bognor Road. These areas do need to receive attention if cycling and walking is to be encouraged, particularly for children and less experienced cyclists.

The longstanding issue for the centre of Chichester is the lack of a reasonably direct east-west route - this is especially pertinent since cycling has been prohibited at all times on the pedestrianised part of East Street. I may have missed it but this does not appear to be proposed for the Core Area and this is a glaring omission. The obvious route solution is to make both East Pallant and West Pallant two way for cyclists. I understand that safety issues have previously been raised with regard to the narrowness of West Pallant and potential conflicts at the junction with South Pallant, but with a little imagination these issues could be easily overcome. Moreover, motorised traffic (and the risks associated with it) using West Pallant would be significantly reduced if the 'access only' restriction at the bottom of South Street was actually enforced - it mainly seems to be used b people dropping off shoppers or popping into Tesco Express.

The Covid measures only addressed the ring road. It would have been better to examine better use of the central core which with much less road traffic, is clearly better for cyclists. However, there are increasing problems with people cycling through the central pedestrian area where cyclists are banned between 10 am and 5 pm. North- south and East-west route for cyclists should br developed and secured.

The current experiment with the temporary cycle lanes around the centre of Chichester demonstrate the incredible disruption to traffic and the commerce of Chichester. What was a free flowing system has become clogged. As a city at the centre of a rural area with diminishing access to the city by any means other than a car (bus connections are being reduced) this is harmful to the commercial and economic wellbeing of the city which is already under severe pressure form Amazon and the ability to work remotely. The imposition of the cycling plan will hasten the hollowing out of the city centre with no office workers and no shoppers. This will have a severe impact on occupation and hence council tax collection. The traffic jams are also increasing not decreasing the pollution as traffic is stationery for so long.

Much better

Previous comment applies

Northgate Gyratory needs complete re-design giving cyclists priority at all junctions as in roundabouts in London and Dutch system.

Centre of town is the one example where cycles and pedestrians could safely share routes. Maybe even add a 10mph speed restriction for bikes in this area only to stop conflict. Clearly marked cycle lanes would be a quick easy win.

By your actions you are putting an sleazy struggling city centre at greater risk of further closures. The age demographics of CDC is skewed towards the upper end and one would suggest that this is taken into account.

Take down the ridiculous cycle lanes

Secure bike parking that I can feel safe leaving my bike at all day while I am at work would be welcomed. With e-bikes getting more popular for commuting they are more valuable and a bigger theft target. Owners aren't going to want to leave these just locked at a Sheffield Stand whilst away from it for 8 hours. I've also

seen that bike hangers can be broken into and bikes taken from those. A properly manned "cycle garage" would be great. There's plenty of empty shops that could perhaps be utilised in some degree.

The Hornet & St Pancras are really dangerous for cyclists. I am regularly undertaken by car drivers who don't like me being in the correct right hand lane for where I want to go. I have had cars cut in at the last second as they change lanes to get ahead of me.

The proposals are good but need to be done in conjunction with reducing the amount of vehicles and their speed. More pedestrian and cycle crossings are great but need to be careful about air and noise pollution for residents close to new crossings.

The Northgate one way system is a nightmare for cyclists. Please give cyclists the same rights as motorists - once on the roundabout we should not have to stop at each exit. The wider cycle lanes are much appreciated. However St Paul's Road Heading into town is a no go for me far too narrow.

The current route and signage is confusing and encourages poor behaviour

It is unclear from the maps what is proposed for the Hornet area as pavement and roads are very narrow and traffic is rather heavy.

Why would you allow cyclists right of way over a pedestrianised area?

I could write an essay on the Northgate Gyratory. It is very poorly designed, with or without the recent pop up cycle lane. To be brief, there is no way that the Northgate Gyratory can be made safe for cyclists unless cyclists are given absolute priority. As a side issue, I struggle to comprehend why there is not a pedestrian crossing to get to Metro House in the middle. If the re-design of the gyratory does not involve either getting rid of the gyratory altogether, or giving priority to cyclists/pedestrians then you should think of alternative routes. On way to work at University, I currently use North Walls route and then cycle across footpath at top of subway to Franklin Place, and make my way to the Oaklands roundabout from there. I am not meant to, but it is quicker (and safer) for me to get off my bike and walk than go all the way round gyratory, so making that footpath cycle-friendly is better. On way back I risk my life on gyratory as I can never get out North Walls road/path onto Westgate roundabout with traffic busy. Gyratory is lethal. A chain slip or a car not indicating could lead to my death. I should not be expected to have to stop/start at junctions. It is not safe. It is worse with pop-up lane as I can't just use road as only one lane and get anger directed at me and am forced to stop/risk carrying on at junction to town. Also, cars coming from town block the cycle path when pulling out into gyratory. More generally, cycling through town should be encouraged

Very much support allowing cycling through city centre. Would massively encourage cycling if you can short cut car routes. Could consider putting speed restriction for cycles (don't know whether that's possible). Or designated path.

Northgate Gyratory as previously commented on needs cycle priority over all junctions (as cyclists would have if there were no path at all). Simple solution. Allow cycles to cross East Street without dismounting would be great. Then this is a joined up route north south through town. Parallel crossing of Avenue de Chartres - would be great to have this as a link from the station into town avoiding the gyratory - there is room through the path from the station along the back of the car park, then I think a double set of lights that both go red - the existing one for pedestrians, and another for cyclists going across. Then cyclists go through into the car park, but need access through past the sandwich shop to get out on to south street. Make this a shared space and drop the kerb to allow access in/out of south street? Again, thinking a joined up route from the station into town.

Cyclists to dismount when mingled with pedestrians Check the road is wide enough when encouraging cyclists to ride against traffic

If you are in the Low Countries, to find "cyclists excepted" is almost a standard feature of one-way streets, and I think that there is more scope for this in Chichester - for instance, why does this apply to only part of East Walls? I find the inner core pretty good for cycling, but then I am a confident and experienced cyclist.

The new protected cycle lanes are far too wide, cause traffic congestion and tailbacks from roundabouts (impacting on air quality) and are hazardous. They do not allow for adequate safe travel for emergency vehicles, because cars now cannot move to the kerbside quickly enough and the need for their doing so has not been thought-through; they could easily collide with or be an obstacle for cyclists.

The pop-up cycle lanes between Chi station and the hospital need serious rethinking. They might well benefit a few cyclists but the traffic delays, serious congestion and consequent air pollution are not acceptable.

No cycles, people should walk if they have ability to do so.

Remove ridiculous pop up cycle lanes which take whole lanes out of traffic circulation causing worse congestion and pollution. Investigate dedicated narrow cycle lanes alongside. Usage of the existing pop up lanes is negligible as they duplicate other cycle tracks through the city.

This needs a complete rethink, especially with the current chaos that is being witnessed in these locations, emergency vehicles have to be able to get through and at peak times this has caused significant delays. These cycle pathways are not working and entry and exit to the city centre has been impacted. I would suggest that a member of the planning team actually drive these routes during peak times and try to establish what is causing the delays and i would suggest that you need to rethink the current mess before planning anything else

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

I agree that there should be a new parallel route along New Park Road. The current roads around St Pancras are dangerous with no proper provision for cyclists. The northern gyratory roundabout is also dangerous as cyclists are forced to stop and give way to traffic at key exits. This is worse than using the main road and needs complete redesign. Generally cycle routes need physical separation from traffic

I disagree with allowing people to cycle in the main pedestrian areas on North and East street. The few people who do it now (illegally) present serious hazard to pedestrians.

Cars should be prevented from entering the city at Eastgate (apart from shop deliveries/disabled with permit) so that Little London and Baffins Lane can be used for walking and cycling only. There are plenty of other car-park areas around the city so Little London and Baffins lane car parks could be reduced in size to accommodate only disabled permit holders. The additional space freed up should be used for market trading.

I am very surprised and horrified to see proposals to endanger pedestrians in the pedestrian zone by encouraging cycling. Current experience is that many cyclists do already cycle along East St and North St in the hours when it is prohibited, and some of them cycle and swerve dangerously fast. If cyclists have right of way to cross East St at speed between the Pallants and St Martin's St, how will pedestrians ever know it is safe to cross as they walk along East St? These proposals seem to be aimed at discouraging pedestrians in the city centre and opening up new risks of injury. The report includes the WSCC EATF Phase 1 route. This well-meaning but curious choice of a route duplicates many existing cycle routes: from the station to West St/Orchard St, along North Walls, and along Franklin Place. If it had done anything to improve the safety of the Northgate gyratory, that would have been very welcome. But every cyclist I have spoken to has told me they now will not use the cycle lanes at Northgate as being too dangerous. Almost every cyclist I have seen (and there have been very few indeed) has avoided the EATF cycle lanes in favour of cycling instead on the pavement, amongst pedestrians (for example, on the east side of Ave de Chartres, thus not using either of the EATF cycle lanes on Ave de Chartres nor the existing cycle route parallel to the west side of Ave de Chartres). On the other hand, it's been entirely successful in generating additional traffic pollution

The core area improvements will make a huge difference to the cycling (and walking) infrastructure of the city. The pivotal change and improvement would be the redesign of the Northgate Gyratory which must incorporate a Dutch style model.

Access to the city is blocked from the NW by Northgate Gyratory. It is imperative that this junction is Made Dutch style and the excellent learning of the Covid Pop up lanes. Improved cycle access within the walls, more road space made over from car parking. Cycling allowed on N street and East street would be welcome. Sensible shared use of space. Allowance for crossing of East street with cycle speed reduction and mutual respect (13). 15mph speed limit and limits on car access to S Street (24) 31 - Dutch style roundabout on Westgate, Orchard St./ Av. De charter. Yes to complete re design of NG or simply addition of Dutch style priority for walking and bikes.

For people on a bike, getting in to the core area is a separate issue to the issue of moving about once there. The Hornet and St Pancras and around the market are part of the inner ring road and add to the chaos. Not a cycling issue but removal of this traffic that goes from one part of the city to another needs attending to. Not sure that restoring the right to cycle along East and North Streets is a wise move without significant reconfiguring of the infrastructure. As a regular cyclist, I should be in favour, but I don't trust my fellow cyclists to behave. Sorry. The bad feeling created by pedestrian/cyclist conflict might make those pedestrians set their faces against all cycling anywhere. The fact, though, is that a person wheeling a bike takes up twice as much space as someone cycling. Apart from that, I support all measures to facilitate frictionless cycling in the core area.

I believe that cycle restrictions should be lifted in both North and East Streets. Both are wide enough to allow 2 way cycle paths down the middle of both streets, and still allow plenty of room for pedestrians on either side. That would remove some cyclists from the more dangerous ring road. Clearly cyclists and pedestrians would need to be more mutually aware, but this is perfectly feasible.

So much could be done to make cycling a priority in the city centre. In particular CONTINUOUS cycle routes that have good signage. At the moment the city centre is generally hell for cyclists and the pop up routes have used money that could have been used for permanent improvements (I realise that it was WSCC that wasted this funding).

Very disappointed that the re-design of Northgate Gyratory has been postponed to "do more". This is a whole series of dangerous junctions and accidents are frequent; improvement is urgent. Now that a 'Dutch-style' roundabout for Westgate/Orchard St. has been proposed it shows the way for the Northgate Gyratory. 2. North St./South St. and East St./West St.: These main routes should be marked with a two-way cycle lane in the middle throughout. A way of safely separating the pedestrians and cycles can surely be devised, and a speed limit imposed on cyclists, perhaps by surface treatment that still allows pedestrians, prams and wheelchairs to cross at frequent points.

Oakland place should be returned to 2 lanes of traffic to ease congestion and Franklin Place used for cycle lane. Cycle crossing point of East Street at top of north Pallant; there needs to be some method of warning visually impaired people (eg change in texture of precinct surface) otherwise they are in danger of being hit by fast moving cyclists.

Plans to calm the traffic here should be brought forward. Urgent need to make a safe route from west to east for the residential area eg Florence Park etc Protected cycle lanes essential. Poor shopping area eg near Clothkits and Draper's Yard needs improvements.

Cyclists can dismount and walk in pedestrian areas such as East and North st. and should be encouraged to do so elsewhere within the City Walls. Make no changes for them there, especially do not provide and remove existing contra flow cycle lanes. Do not destroy more of Jubilee Park. Make it all no cycling. Leave Avenue de Chartres as it was it was before the sneaked in changes.

Annex E – Further written comments on walking and cycling in Chichester

Would you like to add any further thoughts that you have about walking and cycling in Chichester?

Walking should be encouraged, but the current expenditure on cycle facilities is way over the needs of the majority and in a democratic society the needs of the majority must be preserved. The current fashionable emphasis on expenditure for the cycling minority appears to be at the expense of the majority of road users if the condition of our roads is anything to go by. Some of the roads around Chichester are a disgrace and show a Third World approach to infrastructure management and reflects a very poor level of care to our visitors. One American Visitor recently was heard to comment whilst driving from Goodwood Racecourse to Chichester that the roads were like being back in Africa!!

Chichester is flat and relatively compact and is an ideal place to become an exemplar for cycling and walking, if it could be made safer, and had secure cycle parking facilities.

If the current pop up covid cycle lanes are anything to go by I am totally against such measures. I am in favour of more use of shared pedestrian and cycle paths as I think this is a far better way of keeping traffic moving around Chichester.

I am pleased this is finally happening albeit 20 years after the campaign was first started by Chichester Cycling City 2000.

Create traffic free zones. The car is dying

I think cycling is the future for Chichester. There are so many people that want to cycle, you need to listen to us.

The only solution is for Highways England to sort out the A27 Chichester Bypass in RIS3 and include good quality direct segregated cycle routes into the city. You are not going to encourage people to cycle with the current level of traffic speeding and rat running everywhere.

Slow A27 traffic around Chi. People don't have to hurtle around roundabouts. You can't do anything about the congestion as it is due to too much development in the area.

i strongly suggest the council should not be wasting money and manpower on such projects and stick to role of providing necessary services. it has been proven in many cities that stopping cars going the town centre to provide such schemes kills the town centre, the quaintly of shoppers drop and the shops go out of business, just look at Chichester today, i prove my point. please don't waste any more time an effort on projects like this that only satisfy the needs of a few and in the end sacrifice the whole town centre, which is a fantastic place

Keep it off the roads, limit cycle speed when shared with pedestrians. Do a detailed safety risk review of all parts of the routes taking into account all users. The current covid pop up cycle scheme is a disaster, poorly planned and implemented, causing extra traffic and increasing the risks to pedestrians and cyclists. Furthermore cyclist are either not using the lanes or using them incorrectly. A detailed review is needed of this scheme before implementing any of the proposed schemes outlined in this paper.

The issues I have with walking into and around the city are the amount of traffic and consequent pollution from it especially around The Hornet and Eastgate area. Cyclists sometimes assume you can hear them from behind on a footpath and expect pedestrians to move quickly out of their way. Pollution from cars queuing at rail crossings is unpleasant because drivers continue to run their engines, they need to do this sometimes to keep their aircon going in very hot weather in a very hot standing car. Finally the uneven pavements are a hazard and can be very hazardous for elderly people who may break bones or get other injuries if they cannot see the uneven surface. It is very nice to be able to walk around the Walls of the City and is much safer away from traffic and cyclists who do not take care. Encouraging cycling and walking is to be supported to enhance and improve Our environment and therefore the wellbeing of both visitors and inhabitants. It would be nice to know that the Council members also had a positive attitude toward our environment. I'm not sure they do.

Cycling and cyclists generally receive a negative press. Any improvement in the cycling and walking infrastructure should include positive marketing for walkers and cyclists. Safe driving messages need to be included along with the Bikeability training. Training motor vehicle drivers is as important as training cyclists. Key design outcomes which the study identifies as Coherent, Direct, Safe, Comfortable and Attractive seem to be confused with the RST measures quality of a route using five key criteria of Connectivity, Safety, Directness, Gradient and Comfort. As a keen cyclist I would suggest coherent cycle routes should be the primary aim for developers. Many current cycle routes start and stop regularly, run

out or disappear, sometimes leaving a cyclist in a dangerous road area. Coherent cycle routes where the cyclist has at least the same priority as other road users is essential. Advisory cycle lanes are regularly used by cars to park rendering them useless. Mandatory cycle lanes with double yellow lines should be used instead. Cycle bypasses are not swept by road cleaners therefore regularly contain road dirt and stones and are puncture zones. Regular sweeping of cycle bypasses is required for these measures. Roundabouts need to provide priority to cyclists. Present measures generally mean cyclists must stop at every junction making the cycle lane unusable by proficient cyclists

Firstly I would like to stress the concerns I have for the availability of our emergency services to move around the city, just being able to get to the hospital is almost impossible, At the moment a lot of people are working from home and the situation is very bad , I can't imagine the mess we will be in if this were to continue when we return to normal and Goodwood festival of speed returns, the town will gridlocked as people avoid the bypass. Lastly may I ask if anyone has considered the pollution problems in this amazing idea of yours .

I feel that cycle lanes need to be continuous with priority given to cyclists. They are currently very disjointed, interrupted with dangerous junctions, driveways and access roads, which make negotiating a cycle route slow and dangerous. Often it is quicker and safer to risk riding with the traffic on the road. It is great that you are looking at how cycling and walking routes can be made safer, as it is such an important subject for future-proofing our towns and cities, and the health of our population.

This consultation is too long and only a certain group of population could respond to this. I have spent almost an hour on this. What are you doing for health and well-being of the City's elderly? You expect them all to be computer literate!! This is not innovative.

No

Please do whatever is needed to facilitate SAFE walking and SAFE cycling in central Chichester and surrounding areas

A lot more off- road cycling is required in and around Chichester City. The current arrangements are unsafe for most cyclists. More people would cycle if it were safer to do so. Road design should be more often based on the car driver giving way to the cyclist (as in Amsterdam for example) not the other way round.

I am very pleased to see such a comprehensive and sensible plan of additions and improvements to the already decent provision within the city. It is a shame that well developed ideas like this were not matched by the well intention but badly executed "covid pop-up cycle lane scheme". I hope the council are able to achieve all or the majority of the recommendations in the proposal as soon as possible and look forward to making use of the new improved infrastructure.

Just because HMG offers you funding to spend on cycle lanes etc., doesn't mean that you have to accept and spend it. If they offered money to build gas chambers would you accept it?

The hospital cycle parking racks are in an inconvenient position at back of hospital. This discourages me and visitors/staff from cycling to the hospital. Also need more cycle parking racks out of the very most central shopping area (where there are plenty).

Please avoid shared foot and cycle paths. Pedestrians do not want to fight with cyclists. Cyclists move at varying speeds and need their own dedicated facilities.

The whole plan is missing a key part for a sustainable future- all new developments MUST include segregated motor vehicle, cycling and walking routes to join with the central infrastructure, and either lights or zebra crossings at all points any of the routes must cross. These arrangements must also consider the needs of older or mobility impaired persons for whom cycling is not an option, and for whom lights sequences at pedestrian crossings are so unrealistic as to be dangerous to pedestrians. Without extreme care future infrastructure could become significantly discriminatory. The nature of the city centre, and some past decisions that can only be described as borderline incompetent, already make some basic facilities almost inaccessible to the independent mobility impaired who value their safety.

I think that improvements for cycling are vital as motorised traffic and development continues. While Chichester is the main focus, I think that cycle routes linking rural west Sussex to our main towns is vital if cycling is to become a form of transport from further afield as electric bikes make cycling more accessible. I live in Kirdford on the edge of the district and safe cycle routes to Petworth and Billingshurst don't exist without using main roads that don't take cyclists into consideration. Better education of all road users and schemes to encourage cycling as well as more off road cycle routes so families can access cycling safely. I have a 2 year old child and 4 nephews under 6 and don't feel confident cycling far with them yet am a confident and competent cycle leader (British Cycling - Breeze). Better access is required across the district and to the coast, better education too. These plans go some way in starting that but it would be great to see this more widely implemented. Free park and cycle routes too perhaps

All of these measures need to be underpinned by an improved education campaign of motorists on how to pass cyclists safely and the legal requirements for them to give them sufficient space. Motorists just seem to chance it and when the road surface at the edge of the road is unsafe we are faced with either hitting a pot hole or a car. If you want a cheap option just have certain times of the day when cars cannot pass a cyclist. This will mean, those that wish to, can carry on sitting in their cars, the cyclists will stay safe and the speed of the traffic will nudge some of those drivers out of their cars and on to their bikes. Everyone wins.

Mixing cyclists and pedestrians does not work, cyclists are anonymous and therefore not easily accountable for their actions especially in safety related issues. I have many times had cyclists ride past me at speed without any thought of the consequences of impact. Whilst traffic calming issues have been included here, I did not see any reference to calming cyclists and limiting their speed by offset gates etc. Chichester has an elderly population that should be encouraged to walk as much as possible, at present this is not possible due to safety issues of cyclists on pavements or shared footpaths. Electric bikes and scooters are not only capable of high speeds, but are also heavier, therefore impacts on pedestrians will be substantial, with one death already recorded from a scooter impact in the UK. PLEASE PLEASE keep our pavements safe for pedestrians !!!!

Before thinking about providing walking and cycling facilities in Chichester you need to address getting to Chichester from the rural areas. Buses are expensive and unreliable which make the use of a car a necessity. Getting into Chichester is always hit by enormous traffic jams. So need to sort out the Train crossings and the Bypass before sorting cycling and walking. People cannot get to Chichester as things stand. And people are now choosing NOT TO go into Chichester.

Chichester and the surrounding area has the benefit of being almost completely flat as well as reflectively compact in terms of the distances needed to travel across it and as such is perfect for people to be able to navigate by cycling and walking. The fact that there is such a small modal share for cycling and walking (despite most journeys being sub 2km) tells us that the provision currently in place, as well as the domination in many areas by motor traffic (often travelling at speeds over 20-30mph in heavily populated/residential areas) is stopping people from choosing to use these modes. This is further illustrated by the modal share of cycling, although small, being above the national average, showing the desire is there. If the proposals in these documents become reality, Chichester can be a leader in cities built for walking and cycling, but it will take bold and brave plans and people to take the chance. Being within an AONB and a national park, should be reflected in a region wide desire to cut emissions, improve public physical and mental health and create areas for socialising and recreation. Chichester should be a city open for people.

Where are the relief roads to divert traffic away from the central area? Letters to the Observer have highlighted the large agricultural vehicles coming through the city, but they have no alternative. Why is there no route from Old Broyle road to the A27? Why is there no proper road to link the A286 north of Lavant to the A27? Why does WSCC hate Chichester so much?

I think Chichester has a good amount of cycle lanes, walking areas around for pedestrians and cyclists. However the new cycle lanes that have recently been provided I find more dangerous as a cyclist as well as a driver. They are rather confusing, and when my boys and I have been out on our bikes we have got rather confused as to what area we should be in and therefore are hesitating on the road which is dangerous. Also as a driver, the main roundabout is rather dangerous as cyclists now think they have right of way and

also cars go all the way onto the new cycle path when they get to the area to stop. I believe these new lanes need re-looking at for the safety of everyone and also as it is causing more congestion.

The endeavour to provide more cycle lanes and priority for bicycles is unnecessary. It is being pursued as a 'politically correct' action. Moving about in Chichester by walking or cycling is perfectly convenient and safe already. However, it is much appreciated that the public is being consulted. Hopefully, the result of the consultation will be published in detail before any action is taken to provide the proposed 'improvements'. Thank you....

Think again as to the manner best for everyone who uses Chichester highways. Not primarily the vociferous minority cyclists. Many of us living in the outlying areas of West Sussex have to cross the city on a regular daily/weekly basis; cycling is not an option for us. Agree wholeheartedly that everyone has a rightful place on the roads, that safety is paramount, that environmental implications are vital, but the present scheme is not the solution. It is physically dangerous and causes more tension and aggression between the various groups of road users.

The existing good surface cycle routes are popular and a credit to the city but only really available to city centre residents. The outlying areas need to be better served. I often walk into Chichester from Hunston along the canal but I have to take the car as far as the car park which is not really helping the environment but does provide pleasant exercise. I do not cycle along the canal path because it causes a nuisance to walkers.

Environment suffering from car fumes due to cycle lanes reducing roads to single lane.

Make it safer

Less cars. Simple.

I would like to see more clearly marked and shared walking and cycling pathways, which are separate from other traffic. I do not endorse the current pop up cycle lanes around the ring road as I feel cyclists and walkers use more direct routes across the city.

Chichester needs to recognise that its economic future depends upon people who live in the surrounding area being able to drive and park easily, otherwise they will spend their money elsewhere. Using road space for cycle lanes creates congestion and affects air quality and makes no sense. Nobody living at any distance from the centre of Chichester is going to walk or cycle there and back.

The current 'pop up' cycle lanes are ridiculous. I recently sat in a traffic jam for 10 minutes in the city centre and saw one cyclist. Air quality, far from improving will substantially deteriorate with so many stationary vehicles sitting in traffic jams with their engines running. If you want a valid opinion on the changes, ask the shopkeepers who pay exorbitant rent and rates to try and keep some life going in the City. In a time when our high streets are closing due to so much business being done on line, these changes will be the final nail in the coffin. Chichester, like most of the south coast is a high retirement area. It is this generation that still enjoys high street shopping. Go into Chichester and check out the demographic. Do you want them all to don Lycra and jump on racing bikes? Chichester has to be an attractive venue for shopping and hospitality to all of its surrounding villages. Those residents will come by car or not at all. Chichester used to be a thriving city, do NOT allow current plans to be its death knell

My main disincentives to cycling are disappearing priorities for cycle lanes at e.g. Northgate, leading me to ignore the cycle lane. Safe storage in cycle lockers, for example, so I can store my cycle with its tools, lights, computer and a saddle, wheels etc, as well as helmet, shoes etc. The 'cyclists dismount' is totally impractical when wearing carbon soled clipped in shoes- you can't walk in them! Need to ensure that cycling areas, be they road or cycleway, have reasonable surfaces without potholes, rubbish, drainage gullies etc. Pleased to see Selsey Greenway mentioned on page 8. On cycle to school trips, based on 2011 census data which pre-dates the Free School and its substantial capacity and location.

Chichester is a city that could be a beacon of good cycling provision. If provided it will be used for the benefit of all. Time to get this done!!

Please remove the appalling C-19 pop-up cycle lanes. They are extremely confusing to ALL road users, and thus dangerous. I have NEVER seen a cyclist using one. Cyclists sadly often have disregard for pedestrians and accidents can occur where routes are prioritised for them over pedestrians

I think we need to be bold and not listen to a vocal minority who are wedded to their cars and come up with scare stories about how their routes will fail if we mix walking and cycling. Look at the city of Bristol for example which is a shining example of integrated transport and walking cycling lanes. We must plan for a better future.

I would like to see A Festival of Walking being put on in the city, celebrating routes like the Tree Walk, the Walls Walk and support given to the setting up of other routes. Get some proper signage up to encourage and make people aware even of the existence of these routes as there is very little at the moment. Much more consideration needs to be given to residents who live in the heart of the city - we are fed up with the constant heavy traffic roaring past our homes: we want benches, flower planters in our neighbourhood too.

Don't give cyclists preferential treatment. They don't use it and learn to ride a bike properly you don't need special lanes.

I do not welcome the changes made to allow cycles on pavements. Cyclists often move very quickly along pavements and a slight variation in direction or stretching an arm out etc could lead to serious injury to a walker. In the city centre, although cycling is not allowed, there are regularly cyclists in the main 4 streets. My main concern when walking in Chichester is the state of pavements which are very uneven and have caused me to fall in the past. I believe steps have been taken to improve this situation, but more needs to be done.

It is heartening to learn that work is being done to improve provision for walking and cycling in Chichester.

The main problem is lack of space. Ideally, new paths should be created, specifically for cyclists and/or pedestrians, but this will mean reducing road space. As a cyclist, I believe that motorists should be deterred from entering the city centre, and I am convinced that the resulting loss of traffic would encourage people to walk and cycle into the centre. More needs to be done to maintain existing cycleways, which are often in a poor state and overgrown with vegetation. Pedestrian crossings controlled by traffic lights - increased time should be allowed for pedestrians to cross the road.

My comments to the previous answer are applicable to the plan as a whole. In addition I would add that the advances in electric and hydrogen vehicles supersede and negate the need for traffic exclusion on the grounds of pollution.

There is a major issue in Chichester with speeding vehicles, especially on St Pancras, Chichester. For areas that don't get improved cycling and walking improvements vehicle speed enforcement needs to be added.

The following petition shows support for improvements on this road and some proposals:

<http://chn9.it/NRPdDgkT> Vehicle speeding is a major issue and currently there is nothing to prevent or discourage speeding vehicles which makes the road particularly bad and dangerous for cyclists & pedestrians.

Speeding motor vehicles are a major issue on the A & B roads around Chichester city centre. Enforcing and reducing speed limits will really encourage more cycling and walking.

I do think the centre of town should aim to be pedestrian and cycle friendly, so welcome all the improvements for young and old alike. Connections across town will encourage my family, friends and work colleagues to walk and cycle.

Shared paths for cyclists and pedestrians are inherently unsafe. Collisions may be few at the moment, but so is their use. No consideration has been given to the forces involved when a cyclist collides with a pedestrian, especially an older pedestrian. Similarly, removing the restriction on cycling in East and North streets will expose pedestrians to increased risk. I have already had near misses in those streets and on the shared path in Broyle Road. On at least two occasions, had I not been steady on my feet, I would have been knocked over. Illegal use of electric powered scooters and cycles, which may be legalised, increases the risk. There must be separation between cyclists and pedestrians.

The plan does not appear to consider (1) opening or leaving open to cyclists roads which have been closed to traffic (by, for example, removing part of the wall between the two halves of Parchment Street and creating bicycle access to the west end of Somerstown Road) (2) widening existing footpaths and (3) opening a direct cycling route to the sea with a better surface than Salterns Way. (1) and (2) would improve cycling in Chichester at modest cost. (3) would increase tourism and raise the profile of the city.

A large number of residents are too old to walk far and to cycle at all. There should be more provision for car access for those limited of movement. Taxi ranks near the City centre would help. Electric powered taxis and buses?

Footpaths and for pedestrians, roads are for wheeled vehicles. Surely whilst other wheeled vehicles have to pay toward the upkeep and maintenance of the roads cyclists should also, as well as taking out insurances. The majority of cyclists I know and have seen neither follow the Highway Code, law or have even taken what used to be called a cycling proficiency test, so just buy a cycle and go. What would happen if motorists were allowed to do this?

Once it starts to rain people will go back to driving their cars!!!

Chichester is flat and an easy City to walk round and never have I had, as one in their 60's and now 70's, any major problem. Large quantities of the whole walking report ignore intelligence and are devoid of accurate fact. I wondered whilst reading it and with reference to paths near where I live whether the author had actually ventured out onto the paths they were complaining about. The walking report is largely pointless and must have cost a lot of money for its many inaccuracies.

The recent pop up cycle lanes around the city centre are dangerous! They are confusing and can prevent emergency vehicles getting through therefore risking lives. They need to be taken down and a better, long term solution needs to be found.

Stop talking and start action. Some of these improvements could be done straight away.

Stop all day free parking in residential areas within a mile of the centre... it's too easy for people to drive into Chichester and park for free! No one will change their habits if their hands aren't forced! When you repair roads make the repairs flat, make the edges of the roads nicer for cyclists, just stick a protected line a foot and half away from curbs. Stop encouraging electric cars they are not the answer... you get no revenue from them... no tax or tax on fuel, better money would be spent on connecting up cycle lanes so they don't just disappear or cutting back hedges so cyclists don't get pushed further into road

Improve public transport. If public transport is legitimately cheaper then less people will be compelled to drive

Current plans to extend resident parking as far as the bypass is about to greatly increase the number of workers' cars entering the City centre for daily parking, so it is even more urgent and important to invest sufficient money to make a REAL difference for cyclists and pedestrians.

The occasional congestion on the bypass encourages through traffic in the city however a scheme that considers all road users including cyclists and pedestrians can improve things for all road users. I am sorry to say that I think most motor vehicle users consider the road space as theirs and that they have priority, basic courtesy seems to have disappeared and drivers are in such a hurry that they are reluctant to allow time and space to other people.

Chichester is already quite good for non motorists, there are areas that could do with improvement, ie Hunston and Mundham but in general there are plenty of routes through and around the city.

Without planning routes into Chichester you are not solving any problems. Not one will put a hold on the back of their car to finish a journey.

Badly thought out and does not take into account wiser economic factors. Where is the evidence of all these cyclists?

Independent review with design consultants, integrated into Masterplan for Chichester, review with new mobility hub and local infrastructure plan, review with City Council and Neighbourhood Plan for removal of buses and pedestrianisation.

Cut back the trees that are overhanging in the lanes as you cannot see around corners and could easily have an accident. If you walk facing the traffic as it is required, then the oncoming traffic cannot see you

and you cannot see them. If the council does not own the trees then they should contact the owners to ensure they maintain the trees.

Take down the ridiculous cycle lanes

Take down the ridiculous cycle lanes.

Just stop doing this. These "pop-up" cycle lanes have already proven that implementing such schemes in the city cause traffic chaos and increased traffic / pollution for no good reason at all. The roads are perfectly safe for cyclists already. I'm a cyclist, motorcyclist and motorist, so I have a very good insight into these things.

If you want more people out of cars then your public transport needs to be improved. If we shop in town, how do we take purchases home? No park and ride available, no affordable bus links - just jams of traffic because of an ill thought out pop up cycle lane.

The contra flow cycle lanes are terrible. Really dangerous. The one at North Walls is really bad. Drivers joining from Orchard Street travelling under walls walk don't expect any traffic to be coming from the right. They drive straight out to Chapel Street without stopping to look. Had lots of near misses.

Speeding vehicles on St Pancras and other A & B roads close by are a real problem. More needs to be done to reduce speed limits and enforce them!

There has been a great deal of antagonism regarding the pop up cycle lanes. I have found some areas very helpful but others frankly baffling. Please consult local cycling groups when making any plans. I would also like to describe a recent cycle from Parchment Street to Priory Park to illustrate the problems of cycling in the area. This involved cycling through Somerstown, the theatre and Northgate car park, crossing Oakland Way by the Tennis club and then doubling back on the new cycle path to Northgate before turning up North Street to get to Priory Park. Sounds long winded but I felt unsafe on other routes. Other thoughts - Park and Ride sites

Throughout Chichester it is far too obvious that cycling is an afterthought

Temporary cycle lanes have been confusing, hardly used and caused more air pollution due to stationary traffic plus a waste of money. Removing roundabouts and replacing with lights increases air pollution.

There seems to be nothing to address education of pedestrians and cyclists about cooperation and consideration of one another. There seems nothing to suggest the use of personal electric vehicles.

Vehicle free days would be welcome. Sunday's for example.. this would enable visitors a safer opportunity to explore the city, not just the inner City, but all of it.

Get rid of the covid 19 pop up cycle lane. It has made the area more dangerous for everyone. It is impossible to see cyclists using it because of all the orange posts. Plus there are very few cyclists using it as they have to stop at every junction. Most just use the road.

The local cycling mafia in Chichester are being allowed to move these suggestions and dictate the debate. Average motorists and road users do not support these measures but aren't the people responding to your surveys. I strongly stand against the measures - if the road infrastructure could only be improved for vehicles it would benefit all road users and pedestrians.

I drive to work 15 miles away but will walk into town, to shop or complete my banking. Sometimes, there is a need to drive - to pick up heavy items. Recent pop up cycle lanes seem to have caused more congestion. Ensure cycle lanes are added to new roads but stop cramming them into older roads that don't have the capacity for huge cycle lanes.

Chichester is ideal in many ways for disabled folk, as it is free of steep hills, but the uneven surfaces and cambers on pavements can be a real obstacle

The pop up cycle lanes are ridiculous, waste of money and put lives at risks as ambulances struggle to get down these roads.

I walk across the Lakes from N Mundham and the surface is uneven and gets flooded. Also the cars parked opposite the Free School prevents me from using the Pelican crossing.

No.

I do not see that you need to waste money doing anything! It is perfectly possible to walk around Chichester as it is, you have already made a total and complete mess with pop up cycle lanes which are increasing pollution and causing holdups to emergency services, consequently they are harmful to people's well-being and you are completely irresponsible! You need to understand that most people driving to Chichester come from too far away to walk or cycle and even if they do, they couldn't carry their purchases home and or it would take them all day!! Seriously, get a grip and see the reality!!

It's great to encourage cycling and walking, but don't penalise people who need to use cars. My work involves carrying approx 25kg of equipment including a 6ft bulky telescopic pole and I can work antisocial hours so walking or cycling isn't physically possible and I should not be made to suffer as a result, car drivers aren't the enemy.

Any changes must be thought out properly & be in all users interests.

As a driver, the covid cycle lanes are adding to congestion and poor air quality. As a cyclist, it prevents me from using roundabouts!

There is currently a real hatred towards cyclists/cycling. You only have to look at any story published on Facebook about cyclists/cycle lanes to see this. My life is regularly in danger as cars show me nothing but contempt. I get told I am going the wrong way, when I am not because it is 2-way for cyclists, I get beeped at loudly as I am not using the cycle lane (which I don't have to). I get overtaken at speed on dangerous corners by impatient drivers. I should pay road tax etc. These are generational shifts in attitude. I don't know how, but if you want more people to cycle, you need to change the minds of those who think cyclists are the mortal enemy. Infrastructure is only half the battle. All these routes upgrade roads to improve cycling, there are noticeably no new off-road solutions so cycle routes are an afterthought to an existing structure designed for cars. From Fishbourne to the north of town (for work) there are two quicker and safer off-road routes using footpaths. But they can only be used for about 3 weeks of the year as they are muddy footpaths (Salthill Road through to Salthill Lane and Clay Lane near level crossing through field to Centurion Way). Upgrading of these, particularly with the White House Farm development should take priority. Places like Somerstown, Graylingwell, Parklands all have footpath routes, but are noticeably lacking in clear cycle connectivity. They can be improved with small changes but too much to detail to cover here.

REMOVE THE BOLLARDS NOW

As a lapsed cyclist and enthusiastic walker, practising pilates at least once every week, I am happy that cycling is encouraged throughout the city and district and beyond. Whilst all other members of our diverse community have now acknowledged the RIGHTS of cyclists on all roads, cyclists must now take RESPONSIBILITY for their behaviour in relation to pedestrians and car drivers. The latter groups each have to observe certain behaviours, some legally required, in how they co-exist with each other. This is particularly true regarding anticipation and warning each other about a change of direction or activity which might interrupt flow, intrude on shared space or lead to collision with the other eg car drivers need to indicate if planning to take a turn, when a pedestrian is waiting to cross the road at the same spot.

Please make it a requirement for cyclists to learn how to behave in locations shared with pedestrians or cars. A Cycling Proficiency test for adults would underline how cyclists should not use pavements, control their speed in shared areas and LEARN TO SIGNAL their arrival/intention. WHY ARE BIKES NOT REQUIRED TO HAVE BELLS? Most significantly, cyclists MUST be taught to make a sound signal and /or speak out loud e.g. "coming through right", when approaching a pedestrian from behind. They are mostly silent. They cannot assume they have right of way, and that the pedestrian will not change direction.

Would be great if we could do all of these!

Improvements to cycling and walking still require improvements to vehicular access to Chichester. All is possible.

Blocking the roads with large cycle lanes has caused major congestion meaning traffic at a standstill with engines running and the air pollution is worse than ever and has affected my chest I am sure it is worse for asthmatics the whole thing needs a serious rethink. Make more cycle lanes on the pavements and through

parks maybe but there really is not enough room on the roads the scheme is badly thought out and borderline insanity.

Make pavements accessible to cyclists. Don't like cycling on roads. Walking into town without a lot of traffic would be good. Buses more regular and cheaper

Improvements for cyclists at the Broyle Road , North Gate Roundabout. Improve crossings for cyclists and walkers wishing to cross inner relief road. Rationalise the cycle route along Lavant Road and Broyle Road, where at present there are narrow unprotected cycle routes and a shared footpath and cycle path alongside. Improve the access for cycles and pedestrians along the Brandy Hole link to the Centurion Way and Brandy Hole Copse.

There are plenty of small changes that could really help joined up the infrastructure that is already in place. Really need to think about joined up routes coming into town and not just put cycle paths on the easy bits and nothing on the tricky junctions which is all too common. Thank you for all your work you do on this to make Chichester a better place to cycle!

Generally, street signage does not do a good job of raising awareness of access rights/priorities between the various modes - such that pedestrians are not always aware that they are sharing a path with cyclists, and car drivers are not always aware that they are sharing a road with cyclists. Generally, street signage and furniture still seems to be biased to the needs of motorists. More use could be made of tactile surfaces, back-lit signs, bollards, and railings to help differentiate and protect pedestrians from cyclists and cyclists from motor vehicles.

Often it is dangerous to step from my front door on to the pavement in Orchard Street because it is used as a cycle route. Please encourage cyclist to respect a red light at crossing

There is too much emphasis on cycling improvements which affect a tiny number of people. Chichester has a very large number of older pedestrians and their interests have nothing in common with cyclists. We always walk but, often, also use buses or cars for part of our journey. Cycling provision which impedes the flow of buses and cars restricts our movements (at best) and, as the pop-up lanes have demonstrated, seriously affect our safety (at worst).

Current off-road cycle paths such as the shared path in front of Chichester college and the Centurion way through Lavant are much more accessible to the majority of cyclists than on-road cycle tracks on busy roads and junctions like the Northgate on-road path, and building more and linking these would encourage far more casual cyclists to use them. On-road provision is useful as well, but caters to more experienced road cyclists who achieve much greater speeds than casual cyclists. Right of way also needs to be considered for cyclists around the Northgate junction as the current system is not helpful, causing me to schedule most cycle journeys to avoid this area. The A259 cycleway with a grass verge between cyclists and cars is a brilliant setup, and perhaps could be promoted to reduce car journeys between Chichester and Bognor?

The Northgate Gyratory is not good and will get worse with Whitehouse Farm. If I ride as strictly required, I would have to stop at every exit, and pulling away from rest is when a cyclist is at his/ her most vulnerable - so I pull out into the car lanes if going from Broyle Road to North Street, as I find it safer. The exit to St Paul's Road is especially dangerous because of traffic speeds, The temporary lanes have not helped solve this problem at all. Please go to Holland and see how they properly solve these problems. Enforcement of the 20mph speed limit is essential for cyclists to feel safe - College Lane is a particularly bad example of this problem. I write as a regular and experienced cyclist - but I am aware of others who feel that Chichester is not a safe place to cycle. Cycling is in fact the quick way to come into the centre from Summersdale, and cycle parking is good. My thanks for the work you have done, and I hope that much good comes from it.

Why is it more important to ask how old I am and what sex I am rather than talk about the infrastructure?

CDC would do better to spend money on educating cyclists to follow the Highway Code before wasting it on so-called "improvements" which will make our congested roads worse. Cyclists often ride the wrong way down one-way streets, which is a great hazard to pedestrians and car drivers alike; do not always dismount to cross the road, even at pedestrian crossings; "undertake" cars on the wrong side, endangering themselves and others, and also ride on pavements and nearly knock over pedestrians.

I welcome all efforts to encourage people to choose sustainable methods of transport for visiting Chichester, both for their own health and the long term health of others in helping combat pollution and the causes of climate change. Whilst Singleton where I live is served by the number 60 bus, the service is expensive and not very regular at weekends. Although the Centurion Way and its proposed extension up to Cocking looks to offer a safe route to pedestrians and cyclists to and from the villages in the Lavant Valley beyond West Dean, the roads/pathways connecting to the proposed access points fail miserably

You have barely anybody cycling in Chichester, as you are aware the average age is +70 and all those elderly people either drive or take the bus. No need to change the previous cycle lanes to these pop up lanes which are too wide, not in use by cyclists as most of the time they cycle on pavement and by having only one lane for drivers it makes the traffic and congestion even worse!

Whilst walking after getting off the bus by the Theatre Car Park and walking toward St Richards the air is polluted via all the traffic queues waiting to move on as now it is single file just totally awful dreadful when you get home and are wheezing and feeling worse for wear Who's idea was this?

No cycles in city centre areas. Leave on outskirts of city in bays. Parkedcyclists should walk..... Think elderly and disabled, prior to implementing future decisions.

Improve the footpaths, they are dangerous in places. Remove the covid cycle lanes, they are not encouraging cycle use but killing the town with congestion, so your businesses will die for lack of visitors.

I don't feel a cyclist that I can ride safely from anywhere outside the city, through the city to another destination also outside the city, safely. There does not seem to be adequate signage.

When cycling on shared paths I find walkers let their dogs off the lead and chase my bike or run in front of my bike, walkers shout at us. When running I often get chased by a dog biting at my ankles owners nowhere in sight.

Compulsory bike awareness course in all junior and senior schools Keep pedestrians and cyclists safe ongoing campaigns Support community driven walk/cycle for your health projects.

you need to improve the current pavements and cycle paths we already have, money would be better spent sorting out the current mess not making it worse. The 'cobble' in the city centre are of no historic value having only been laid in the 70s and 80s sort out the proper pedestrianisation and improve storage for bicycles and maybe more people would move away from their cars and cycle and walk into the city centre. You do nothing to advertise the current cycle paths that we already have that connect major parts of the city, people don't know they are there so 'choose' to cycle on the roads. These are also poorly maintained and are not effectively lit so coming in to the city before 9am and after 5pm no one would want to use them, specifically centurion way, Broyle road, college lane and the canal tow path. Make it mandatory that if there is a cycle path the cyclist should use it.

I am all for improvement to cycle ways but this should not be at the expense of car users. In doing so all you achieve is an increase in traffic and pollution as is currently demonstrated by the abomination that is the 'pop up' cycle lanes that have been an unmitigated disaster. People use their cars for a reason, you can't change that.

20mph speed limit inside the A27 is fast enough for vehicles and will help people walk and cycle more.

I would like cyclists to respect pedestrians on the pavements and not keep tooting them out the way and then expecting the pedestrian to walk on the grass verges so they can get past. I would like cyclists to take a test regularly and to keep to the road laws and to be fined if they don't adhere to the laws. I would like cyclists to have their own cycle paths and not share the pavements as quite a lot of the time there isn't the room to house both of them and pedestrians have priority. If the cyclist and pedestrians have to share the pavement, then the Councils have to make sure that the shrubbery by the roadside is kept cut back, as down the A259 (Matalan, Halfords) a lot of the pavement is taken up with shrubbery therefore we have to walk in the cycle lane. If there is a cycleway, then cyclists HAVE to use it and not use the road, causing traffic holdups. Cyclists will have to stop when the pelican crossing is in use and wait just like cars, vans and lorries.

I live between Lavant and South Harting. It is too far for me to walk into Chichester. I like coming into the city to shop. I have never before had to queue to come in or out of Chichester until the temporary bike

bollards were put in and I now find I have to wait in traffic every time I drive in or out. I have also never seen a bicyclist in any of the bike lanes.

Leave well alone! The rubric above these comment boxes states that comments are limited "to 250 words" but the counter below quotes the number of characters left. This is not a good advertisement for the design quality and testing of this survey.

If cycle routes cause traffic delays this will increase pollution from stationery traffic, as may be demonstrated with current Covid 19 arrangements

Lovely E bike routes now. More please!

Please please take down your pop up cycle lanes and allow traffic to flow safely through the town this enabling people to get to work and shops easily. The idea of a car free area is wonderful but totally impractical here. The empty cycle lanes tell you all you need to know. Perhaps if you stopped the out of control house building we might cut down on the traffic as each house will have 2 more cars!!

Chichester is in general a very pleasant place to walk and cycle around and with good connections to the coast and the countryside. But with a few improvements it could be much better. Many of the improvements proposed will help do this. But watching new developments being planned is depressing for pedestrians and cyclists as there is no focus that such developments can provide a useful thoroughfare for cyclists and pedestrians from other areas as well as being useful to residents of the estate. New neighbourhoods seem to turn their backs on the rest of the city such as Whitehouse Farm and the Barracks development. Could you change this please?

I would definitely cycle more if I felt safe on the road from car / lorry drivers.

I could not see any provision for direct routes to the north west. This will be crucial with the new development at White Horse Farm. There already needs to be a proper cycle path alongside the existing road to Funtington from the City centre

I'd like to see cycling permitted in some way through the pedestrianised areas and better provided for throughout the core town centre. I am not sure how this can be achieved because I recognise that pedestrian footfall is high. However, and this might be a DO MORE solution - has any thought been given to resurfacing South Street, taking out pavements and creating more of a shared space for buses, cyclists and pedestrians? Apply the same solution to most of West Street, the end of East Street/Eastgate and the northern parts of North Street. At the moment cars have better access than cyclists in all these places. There are too many cars pulling up outside Tesco or parking on East Street or queueing to get into the M&S car park at the expense of the pedestrian and cyclist experience. These streets could have bollards that go up and down as with bus gates and deliveries could still be made but only between certain hours. This approach would be compatible with the council's other aspirations for a vibrant city economy.

Please improve the surface in the pedestrianised centre of Chichester.

Get rid of pop up cycle lanes

We need to make it more convenient and less dangerous (perceived or actual) to cycle in Chichester. The "orange post infrastructure" is a good attempt but I suspect it wasn't designed by cyclists and is almost impossible to use. Cyclists and walkers should be able to be kept separate from motorised traffic and given priority over it in most cases. If you really want to encourage cycling there should be a bike lane through the city centre; atm travelling from side to the other involves a big detour and often joining roads full of cars. I have been abused on more than one occasion by motorists in recent months and I would like to feel if I reported this action would be taken - and I would like motorists to feel that, too. There is generally an anti bike feeling by many Chi residents, echoed by the regular anti bike letters to the Chi Observer. Oslo has completely turned around their transport solutions since 2015, with no deaths last year - and no child deaths for many years. Paris is in the process of doing the same. In the short run it involves pain and inconvenience, in the long run, less congestion and road deaths and injuries, a healthier and happier population and much more space and more pleasant surroundings and cheaper transport. The lockdown meant we could go out and about with cleaner air, less noise and less aggression around. Sooner or later we will take the less car alternative. It could be now, but if it's not many people will have died in the meantime.

i am a strong believer in the 20 plenty limits but it strongly needs enforcing even in my car and obeying the 20 limit to many drivers overtake you

Please spend a generous amount of money on only a few high quality and well thought through schemes. There are too many poor quality half baked cycle-ways that are near useless and therefore little used. It is very annoying to hear some councillors comment that cyclists should be required to use cycle provision when this infrastructure frequently of such poor quality. Cyclists will want to use good quality schemes and uptake should be seen as a reflection of the standard of provision. Send all CDC & WSCC town planners on a week long walking and cycling team building tour of Holland. This will be a worthwhile investment to help them grasp how high quality town planning can create genuine modal shifts away from car dependency. It would be reasonably cheap to send them there on the Eurostar and they might enjoy the experience!

While obviously still keeping people and children as safe as possible, they need to be encouraged to do more thinking for themselves and learning how to take more responsibility for their actions, not have overstretched councils pay for even more safety measures. This sometimes involves removing safety barriers etc as in Kensington, which resulted in less pedestrian accidents as they learned to look before crossing the road. It has been widely proved that more of these measures are counter productive. I am appalled by the incompetence of so many cyclists, and even more now at this time, who obviously have no knowledge of the Highway Code and other basic safe riding measures. The pop up cycles lanes have been underused and have created more congestion and resulting pollution. Any money available should be spent on adult cycling training which I'd like to see compulsory as well as insurance and more emphasis on The Green Cross Code, not more expensive installations.

Emsworth to 'Chichester is a priority cycle link for us. It needs to be continuous and direct.

As I am mostly in a wheelchair when in the centre of Chichester the lack of lowered kerbs and rough walkways is a particular annoyance, together with cyclists passing close by without warning. Some speed through the pedestrian areas without heed for those in their path. Signs asking cyclists to dismount in these areas should be more prominent.

Westgate Residents Association welcomes this initiative to improve cycling and walking in the city centre and adjoining areas. We agree that improvements are required to enhance the environment for cyclists and pedestrians along Westgate.

I am concerned about the lack of consideration of the North West area of the city. The Broyle and Parklands estates and the new development at Whitehouse Farm, which ultimately will increase the size of the city by a third, will need good direct and dedicated cycle routes to ensure cycling is adopted as the primary means of transport from this area - the distance is easy for most people but the roads are prohibitive. I frequently cycle to town from Parklands and have to cycle South and into the town from the West as St Pauls Road and the Northgate gyratory are unsafe to navigate. Some provision needs to be made along St Pauls Road, motorists drive too fast and push cyclists into the parked cars along the route. I have not commented on some of the routes because I don't cycle in those areas. However if the cycle routes were improved it would be lovely to explore and use the Southern and Eastern areas on a more regular basis. This document and the support for cycling and walking in the city is a great opportunity for Chichester to become a flagship for a greener, safer and healthier transport network.

Upgrade of all roundabouts to Dutch style, especially Northgate and Southern Gyratory, Westgate and Hope roundabout. Also permanent implementation of the single lanes on the redundant dual carriageway sections proven to be unnecessary during the pop-up lane trial is a key traffic calming and people centric balancing requirement. St Pauls road is missing from the plan. This is a key and unique access from the Western Quadrant which needs a 2 way cycle lane. Also a connection onto Orchard Av. Would make an excellent quiet access to Chapel Street. NOTE: Both my wife and I have been exasperated by this response portal and have dropped out 2 times each, almost resulting in giving up. This may result in reduced response rate.

As a resident of Market Avenue, I feel it would be safer to separate pedestrians, cyclists and vehicles by introducing a cycle lane along the road. Currently too many hazards are presented on the south side footpath, as some of the many cyclists who now use it illegally, have little regard for pedestrians (including school children from St Richards' school) and for cars emerging from driveways. Also, lowering the speed

limit may help make everyone feel safer, as the current 30mph is completely ignored by many vehicle users, possibly due to lack of policing.

The choice is between tacking cycling on to the vehicle infrastructure as a nice to have - or - deciding that the bicycle could be the answer to - well to so many questions. We all know the benefits. To do a proper job - do it properly. The roads are configured for vehicles and anything else - bicycles, people, mobility scooters and so on - is an intrusion and unwelcome intrusion at that. It's time to redesign the road.

The pop up cycle lanes have caused a lot of congestion, and arguably, increased pollution from standing traffic, yet there appear to be very few cyclists using them most times I have driven past. The scheme does not appear to be fit for purpose.

Unless I have missed it parking on pavements has not been mentioned. This makes walking and cycling hazardous and should be made illegal. I have been impressed by the detail in the plan and I hope that the extra money can be found to make it a reality. It would transform Chichester and would make the town a much more desirable place to visit and to live in.

The centre of the city is great for cycling and walking in, but entry points with heavy traffic make getting into town less pleasant. Widening and separating pavement from traffic would improve safety and experience for pedestrians. More bike racks enable cyclists to shop or visit with greater convenience. Generally prefer separated cycling routes rather than lanes with traffic but hate the pop up orange covid lanes, they're confusing and dangerous- especially one at top of New Park Road.

All cyclist should wear proper safety helmets and reflective clothing and have roadworthy bicycles with working lights All cyclists should know the Highway Code and use the lanes correctly. I see cycling riding cutting across 2 lanes of traffic because they can't be bothered going around the roundabouts.

This might be a big ask but as cycling is our (this including my husband) main transportation within 15 miles when trying to do as much in one trip we would love to see more of secured parking both for bikes and belongings rather than having to carry everything when leaving the bikes. The lockers which Amazon is using for collection points would be an example even if it is payable by the users.

I think this plans have the potential to massively improve the city for all users. I do believe that there needs to be more rigorous monitoring of compliance in the city. Speeding traffic is an issue pretty much everywhere outside of the city walls. As a regular cyclist I can also say that illegal cycling on the pavements is rife and needs to change. It is not enough to provide better infrastructure, we need to monitor and punish non compliance.

Given that Chichester is historic city that cannot easily be altered, the whole city and surrounding area (exc A27) should be a 20MPH zone where cyclists have priority. 2. Clear East-West and North-South routes with cycling priority are desperately needed that go close to the city centre. 3. I am disappointed that route K is not extended to at least Fishbourne (but ideally to Bosham). 4. The full length of Clay Lane should have priority for cyclists at all times and should have a 20 MPH speed limit. 5. There should be clear, highly visible cycling maps spread around the city. Both for practical use and for encouragement. 6. General maintenance is poor all around the Greater Chichester Area and standards of repair often variable. For example Clay Lane recently had a full day of repairs and yet a major pothole was missed (going NW about 100m after the A27 underpass). I'd also like to see greater use of overpasses / underpasses for walking and cycling wherever they can be afforded, but especially around major road junctions. The underpass between the College and the station is excellent for cyclists and has probably saved lives.

A map of cycling routes in and through the city should be published and made freely available on the internet, and at the library, Novium museum, Council offices and community centres. When we moved here in 2015 it was one of the first things I requested and was amazed it didn't exist. The cycling groups in the City would surely be pleased to help compile it.

Walking routes from Lavant are absolutely fine as they are - perhaps improved access to Centurion Way at the City end might help. Shared use paths - cycles and pedestrians are already a fact of life despite any regulations to the contrary - I suggest that dual use is normalised and that cycles are kept OFF the roads where they are more dangerous and cause traffic and pollution. Good example is the Salterns Way cycle track that is ignored by many cyclists who prefer to hold up traffic by meandering along the Apuldram

Road. Some BIG SIGNAGE painted on the road might get the cyclists to use the investment already made for them (and yes, I use it). The current experiment demonstrates just how few cyclists use the lanes provided. Transforming a major part of the road system for cyclists who won't use the lanes provided will be a monumental waste of public money.

No

I appreciate this is an Infrastructure plan and am grateful for the opportunity to comment. I have the following overarching & detailed comments; - whilst the focus of the plan is on infrastructure, are there also plans around 'soft infrastructure' e.g. cycle events to promote more cycling? Perhaps guided tours along key routes to introduce people to these routes (Salterns way / centurion way / canal) or even a car-free event?? If these are already happening I'd love to hear more! - the audits appear to assume people will prefer to take the most direct route. I'm not sure this is always the case, for example a parent with young children may seek out a quieter route that feels safer & also goes via shops etc to pick up supplies on route to school / childcare. Also A lot of journeys within Chichester can be made within 15min cycling which don't have to be the most direct route- there may be over overriding factors (safety / attractiveness) - Lockdown has made highlighted the value of local green spaces for tranquillity / connection to nature. These should feature more as key walking / cycling destinations in the plan (e.g. Brandy Hole, Graylingwell). Also green open space beyond the city centre - e.g. the harbour, Kingsley vale - Several childcare facilities appear to be missing from the facilities map - e.g. Busybees, Summersdale, co-operative - St Richards hospital

Improvements to cycling infrastructure are fine so long as they don't take away areas normally used by vehicles as you will have the same volume of cars competing for less and less road space with increased congestion, pollution and delays.

Underfunding in the public realm for many decades needs to be reversed. New and continuing long term investments in walking and cycling infrastructure are badly needed in Chichester.

Overall the proposed changes do nothing to improve quality of life and could make it worse, they should not happen. Introducing a 20mph limit in all residential streets irrespective of designation would be beneficial.